Report of the Executive Head of Planning, Transportation and Highways.

Ref: C2011/64627/3FR  WARD: CAR STH & CLOCK  Time Taken: 5 weeks, 6 days

Site: Former Queen Mary’s Hospital Site, Fountain Drive, Carshalton, SM5 4NN

Proposal: Application under Section 73 to vary condition 8 of permission C2008/59820/FUL to provide a new 7 form entry secondary school (to replace Stanley Park High School) and an ASD unit within a three story building, together with, inter alia, associated external sports facilities and car and cycle parking. New wording of condition to read: Prior to 31 December 2012 the school may only be occupied on the basis of accommodating staff and sixth form students and not exceeding 981 students in years 7 to 11. The school may not be occupied after 31 December 2012 unless an access road from Woodmansterne Road to the entrance of the school car park, together with associated alterations to Woodmansterne Road (all in accordance with planning permission C2011/64026/FUL and approved plans C6002 Revision C7 and C6003 Revision P3 in so far as consistent with planning permission C2011/64026/FUL, unless otherwise agreed in writing by the local planning authority) has been constructed and made ready for public use.

Applicant: London Borough of Sutton Children & Young People Learning Services
Agent: Haverstock Associates.

Recommendation: GRANT PLANNING PERMISSION

Reasons for report to Committee: The application is submitted on behalf of the Council and is a variation to a major development within the Green Belt.

Summary of why application proposals are acceptable/unacceptable

The proposed relaxation of the planning application to permit the school to open up to one year in advance of the construction of the new access road is considered acceptable given the projected traffic flows to and from the site during that one year period

1  BACKGROUND

Site & Surroundings

1.1 The application concerns the new Stanley Park High School, now nearing completion on part of the former Queen Mary’s Hospital site at Orchard Hill. The school is bounded to the north and west by still vacant former hospital land that is soon to be developed for housing.

1.2 The school site and housing land are presently accessed solely via Fountain Drive to the north. Fountain Drive also provides the only vehicular access to approximately 160 houses at the southern end of Fountain Drive and in Kenny
Drive, Roman Way, Lawson Walk and Burns Close east of the new school. These houses were built approximately ten years ago on the eastern half of the former hospital site.

1.3 Fountain Drive also serves the Queen Elizabeth Foundation, a charity that offers driving instruction to the disabled, and the Draper Centre, an educational establishment operated by the London Borough of Sutton. These are located respectively on the western and southern edges of the former hospital land.

1.4 The former BIBRA site lies to the south-west. The planning permission for the school requires the construction of a new road across the former BIBRA site to serve the school. This will link with the existing access into the BIBRA site from Woodmansterne Road. The school car park and main drop-off point for students located on the western side of the main school building will be accessed exclusively via the new road.

Site Specific Designation

1.5 The Orchard Hill site (comprising all the remaining parts of the former Queen Mary’s Hospital) is allocated as a Major Developed Site (MDS) within the Green Belt under the Core Planning Strategy to the Local Development Framework, adopted December 2009. The adjoining former BIBRA site is also an MDS within the Green Belt.

Relevant Planning History

1.6 Detailed permission for the school and outline permission to build up to 246 houses on the remaining parts of the former Queen Mary’s Hospital site were each granted in May 2010. Both permissions included the construction of a new road across the former BIBRA site. The new road is required to provide a second access to the school from Woodmansterne Road but will also serve those houses (anticipated in 2010 to be 46 in number) to be built between the school and the western boundary of the hospital site. The permission for the school is subject to a condition that the school may not open until the new road across the former BIBRA site is made available for public use. There is no such restriction on the occupation of the houses.

1.7 Outline permission was granted in September 2010 for the redevelopment of the former BIBRA site to provide a gospel hall for the Benhill Gospel Trust (BGT), a two-storey 80 bedroom care home and associated car parking. This relied on the existing access into the site but made provision for the planned construction of a new road across the site to serve the new Stanley Park High School, albeit on a different alignment to that approved in May 2010. The permission was accompanied by a legal agreement that addressed the planned construction of the new road.

1.8 Permission was granted on 17 May 2011, to the Council’s Children’s and Young Persons Learning Services (application reference C2011/64026/FUL), for the construction of a new road across the former BIBRA site on an alignment consistent with that envisaged by the BGT in its own application.
1.9 A ‘reserved matters’ submission, pursuant to the outline planning permission for
the housing, was submitted on 12 July. This proposes the construction of a total of
186 residential units comprising 115 houses and 71 apartments. 46 of the houses
will be accessed via the new road to the south-west. The submission is presently
subject to public consultation.

2 APPLICATION PROPOSALS

2.1 Condition 8 of the planning permission for the school requires the new access
road from Woodmansterne Road together with the associated alterations to the
junction with Woodmansterne Road to be built and made ready for public use
before the school may open.

2.2 The Council has been unable to acquire the land required to build the new road by
agreement and a Compulsory Purchase Order (CPO) has been made. However,
the two remaining objections to the CPO, from the owners of the land (the BGT)
and their educational trust (the OET), were withdrawn unconditionally the morning
the Inquiry into the CPO opened on 26 July. The Secretary of State’s decision in
respect of the CPO is now expected later this year. Should the CPO be confirmed,
it will no longer be possible to construct the new road in time for the planned
opening of the school in January 2012. In order to allow the school to open in
January 2012, the application seeks to vary Condition 8 to read as follows:

Prior to 31 December 2012 the school may only be occupied on the basis of
accommodating staff and sixth form students and not exceeding 981 students
in years 7 to 11. The school may not be occupied after 31 December 2012
unless an access road from Woodmansterne Road to the entrance of the
school car park, together with associated alterations to Woodmansterne Road
(all in accordance with planning permission C2011/64026/FUL and approved
plans C6002 Revision C7 and C6003 Revision P3 in so far as consistent with
planning permission C2011/64026/FUL, unless otherwise agreed in writing by
the local planning authority) has been constructed and made ready for public
use.

2.3 Drawings C6002 Revision C7 and C6006 Revision P3 show the proposed
alterations to the junction of the new road with Woodmansterne Road granted
permission in May 2010.

2.4 The application is made on the basis that the school will not have expanded to its
capacity (in terms of both pupil and staff numbers) by 2012 and the adjacent
residential development will still be at construction phase. The application is
accompanied by a Transport Statement that seeks to demonstrate that the traffic
impact in 2012, without the access road in place, is comparable to that of the
whole development, fully occupied, with the access road in place. This is
discussed further in section 5 below.

3 PUBLICITY

3.1 Adjoining Occupiers Notified

Method of notification: 284 letters were sent to addresses in Kenny Drive,
Fountain Drive, Roman Way, Lawson Walk, Burns Close, East Drive, Dingwall
Road, Barrow Avenue, Queen Mary’s Avenue, Stanley Park Road, Gaynesford Road, Courtney Crescent, Kings Avenue, Woodmansterne Road, Oakhurst Rise, and Wellfield Gardens. Letters were also sent to the Benhill Gospel Trust, Queen Elizabeth Foundation, Diamond Riding Centre for Disabled Riders and Bellway and Bovis Homes. Site and press notices were posted on 8 July 2011.

Number of letters received: 14

Addresses of letters: Burns Close, Fountain Drive, Kenny Drive, Roman Way, Barrow Avenue, Oaks Way and the Sovereign Park and Queens Mead Residents’ Association

Summary of material responses:

Individual residents opposed:

Permission for the school was granted on the basis that the new road would be built in order to avoid congestion in Fountain Drive. Without the new road traffic generated by the school plus contractors entering and leaving the site will cause severe congestion in Fountain Drive to the detriment of those living in the area already. This would be contrary to the original permission. Concerned also about additional noise and fumes that residents backing on to Fountain Drive will experience. Emergency access would be inhibited. Once people have got used to using Fountain Drive they will be unlikely to then drive the extra distance to the new access road once it is built. Application is premature pending the outcome of the CPO Inquiry: if the CPO is not confirmed it would be nonsense to expect the school to close on 31 December 2012. Doubt whether the Council ever intended to build the road.

Individual resident not opposed:

Disappointed that it has taken so long to reach this stage in organising the new road. Pressure of traffic will be immense and hope that all traffic obstructions along Fountain Drive will be removed for the duration of the temporary relaxation to give residents a fighting chance of escaping their homes.

Sovereign Park and Queens Mead Residents’ Association:

The project is not acceptable without the alternative access to the site: the residents’ view has always been that if the road is not built, the school should not open. Action may be taken to stop the school opening at all until the second access is open if the variation is accepted as it stands. However, the school is now nearly complete and in order to permit it to open in January 2012, the variation should be altered as follows:

- The date should be amended to ‘prior to 31 August 2012’, the start of the new school year, by which time the outcome of the CPO will be known. If the CPO is not confirmed an alternative second access should be put in place. Proposals for a possible alternative access should be formulated and published by 31 December 2011.
- Until the second access is available the number of students attending the school should be reduced still further. 1000 is an excessive number.
The planned alterations to Fountain Drive should be completed before January 2012, the date of the school’s limited opening, and ought to include parking restrictions along the length of Fountain Drive to the main entry round-about.

- No new houses should be occupied without a second access road.
- The variation should not be open-ended and therefore not renewable at the end of August 2012.

It is not reasonable to expect residents to live with unacceptable inconvenience and dangerously crowded roads. Many residents will be opposed to any variation of the planning condition. If the CPO is not confirmed, will the Council claim that it has done all that it can and allow the school to move on to a full roll?

3.2 Official Consultation

Internal:

Senior Traffic Engineer:

Notes that as part of the current application Atkins has carried out traffic surveys on the surrounding roads so as to provide an up-to-date base traffic flow for the analysis. The traffic analysis was carried out using the Transport Research Laboratory program, PICADY, with the March 2011 flows plus estimates for the school activity in 2012 (1074 pupils compared with the maximum of 1491 pupils – 72% of capacity) and small numbers of dwellings completed (88) by the end of 2012. There would also be construction traffic using the road system during 2012 as new dwellings are being built. The PICADY analysis identified that the Stanley Park Road/Queen Mary’s Avenue/Crighton Road junction would operate over 100% capacity on one arm of the junction and queues would be approximately 19 vehicles for a short period in the morning peak hour.

Atkins latest work considered the impact of the having a single access with 72% of students in attendance and a small number of occupied dwellings along with construction traffic on the performance of the most sensitive junction and found that for a 15 minute period (0800-0815) the junction operates in excess of capacity. This situation (a small period when junction is operating in excess of capacity) is similar to that whereby the school is fully occupied, housing development is complete and a second access road is in place which was modelled by Atkins for 2017.

It is not ideal for a local road junction to operate in excess of capacity for extended periods and for long queues to develop but for short periods of the peak period not satisfying peak demand is often seen as acceptable. Many London junctions suffer similar levels of performance during peak periods. The proposal would allow the school to open and operate and the housing development to proceed prior to the second access road being secured. On this basis sees no reason why Condition 8 should not be amended as proposed.

External: None

3.3 Councillor representations: None received in relation to this application.
4 MATERIAL PLANNING POLICIES

4.1 National Planning Guidance

PPS1 – Delivering Sustainable Development
PPG13 – Transport

4.2 The London Plan

- 2A.1, Sustainability criteria
- 3A.18, Protection and enhancement of social infrastructure and community facilities
- 3C.1, Integrating transport and development
- 3C.2, Matching development to transport capacity

4.3 Sutton Local Development Framework

- BP4, Education and skills
- DP3, Infrastructure requirements and delivery
- Site Development Policies: Proposed Submission DPD

4.4 Sutton Unitary Development Plan (saved policies)

- CL3, New community facilities
- G/TR5, Transport impact of new development
- TR18, New development and transport

4.5 Supplementary Planning Guidance/Documents:

- SPD12, Orchard Hill

5 PLANNING CONSIDERATIONS

Background to the new road

5.1 The Orchard Hill Transport Statement prepared for the Council by Atkins in July 2007 identified the need for a new access road from Woodmansterne Road to serve the new school and associated residential development. The new access was shown to have the effect of dispersing development traffic across the local road network and alleviating the forecast capacity problems at the junction of Stanley Park Road with Queen Mary’s Avenue and Crichton Road north of the site. The Statement identified the AM peak as the time when capacity problems would be greatest. The proposed new access road was forecast to take 55% of school traffic that would otherwise have to use Fountain Drive to access the site. These conclusions informed the design framework for the site including the Orchard Hill Supplementary Planning Document (SPD) adopted by the Council in November 2007.

5.2 A Transport Assessment prepared by Mayer Brown in May 2008 in support of the planning applications for the school and housing proposed that the development
be accompanied by the formation of a new access from Woodmansterne Road as part of a range of measures to mitigate the development’s transport impact.

Updated assessments

5.3 The current application is supported by a further Transport Statement prepared by Atkins. This explains how traffic counts were undertaken on 10 March 2011 at four junctions to the north of the site including the junction of Stanley Park Road with Queen Mary’s Avenue and Crichton Road. Construction traffic movements to and from the Orchard Hill site were also recorded during this period. The 2011 survey data has been used to update the traffic forecasts for the Orchard Hill development. The 2011 data now forms the Base Flow from which all traffic forecasts are derived replacing the 2007 survey data previously used.

5.4 The AM Peak was assessed as it is busier than the PM Peak period and represents the time period when capacity problems were identified in both the 2007 Transport Statement and 2008 Transport Assessment.

5.5 The results from the updated capacity assessments confirm that the surrounding road network, in its existing form, has insufficient capacity to accommodate the forecast traffic flows associated with the completed and fully occupied school and residential development at Orchard Hill. Without the new access road from Woodmansterne Road, large queues are forecast between the site and Stanley Park Road. Queues are forecast to extend back along the Queen Mary’s Avenue approach to its junction with Stanley Park Road, beyond the next junction upstream onto Fountain Drive. As demonstrated in the 2007 and 2008 reports, the new access road would have the effect of dispersing the proposed development traffic across the local road network. With a new access road in place, queuing along the Queen Mary’s Avenue approach to its junction with Stanley Park Road is forecast to reduce considerably and the junction is shown to be operating at a far better level of service, than without an access road.

Forecast trip generation in 2012

5.6 The construction of the new Stanley Park High School is currently on schedule with completion expected in early 2012. The senior management at the school advise that 1074 pupils would attend the school in the 2011/2012 academic year. Of these, 981 would be in years 7 to 11 including ASD pupils and the remainder would be in the sixth form. This is, broadly, the size of the school at its present site.

5.7 Following relocation to the new site, the school will be able to increase its entry form intake to 210 pupils a year, allowing the school to reach a planned final capacity of 1491 pupils after five years. The school would therefore be operating at about 72% of its final capacity in the 2011/2012 academic year.

5.8 Traffic forecasts for the school have been calculated using the results from travel surveys undertaken at the existing Stanley Park High School. The surveys were used to determine the mode of transport used by pupils and staff to travel to the school at present and the likely mode of transport to the new site. Based on the information gathered from the school, the following assumptions were made:
Sixth form pupils will travel to school outside of the AM peak. (The sixth form time-table does not require pupils to arrive at school until after the 0745 to 0845 AM peak hour.)

All Autistic Spectrum Disorder (ASD) pupils (91 in total) will travel to school by minibuses during the peak hour. Eight 12 seat minibuses will be used.

60% of staff will arrive prior to the AM peak, with the remaining 40% travelling during the peak.

890 pupils from Years 7 to 11 will travel to school during the AM peak hour:

5.9 Traffic generation forecasts for the school during the 0745 to 0845 peak have been split into four 15 minute periods to reflect the expected arrival and departure patterns of vehicles. These show arrivals peaking between 8.00 and 8.15 and departures peaking between 8.15 and 8.30.

5.10 With regards to the housing development, the Transport Statement notes that Bovis and Bellway, the joint developers of the housing land, both plan to start construction at the beginning of 2012. Bovis has indicated that legal completions of houses will commence in February 2012 at the rate of four per month. A total of 44 units will therefore have been constructed by the end of 2012. The same completion rate is assumed for Bellway.

5.11 Neither Bovis nor Bellway were able to provide an indication of construction traffic associated with their building programmes. For the purpose of the application it has been assumed that construction traffic movements would be the same as those recorded during construction of the school.

Traffic impact

5.12 The Transport Statement concludes that the level of congestion forecast by the end of 2012 without the new access road in place, on the basis of partial occupation of the school and partial completion of the residential units, is comparable to that arising with the entire development with the access road in place.

5.13 The results demonstrate that the junction will be at its busiest between 08:00 and 08:30 with the biggest queues forming along the Queen Mary’s Avenue approach between 08:00 and 08:15.

5.14 In 2012 with partial occupation of the school and partial completion of the residential units, a queue of 19 vehicles along Queen Mary’s Avenue is predicted. This compares to a queue of 16 vehicles for the assessment of the entire development in 2012 with full occupation and the access road in place. Thus, there would be an increase of only three vehicles in the queue along Queen Mary’s Avenue, if the school was permitted to open in 2012 without the access road in place.

5.15 The additional three vehicles fall well within the predicted results for the completed and fully occupied scheme in 2017 taking into account anticipated traffic growth.
Response to consultations

5.16 Possible alternative routes for a second access to the school were first investigated prior to the submission of the application for the school in 2008 and again in preparation for the recent CPO Inquiry. There is no alternative route through to Woodmansterne Road that would not have a major adverse impact on the operation of the Queen Elizabeth Foundation or Diamond Riding Centre for Disabled Riders or cut through the scheduled ancient monument (the remains of a Bronze Age Fort) within Queen Mary’s Park. The Council’s case to the CPO Inquiry was that there is no acceptable alternative to a route across the former BIBRA site.

5.17 Statutory consultation on the planned alterations to Fountain Drive, comprising the removal of the existing chicanes, the installation of raised tables and the reversal of the traffic priority at the Fountain Drive/Kings Avenue/Gaynesford Road junction, is planned to take place later this year. Subject to this, the works are likely to be complete by January 2012.

5.18 The withdrawal of the last two objections to the CPO clearly improves the chances of the Order being confirmed and the road built in a timely fashion, but in the unlikely event that the road is not in place by 31 December 2012, the school would have to close or a further application to amend the condition submitted for the consideration of this committee. It is not possible in the context of the current application to limit the occupation of the housing which is the subject of a separate permission.

Other planning conditions

5.19 Should permission be granted to vary Condition 8, it would be necessary to also vary other conditions of the May 2010 permission to ensure consistency with the new decision. Condition 9 of the May 2010 permission addressed the proposed horse crossing over the new access road. Full details of the horse crossing have since been agreed as part of the permission for new road alignment granted on 17 May 2011. To take account of this and the fact that the crossing would not now be built before the opening of the school, it is proposed to amalgamate Condition 9 with Condition 8.

5.20 Condition 13, which concerns the barrier to be erected across the new road to prevent through traffic between Woodmansterne Road and Fountain Drive, would need to be varied to allow the school car park and any of the 46 houses west of the school completed in the first year to be accessed from Fountain Drive until the new road is built.

5.21 Conditions 2, 16, 19 & 24, which concern the choice of facing materials, community use of the school’s facilities, CCTV cameras and archaeological recording, have all now been discharged. These conditions would need to be varied to reflect the details now agreed.

5.22 Four conditions that concerned protected species and in particular bats and badgers that were attached to the 17 May 2011 permission for the new road alignment would need to be included in the new permission.
Environmental impact

5.23 The original applications for the school and housing were accompanied by an Environmental Statement that identified the environmental effects of the proposal. The current application was preceded by a request for a screening opinion under Regulation 5 of the Town & Country Planning Environmental Impact Assessment (EIA) Regulations as to whether additional EIA would be required. The Council confirmed by letter dated 5 July 2011 that, based on the findings of the Transport Statement that the traffic impact on the existing network in the absence of the road would be comparable to that of the whole development fully occupied with the new access road in place, the proposal would be unlikely to have significant additional effects on ecology, air quality or any other environmental issues over and above those assessed in the original Environmental Statement and further EIA was not required.

5.24 Similarly, no significant additional environmental impact over and above those identified at the time of the original applications for the school and housing were identified at the time of the application for the new road alignment approved on 17 May 2011. The four additional conditions referred to in 5.22 above, taken from the 17 May 2011 permission, are considered to offer sufficient protection to protected species.

6 CONCLUSION AND RECOMMENDATION

6.1 The submitted Transport Statement demonstrates that, on the basis of occupation of the school to 72% of its capacity and having regard to the timing of the residential development, the traffic impact on the existing network by the end of 2012 without the access road, is comparable to that of the whole development fully occupied with the Woodmansterne Road access in place. The Council’s Senior Traffic Engineer concurs with these conclusions. On this basis, it is considered that Condition 8 of the planning permission for the school may reasonably be varied to allow the school to open at the restricted capacity until 31 December 2012.
WARNING: It is in your interests to ensure you obtain the approval of the Local Planning Authority, where the conditions require that to occur. Failure to comply with the following conditions may lead to enforcement action to secure compliance.

FIRST SCHEDULE

Former Queen Mary’s Hospital Site FOUNTAIN DRIVE Carshalton Surrey SM5 4NN

Redevelopment of part of the Orchard Hill site to provide a new 7 form entry secondary school (to replace Stanley Park High School) and ASD unit within a 3 storey building; external sports facilities to include turf and multi-use games areas, running track and cricket nets; external curriculum facilities to include allotment gardens and poly-tunnel; external hard and soft landscaped amenity areas; entrance plaza with public bus stop and separate 4 space ASD drop-off area accessed via Fountain Drive; 84 space car park and 6 space parent drop-off facility accessed via new road leading from Woodmansterne Road; new footpaths and cycle routes and storage for 167 cycles and 5 motor bikes (Application under Section 73 to vary condition No. 8 of application number C2008/59820/FUL).

SECOND SCHEDULE

(1) The development must be begun not later than the expiration of three years beginning with the date hereof.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990, as amended.

(2) The external parts of the building shall be completed prior to its occupation in accordance with the schedule of facing materials approved on 19 July 2011.

Reason: To safeguard the visual amenities of the area and to ensure compliance with Policies BE1 and BE2 of the Unitary Development Plan which seek to ensure where
applicable, proposals are compatible with existing townscape and of a high standard of design.

(3) All planting, seeding or turfing shown in the approved details of landscaping shall be carried out in the first planting and seeding season following the completion of the development. Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written consent to any variation.

Reason: To ensure where applicable compliance with Policy OE30 of the Unitary Development Local Plan which seeks to ensure the maintenance of trees as well as compliance with Policy BE13 which seeks to ensure landscaping schemes pay sufficient regard to the Council’s Nature Conservation Guide and promote satisfactory townscape.

(4) All existing trees shown to be retained shall not be pruned or removed during the course of the development or within a period of five years after completion without the prior written consent of the local planning authority. Any tree which is seriously damaged or becomes diseased within five years of the completion of the development shall be replaced in the same place or in any other place agreed in writing by the local planning authority. The size and species of any replacement tree shall be agreed in writing by the Local Planning Authority. The replacement tree or trees shall be planted within 12 months of removing the original tree or trees. This condition shall not be construed as overriding the requirements to obtain consent under any Tree Preservation Order.

Reason: To protect the trees on the site and the character and appearance of the site.

(5) All trees that are to be retained shall be protected during the course of construction in accordance with British Standard 5837:2005. Measures for protection in accordance with that standard shall be implemented prior to the storage of materials or commencement of work on site and shall be maintained to the local planning authority’s satisfaction until the completion of the development.

Reason: To ensure compliance with Policy OE30 of the Unitary Development Plan which seeks to ensure the retention of trees.

(6) The development hereby permitted shall not be occupied until the car parking, circulation and loading and unloading areas have been provided in accordance with approved plans 740_C_031 Revision B and 032 Revision A, unless the local planning authority gives written consent to any variation. The parking spaces shall thereafter be kept for the use of the occupants of or visitors to the school.

Reason: To ensure compliance with Policy TR12 of the Unitary Development Plan which seeks to ensure adequate off-street parking provision in the interest of highway safety.

(7) The school shall not be occupied until bicycle storage facilities have been provided in accordance with approved plans 740_C_031 Revision C, 101 Revision B, 109 Revision B and 110 Revision C, unless the local planning authority gives written consent to any variation. The cycle storage shall thereafter be kept for the use of the occupants of or visitors to the school.
Reason: To ensure compliance with Policy TR28 of the Unitary Development Plan which seeks to ensure that provision is made as part of new development.

(8) Prior to 31 December 2012 the school may only be occupied on the basis of accommodating staff and sixth form students and not exceeding 981 students in years 7 to 11. The school may not be occupied after 31 December 2012 unless an access road from Woodmansterne Road to the entrance of the school car park to include a horse crossing over the new access, together with associated alterations to Woodmansterne Road (all in accordance with planning permission C2011/64026/FUL and approved plans C6002 Revision C7 and C6003 Revision P3 in so far as consistent with planning permission C2011/64026/FUL, unless otherwise agreed in writing by the local planning authority) has been constructed and made ready for public use.

Reason: To ensure adequate access to the school car park and drop off point and in the interest of the free flow of traffic generally upon the full occupation of the school, and to ensure the safety of horses and handlers.

(9) Detailed drawings of any incidental earthworks required to construct the new access road and swale shall be submitted to and approved in writing by the local planning authority. The earthworks shall be carried out in full accordance with the details thus approved.

Reason: To ensure a satisfactory form of development

(10) Full details of the street lighting along the new access road from Woodmansterne Road and along all new roads required to serve the school shall be submitted to and approved by the local planning authority. These details shall include column heights and numbers and the level of illuminance. The street lights shall be installed in full accordance with the details approved.

Reason: To limit light spillage at night and to protect the environment of neighbouring residents.

(11) The school shall not be brought into use until the access road and associated provision for cyclists between the main school building and Fountain Drive to the north has been constructed in accordance with drawing C6002 Revision C4 or as otherwise agreed in writing with the local planning authority.

Reason: To ensure adequate and safe access to the school.

(12) Upon completion of an access from Woodmansterne Road, vehicular access through the site shall be prevented by the construction of a gate or comparable barrier across the main estate road at a point to the west of the main school building, as indicated on approved drawing C6002 Revision C4. Full details of the barrier including arrangements for its opening to allow emergency vehicles to pass or in other exceptional circumstances shall be submitted to and approved in writing by the local planning authority. The gate shall be constructed and thereafter retained in full accordance with the details approved.
Reason: To prevent the passage of cars through the site, in the interest of the safety of school pupils, the living conditions of occupiers of the proposed new housing and the proper management of traffic in the area generally.

(13) A bus stop or stand including driver facilities shall be provided outside the school if required by Transport for London. Details must be agreed in writing by the local planning authority, in consultation with Transport for London, prior to this section of the works being carried out. Unless agreed in writing, the bus stop or stand with driver facilities shall be provided prior to the school being brought into use and shall thereafter be retained for the said purposes.

Reason: To ensure that buses may stand safely outside the school in accordance with the agreed travel strategy for the school.

(14) Before the school is occupied a School Travel Plan shall be submitted to and approved in writing by the local planning authority. The Plan shall include details of how it will be implemented, developed, monitored and enforced. At the end of the first and third years following the opening of the school, the school shall apply to the local planning authority for approval of reports monitoring the effectiveness of the Plan and setting out any changes it is proposed to make to the Plan to overcome any identified problems.

Reason: To help secure sustainable forms of travel to the school and to minimise congestion in surrounding roads.

(15) The school's teaching and sports facilities shall be made available for community use in accordance with the Lettings and Community Use Policy approved on 19 July 2011.

Reason: To secure well managed and safe community use of the school's teaching and sports facilities and to protect neighbouring residents from noise disturbance.

(16) Full details of the floodlighting of the multi-use games area shall be submitted to and approved by the local planning authority. These details shall include column heights and numbers, the level of illuminance and the days and hours that the floodlights are to be used. No night time use shall be made of the multi-use games area until these details have been approved. The floodlights shall be installed and operated in full accordance with the details approved.

Reason: To limit light spillage at night and to protect the environment of neighbouring residents.

(17) Details of all external lighting fixtures both freestanding within the school grounds and attached to the school building and to include security lighting, shall be submitted to and approved in writing by the local planning authority. The lighting shall be installed and thereafter retained in full accordance with the details thus approved.

Reason: To limit light spillage at night and to protect the amenities of neighbouring residents
(18) No CCTV cameras shall be installed around the exterior of the school other than those approved on 19 July 2011 unless otherwise agreed in writing by the local planning authority.

Reason: To reduce the chances of crime without harming the appearance of the school.

(19) The following environmental sustainability features shall be provided before the school is brought into use:
- mechanical ventilation heat recovery in the classrooms
- biomass boiler
- photovoltaic panels on the roof.
None of these features shall be removed without the agreement in writing of the local planning authority.

Reason: To ensure the development provides the environmental sustainability features included in the application in accordance with London Plan Policy 4A.1 and SCD4 of Sutton's Sustainable Design and Construction IPG.

(20) The development shall achieve a 'very good' BREEAM rating

Reason: To maximise energy savings in accordance with London Plan Policy 4A.1 and SCD4 of Sutton's Sustainable Design and Construction IPG.

(21) The badger gates shown to be installed in the boundary fencing on drawing 740_P_021 Revision J shall be installed in full accordance with the drawing unless the local planning authority gives written consent to any variation, and shall thereafter be retained to the satisfaction of the local planning authority.

Reason: To help safeguard wildlife on the site.

(22) No development groundworks shall be implemented without arrangements having been put in place for an archaeological monitoring exercise ('watching brief') to monitor ground works and record any archaeological evidence revealed. The monitoring exercise shall accord with the Written Scheme of Investigation (Specification for an Archaeological Monitoring Exercise, December 2008) hereby approved. Within six weeks of the completion of all archaeological fieldwork, the applicants will issue for the approval of the local planning authority and English Heritage a full post-excavation report detailing proposals for post-excavation works and the preparation of an archive.

Reason: To ensure that there is an opportunity to properly investigate and record information on this site, which is considered to be of high archaeological interest.

(23) The development shall be carried out in accordance with the Written Scheme of Investigation for Historic Building Recording approved 18 May 2010 and the report on the programme of archaeological building recording approved 18 October 2010.

Reason: To ensure that there is an opportunity to properly investigate and record information on this site, which is considered to be of high archaeological interest.

(24) Details of how to avoid overlooking and limit noise disturbance from the service and external curriculum areas on the east side of the school shall be submitted to and approved in writing by the local planning authority. Any additional screening considered
necessary shall be provided prior to those areas being brought into use and shall thereafter be retained.

Reason: To protect the amenities of the residents of Roman Way to the east of the site.

(25) Details of any external plant to be installed on the roof or walls of the building or freestanding within the school grounds shall be submitted to and agreed in writing by the local planning authority. The details shall include the location, size and appearance of the plant, noise likely to arise from its operation and any sound attenuation measures necessary to limit noise disturbance. The plant shall be installed and thereafter maintained in full compliance with any approval given.

Reason: To prevent noise disturbance to adjoining residents and protect the living environment generally

(26) The development shall be carried out in full accordance with the surface water strategy reference 080020/DMc prepared by Conisbee and dated 5 December 2008.

Reason: To prevent the increased risk of flooding and to improve water quality generally.

(27) Piling or other foundation designs using penetrative methods shall be limited to those set out in the Westpile Method Statement reference P26554-MS001-Rev A, dated 22 December 2008. No other piling or other foundation designs using penetrative methods shall be employed except with the express written consent of the local planning authority.

Reason: To prevent the mobilisation of contamination which would present a risk to controlled waters. The site is located in a major aquifer and a Source Protection Zone.

(28) If, during development, contamination not previously identified is found to be present at the site then, unless otherwise agreed by the local planning authority, no further development shall be carried out until the developer has submitted and obtained written approval from the local planning authority for an amendment to the remediation strategy. The amendment to the strategy shall detail how this unsuspected contamination shall be dealt with.

Reason: To prevent pollution of the groundwater from unsuspected sources of contamination discovered during construction

(29) All construction work shall be carried out in accordance with the Construction Method Statement dated 8 December 2009 hereby approved unless otherwise agreed in writing with the local planning authority.

Reason: To ensure the development does not interfere with the free flow of traffic and public safety on the public highway.

(30) No building works which can be heard at the site boundaries shall be carried out except between the hours of 8.00am and 6.00pm Monday to Friday, between 8.00 am and 1.00pm on Saturdays and not at all on Sundays and public holidays.
Reason: To safeguard the amenity of the occupiers of adjacent premises and the area generally during the building construction process.

(31) No work to implement this permission shall be carried out until a dusk and dawn emergence and re-entry survey has been carried out between March and October (the active season for bats) for trees assessed as having medium to high bat potential in accordance with the Bat Survey Practice Guidelines (Bat Conservation Trust 2007) from the boundary of Orchard Hill to Woodmansterne Road including the adjoining Woodmansterne Road Woodland Site of Importance for Nature Conservation (SINC). If bats are observed no work to implement this permission on the relevant part of the site shall be carried out until a programme of mitigation measures in respect of the application site and/or the adjoining SINC has been submitted to and agreed in writing by the local planning authority and the agreed mitigation shall thereafter be carried out in accordance with the approved details.

Reason: To ensure the protection of bats in compliance with the Conservation of Habitats and Species Regulations 2010 and the Wildlife and Countryside Act 1981 (as amended).

(32) No work to implement this permission shall be carried out until a method statement for all trees with bat potential from the boundary of Orchard Hill to Woodmansterne Road including the adjoining SINC to demonstrate reasonable measures to avoid bat disturbance, such as soft felling under ecological supervision, has been submitted to and agreed in writing by the local planning authority. This shall include category 2a trees where no bats have been observed in the emergence/ re-entry survey. The method statement shall include measures to avoid disturbance of nesting birds.

Reason: To ensure the protection of bats in compliance with the Conservation of Habitats and Species Regulations 2010 and the Wildlife and Countryside Act 1981 (as amended).

(33) Tree felling and vegetation clearance works from the boundary of Orchard Hill to Woodmansterne Road including the SINC shall be timed to avoid the nesting season (March to August inclusive). Tree felling and vegetation clearance shall be carried out at other times only with the written agreement of the local planning authority.

Reason: To ensure the protection of nesting birds in accordance with the Wildlife and Countryside Act 1981 (as amended).

(34) No development from the boundary of Orchard Hill to Woodmansterne Road shall take place until a survey of the work site and of land within a radius of 30 metres from the work site, for badgers and badger activity has been carried out. Any badger setts within 30 metres of the relevant part of the proposed construction site should be assessed for activity and the appropriate measures required thereafter.

Reason: To ensure the protection of badgers in compliance with the Protection of Badgers Act 1992.

INFORMATIVES.

(1) This approval only grants permission under section 57 of the Town and Country Planning Act 1990. All work to the public highway will require the further written consent
of the Council under the Highways Act and all building work will require approval under the Building Regulations. You are advised to contact the Council's highways adoption engineer on 020 8870 6346 to discuss the former and the Council's building control team on 020 8770 6268 with regards the latter before proceeding with the work.

(2) This application has been assessed against the relevant policies of the Sutton Unitary Development Plan and the Core Planning Strategy to the Local Development Framework adopted December 2009. The proposal is generally in accordance with Section 38(6) of the Town and Country Planning Act 2004 (as amended) and for this reason planning permission is granted.

(3) Conditions 22 and 23 are imposed at the request of the English Heritage Archaeology Team. Further advice about their discharge might be obtained from Diane Walls at English Heritage, telephone 020 79733732.

(4) You are reminded of the need to obtain Scheduled Monument Consent before commencing any works close to the scheduled ancient monument in the south-west corner of the site. For further advice of this please speak to Jane Sidell at English Heritage.

(5) Conditions 26 to 28 are imposed at the request of the Environment Agency. Further advice on these might be obtained from Susan Sheahan, the planning liaison officer at the Environment Agency, telephone 020 7091 4072.

(6) Whenever possible, works should be timed to minimise disturbance to wildlife. Good construction practice should be adopted so that site compounds and spoil heaps are securely fenced off. All open holes and pits should be covered at night or a means of escape for animals provided. The site should not be lit at night, or if lighting is required it should be directed downwards and away from any vegetation. If any protected wildlife is found during works, works affecting it should cease and a suitably qualified ecologist should be consulted for advice.

(7) This decision relates to drawing numbers:-

Site plans 884-P1000 & 1001 rev E;
884-P1010, 1011, 1012 & 1017;
122 rev A, 123 rev A, 131 rev A & 201 rev A;
C6002 rev C7, C6003 rev P3 & LPORCHARDHILL.1/06 rev B;
submitted 26 October 2009;
August 2009;
884_D353 rev A and 884_D354.doc CHP Connectivity Statement;

and to the following statements:

Planning Support Statement, Design and Access Statement and Statement of Community Involvement prepared by Haverstock Associates;
Transport Assessment dated May 2008 and Supplementary Information dated October 2008 prepared by Mayer Brown; Transport Statement dated 22 June 2011 prepared by Atkins; Arboricultural Constraints report dated May 2008 prepared by Landmark Trees; Existing Tree photographic record; Environment Statement (3 volumes), Energy Statement and Sustainability Statement all dated May 2008 prepared by Faber Maunsell; Addendum to Environmental Statement dated November 2008, prepared by Faber Maunsell; Sustainability Statement for School dated May 2008 and Addendum Report dated September 2008 prepared by CBG Consultants; Archaeological Evaluation Report (CgMs and Wessex Archaeology), September 2008 and Written Scheme of Investigations comprising:

* Project Design for an Archaeological Evaluation (CgMs and Wessex Archaeology), October 2008;
* Written Scheme of Investigation for Historic Building Recording (CgMs and Wessex Archaeology), October 2008 and
* Specification for an Archaeological Monitoring Exercise (CgMs), November 2008, revised December 2008;

and to the details of facing materials, community use of the school's teaching and sports facilities and CCTV cameras submitted 18 April 2011 and approved 19 July 2011.

(8) This decision notice should be read in conjunction with the agreement under section 106 of the Town and Country Planning Act 1990 dated 17 March 2010 and 14 May 2010.
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