

PLANNING COMMITTEE - Date:3 June 2015

Report of the Executive Head for Economic Development, Planning and Sustainability.

Ref: B2015/71406/3FR	WARD: B05 / SUTTON NORTH	Time Taken: 11 weeks, 6 days
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Site: Greenshaw High School GRENELL ROAD Sutton SM1 3DY
 Proposal: Partial demolition and erection of a three storey extension at front to provide new classrooms and entrance area with associated facilities; refurbishment , extension and alterations to existing school incorporating enlargement of hall involving an increase in height, new staircase enclosure, extension of corridors and new windows with additional car parking facilities and landscaping.
 Applicant: Mr Stephen Bradford
 Agent: Mr Henry Simon

Recommendation:

GRANT PLANNING PERMISSION

Reason for Report to Committee: Major application recommended for approval, the recommendation has been opposed in writing by 10 or more persons, residing at separate addresses and the application has been de-delegated by Councillor Penneck.

Summary of why application proposals are acceptable:

- The proposal is considered acceptable in principle and the expansion of education facilities is supported in policy terms, the submitted documents clearly demonstrate that there is a genuine need for providing additional school places and enhancing the existing school facilities.
- The proposed extensions are considered to be well designed and would rationalise the existing school facilities and complement the existing buildings within the site.
- The change in impact on the living conditions of nearby residents has been carefully considered and would be minimal given that the proposed extensions are concentrated in the middle of the site and well separated from the flank boundaries.
- Whilst it is acknowledged that the proposal would result in increased traffic and parking demands, particularly during school start and end times it is considered that the layout, design and external appearance would be both practical and make a positive contribution to the character of the area. A thorough Transport Statement has been submitted in support of the application and the Councils Principal Highways Engineer has raised no objection to the scheme, subject to conditions to mitigate the impacts upon the local highway conditions.

1.0 **BACKGROUND**

1.1 **Site and Surroundings:**

1.2 Greenshaw High School is situated to the north of Sutton Town Centre on the eastern side of Grennell Road and comprises a large school site containing buildings of predominantly one and two storeys in height with a variety of roof treatments.

1.3 The area around the site is residential in character comprising a mixture of type and style of dwellings. The general height and scale of development is predominantly two storey domestic scale. The site is not located within any site specific designations.

1.4 **Site Specific Designations**

1.5 None.

1.6 **Relevant Planning History:**

1.7 The site has a planning history dating back to 1954. The most relevant planning history is listed below:

- 10/62921/FUL Erection of a porch canopy to sixth form entrance was granted planning permission on 17/09/2010.
- 12/65634/CPU Installation of photovoltaic solar panels to the existing school roofs was confirmed as permitted development on 20/07/2012.
- 12/66060/3FR Erection of a conservatory to front of existing dining hall and enlargement of vehicular access including new gates up to a maximum height of 2.1 metres was granted planning permission on 07/09/2012.
- 12/66768/3FR Retention of solar panels to roof of sports hall was granted planning permission on 10/12/2014.
- 13/66908/3FR Construction of a new two storey 6th Form Block attached to the existing School sports hall to provide additional classroom and common room and ancillary facilities is awaiting determination.
- 14/69499/3FR Provision of a synthetic grass surface multi sports area with new perimeter fencing and gates between 3 and 4.5 metres in height on the existing playing field was granted planning permission on 25/06/2014
- 14/70232/3FR Submission of revised drawings to include storage areas and alteration to the fencing (Variation of condition 6 of planning approval B2014/69499/3FR) was granted permission on 05/11/2014
- 14/69310/3FR - Retrospective application for the retention of a detached storage building was granted on 29/04/2015.

2.0 **APPLICATION PROPOSALS**

2.1 **Details of Proposal:**

2.2 The proposal involves the partial demolition and erection of a three storey extension concentrated along the Grennell Road frontage to provide new classrooms and entrance area with associated facilities; refurbishment, extension and alterations to existing school incorporating enlargement of hall involving an increase in height, new staircase enclosure, extension of corridors and new windows with additional car parking facilities and landscaping.

- 2.3 The sixth form corridor will be reconfigured to allow better access to the dining hall for all students, including new toilets and offices. Part of this corridor will be a new extension within the existing courtyard area, not visible from outside the school but providing additional footprint and providing a wider ramped access down to the dining room and school hall.
- 2.4 The two existing classrooms at the back of the hall will be demolished to allow the main hall to be increased in size and provide a flexible space for assembly and dining. The open corridor alongside the steps will be walled off to allow it to remain in use whilst exams are taking place in the main hall. A new wheelchair lift will provide access to the hall and dining areas. A small extension to join the hall to the increased area is in the centre of the site and with other building blocking views of it from the surroundings.
- 2.5 A new wider staircase up to the first floor science rooms from the main corridor would be provided. An existing small staircase will be removed and a new fully enclosed stair case will rise from the ground to first floor through the existing roof and entering through the side elevation of the first floor.
- 2.6 Reconfiguration of the classrooms and offices and internal refurbishment with new external windows.
- 2.7 Increased corridor at the main playground exit to reduce congestion and new external door assembly.
- 2.8 New reprographics room and enlarged staff room, existing rooms and stores moved with internal refurbishment.
- 2.9 The school currently has 1670 pupils on roll, in five year groups and two sixth form year groups. The proposal would increase this number by two forms of entry per year (60 pupils per year) until 2021 and an additional 100 pupils within the sixth form over this period. This would result in the school roll increasing by 400 pupils to approximately 2070 pupils by 2021. The submission states that the catchment area for the school is 1.3 km. The proposal would require an additional 41 members of staff.
- 2.10 **Significant amendments to application since submitted:**
- 2.11 Amended plans were received which included minor amendments to the scheme following more detailed drawing development. These amendments do not change the submitted scheme in terms of its location, siting, size, height, area or design.
- 3.0 **PUBLICITY**
- 3.1 **Adjoining Occupiers Notified**
- 3.2 **Method of Notification:**
- 3.3 Letters of consultation were sent to 162 adjoining occupiers on 23 March 2015. A site notice was also displayed close on the 27 March 2015 as well as being published by way of a press notice on 26 March 2015.
- 3.4 **Number of Letters Received:**
- 3.5 Four letters were received prior to the application being submitted, following the consultation with residents by the school in February 2015. These letters were received from 2, 4 and 14 Grennell Close and 132 Grennell Road.

3.6 Following the Council's notification letter a further fourteen letters of objection were received from 1, 2, 4, 14 (2 letters), 15 and 18 Grennell Close, 65, 102, 104, 132 (2 letters) Grennell Road and 61 Aultone Way and 23 Duke of Edinburgh Road.

3.7 **Summary of Material Representations:**

- Increased traffic
- Increase in demand for parking
- Highway safety
- Noise and disturbance
- Loss of privacy
- Loss of amenity
- Expansion could be located elsewhere
- Excessive height of building
- Out of character with existing site
- Litter / pollution
- Concerns about piecemeal development of the school

3.8 **Consultation Responses:**

3.9 **External**

3.10 **Environment Agency:**

3.11 No comment as the application has a low environmental risk.

3.12 **Thames Water:**

3.13 No objection.

3.14 **Sutton & East Surrey Water:**

3.15 Any comments received will be reported to the Planning Committee.

3.16 **Crime Prevention Officer:**

3.17 Any comments received will be reported to the Planning Committee.

3.18 **Internal:**

3.19 **Principal Tree Officer:**

3.20 No objection subject to conditions.

3.21 **Senior Highways Engineer:**

3.22 No objection subject to conditions.

3.23 **Environmental Health:**

3.24 Any comments received will be reported to the Planning Committee.

3.25 **Sustainability Officer:**

3.26 No objection.

3.27 **Councillor Representation:**

3.28 The application was de-delegated by Councillor Penneck on the grounds of the mass of the building and impact of the additional traffic and noise.

4.0 **MATERIAL PLANNING POLICIES**

4.1 (1) The London Plan – March 2015.

4.2 (2) The Local Development Framework (LDF) comprising of two main documents
 -(a) The Core Planning Strategy (CPS)
 -(b) The Site Development Policies Development Plan Document (DPD)

4.3 In the event that there are discrepancies between the adopted CPS, DPD and the London Plan, legal guidance indicates that the latest adopted document prevails.

4.4 National Planning Guidance:

- National Planning Policy Framework (NPPF)
- National Planning Practice Guidance (NPPG)

4.5 London Plan

- 3.16 Protection and Enhancement of Social Infrastructure
- 3.18 – Education Facilities
- 5.1 – Climate Change Mitigation
- 5.2 – Minimising Carbon Dioxide Emissions
- 5.3 – Sustainable Design and Construction
- 5.7 – Renewable Energy
- 5.13 – Sustainable Drainage
- 6.3 – Assessing Transport Capacity
- 6.9 – Cycling
- 6.13 – Parking
- 7.1 – Building London’s Neighbourhoods and Communities
- 7.2 – An inclusive Environment
- 7.3 – Secured by Design
- 7.4 – Local Character
- 7.5 – Public Realm
- 7.6 – Architecture
- 7.15 – Reducing Noise and Enhancing Soundscapes
- 7.19 – Biodiversity and Access to Nature
- 8.3 – Community Infrastructure Levy

4.6 Supplementary Planning Guidance/Documents

- SPD13 – Transport Assessments and Travel Plans
- SPD14 Creating Locally Distinctive Places
- IPG11 Sustainable Design and Construction

4.7 Core Planning Strategy

- BP4 Education and Skills
- BP12 Good Urban Design and Heritage

4.8 Site Development Policies DPD

- DM1 Character and Design

- DM2 Protecting Amenity
- DM3 Enhancing Street Scene and Public Realm
- DM5 Sustainable Design & Construction
- DM6 Climate Change Mitigation
- DM12 Noise and Vibration
- DM13 Light Pollution
- DM16 Open Space
- DM17 Biodiversity, Habitats and Species
- DM19 Promoting Sustainable Transport and Accessibility
- DM20 Assessing the Transport Impact of New Development
- DM22 Parking
- DM31 Social and Community Infrastructure

5.0 **PLANNING CONSIDERATIONS**

5.1 The principal considerations (including whether any material planning objections have been reasonably addressed) in relation to this application are:

- **Principle of Development**
- **Design Quality**
- **Impact on Neighbours**
- **Parking and Highways**
- **Trees and Landscaping**
- **Sustainability**

5.2 **Principle of Development:**

5.3 The NPPF states that the Government attaches great importance to ensuring that a sufficient choice of school facilities is available to meet the needs of communities and that local planning authorities should take a proactive, positive and collaborative approach to meeting educational requirements.

5.4 Policy DM31 of the Site Development Policies DPD states that the development of social and community infrastructure will be granted where it is accessible by a range of transport modes, where it provides flexible space, where it would be located close to the local community it serves and where it would not have significant environmental impacts. Policy BP4 of the Core Planning Strategy states that the Council will support the provision and improvement of education facilities to meet the aspirations and requirements of the local community.

5.5 Policy 3.18 of the London Plan states that development proposal which enhance education will be supported, including the expansion of existing facilities.

5.6 The proposal would provide improved teaching spaces as well as facilitating the enlargement of the school by approximately 60 additional pupils per school year and additional pupils in the 6th form. This will increase the capacity of the school by approximately 400 pupils to an overall total of 2070 pupils over a period of 5 years. The schools catchment area is small, at 1.3 kilometres and therefore it is expected that the additional pupils would live in close vicinity to the site and within the borough of Sutton. The additional pupils would require additional 41 members of staff.

5.7 The proposal seeks to provide for an identified educational need within Sutton that makes good use of the existing school site by redeveloping existing built up areas without incursion into existing playground space. As such, the proposal will not diminish facilities provided at this school by re-using previously developed land in accordance with the advice in the NPPF and the above mentioned policy guidance.

- 5.8 There is a recognised and well established requirement to provide additional secondary school places and the expansion of education facilities is supported by National, London wide and Local Plan policies. The principle that community facilities should be located within the catchment of the residential areas that they serve is well established and the submitted documents indicates a genuine need for additional space and improvements to the school. As such, there is no objection in principle in land use terms to this development subject to all other relevant planning policy guidance and material planning considerations. These considerations will be addressed in the following sections.
- 5.9 **Design Quality:**
- 5.10 This proposal involves extending the existing front building line of the main entrance block forward towards Grennell Road by a maximum of approximately 16.00 metres with an additional two storeys above the existing single storey element. The proposal would be approximately 37.00 metres in width, approximately 19.00 metres in depth above ground floor level.
- 5.11 Policy BP12 of the Core Planning Strategy requires development to respect or reinforce the character and identity of the area and avoid developments which do not integrate well into the surroundings. Further advice in relation to good design is contained in Supplementary Planning Document 14 'Creating Locally Distinctive Places' and the advice in the NPPF which states that design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way in functions, should not be accepted.
- 5.12 Policy DM1 of the Site Development Policies DPD states that planning permission will only be granted for development that maintains and enhances the local character and appearance of the surrounding area and should, amongst other considerations, respect and retain existing landscaping and make provision for additional landscaping, be of suitable scale, massing and height, to improve an area of poor character by the use of high quality architectural design and layout, protect local views, provide natural surveillance, meet highest standards of accessibility, deterring crime and make good use of natural and technological measures to increase sustainable living.
- 5.13 In design terms, the proposal would add to the bulk and scale of the existing Grennell Road frontage. This frontage comprises three separate two storey buildings to the north of the single storey building which is proposed to be extended, all of which are sited closer to the public highway and footpath than the proposed three storey extension.
- 5.14 The other adjacent buildings are setback approximately 8.50 metres from the road, whilst the existing single storey building to be altered is set approximately 34.00 metres from the back edge of the footpath. In comparison the proposal would retain a setback of approximately 21.00 metres. Due to the increased set back from the road, the proposal would appear comparable to the existing mass, height, scale and bulk of this frontage and would not appear overly dominant within the streetscene. The proposed building would be finished in brickwork to match a number of the other school buildings which comprise a variety of brickwork, render and cladding finishes although these buildings are formed of variety of design styles and utilise a range of finishing materials and as such, there is not a specific design character when viewed from the Grennell Road frontage.
- 5.15 The proposed building provides teaching spaces within three storeys of accommodation which minimises the footprint. The new build sits back from Grennell

Road to improve its integration with the surrounding built mass whilst creating a clearer, more defined main entrance to the school. The position and orientation of the building has been designed with the effects of sunlight in mind. The classrooms benefit from east-west light and avoid either strong heat gain from south facing windows or reduced lighting from facing north. Although the proposal is slightly higher than the other school buildings it sits much further back from the road. Its mass, scale and relationship thus appear similar to the science and language blocks which both sit much closer to Grennell Road.

- 5.16 The proposed frontage would incorporate a full height glazed frontage to the ground floor with double height vertical louvres above ground floor level with recessed glazing behind. The palette of contrasting materials and colours would respect the varied built form of the existing school buildings, whilst providing a more contemporary finish to create a focal point within the site, signposting the main entrance to the school. The proposal is considered to be of a high quality design including vertical louvres, a strong well defined front surround and well designed roof and flanks which would add articulation and visual and architectural interest to the Grennell Road streetscene.
- 5.17 It is therefore considered that the proposed extension would be of an exemplary design, which would provide an attractive entrance to the school whilst increasing the size and improving the functionality in accordance with the above mentioned policies.
- 5.18 The alterations to other areas of the school do not raise any issues in design terms due to the limited alteration, size and scale
- 5.19 As such, it is considered the proposed works would not have a detrimental impact on the character and appearance of the existing school site or the wider surrounding area and the proposal is considered to be acceptable in design terms.
- 5.20 **Impact on Neighbours:**
- 5.21 Site Development Policy DM2 states that the Council will not grant planning permission for any development that adversely affects the privacy, outlook or daylight and sunlight of adjoining occupiers. Furthermore, Policies DM12 and DM13 concerning the restriction of noise and light disturbance are also material considerations.
- 5.22 The proposed building would be located on and extend part of an existing single storey building located centrally within the Grennell Road frontage.
- 5.23 The proposed building has been carefully sited to minimise its impact on adjoining buildings and whilst the extension would be three storeys in height, it is separated from the closest residential properties by a minimum of approximately 20.00 metres from the nearest residential building located to the south at 132 Grennell Road and the rear boundaries of 15, 17 and 18 Grennell Close. The properties opposite the site fronting Grennell Road and Danescourt Road are angled away from the school and located approximately 30.00 metres away. Given the significant separation distances it is considered that the amenities of these properties would not adversely affected in terms of loss of light, outlook or privacy. The plans denote that the windows above ground floor level would be obscure glazed and fixed shut and a condition is included to require this.
- 5.24 Due to the significant separation to the residential properties adjoining the eastern and northern boundaries and the intervening built form, the proposal would not adversely impact on the amenities of these residential dwellings.

- 5.25 Given that this proposal would result in an increase in the school roll, it is inevitable that there will be an intensification of activity in and around the site, ranging from the additional vehicular trips made during the peak drop off and collection times, to the additional noise levels experienced in the school and playground. Whilst there is likely to be an increased level of disturbance due to the additional vehicular and pedestrian movements, it is noted that this will be confined to particular times of the day during term time only and would not be constant. It is anticipated that with good management and the co-operation of the school in promoting initiatives that will reduce single car journeys by parents, noting the small catchment area of the school and that the additional pupils would likely be within walking distance, that such disturbance can be closely monitored and appropriate measures introduced to minimise its negative effects through an updated School Travel Plan encouraging sustainable transport alternatives. It is inevitable that the use of the playground will intensify, however this would be limited and not result in a significant increase in noise.
- 5.26 In this case, there is unlikely to be a loss of amenity arising from the construction and occupation of the proposed extension. It is acknowledged that there will be a subsequent increase in the level of activity in and around the site, but it is noted that measures are available to minimise these impacts and as such, it is considered that the proposed building would likely be compliant with the local and regional policies.
- 5.27 Therefore, it is considered that the proposal would not have a detrimental impact on the amenity of neighbouring residents in terms of loss of day/sunlight, outlook and privacy, or in terms of noise and light disturbance.
- 5.28 **Parking and Highways:**
- 5.29 Policy BP10 of the Core Planning Strategy states that developments should seek to reduce the need to travel, advocate the use of sustainable modes of transport and reduce the impact of traffic on residential areas. Policy DM22 'Parking' of the Site Development Policies DPD seeks to ensure that provision is made for off-street parking for new proposals in line with the Council's maximum car parking standards. The policy continues that planning permission will not be granted for development that is likely to result in increased on-street parking where it would adversely affect traffic flows, bus movements, road safety and the amenities of local residents and the local environment.
- 5.30 The proposed extensions would lead to an additional 1991.10 sqm of floor space at the school and would improve the existing school facilities, allowing for an increase in the school roll by 400 pupils over the next 5 years. The proposal would result in an increase of 9 car parking spaces within the site.
- 5.31 Grennell Road is part of the Council's Local Road Network and is already subject to speed management devices with build outs and speed tables in place. There is parking stress in the area due to the high level of on-street car parking demand that occurs locally. There are existing school waiting restrictions directly outside the school with a number of vehicular and pedestrian access points available on Grennell Road.
- 5.32 The existing school arrival and departure periods result in congestion and delays in the area immediately outside the school in Grennell Road.
- 5.33 There are currently 1670 pupils at the school catering for pupils in the age range 11-18 years with as many as 202 existing staff at the school. The site has sufficient on-site car parking for approximately 62 staff cars including marked bays and informal spaces. The remainder of staff travelling by car would appear to park on-street in the

surrounding area. There are existing cycle facilities in place on site for pupils, staff and visitors.

- 5.34 The site has a low PTAL score of 1a (poor) but is located within walking distance of bus and train routes and the school has a small catchment of approximately 1.3km. This enables approximately 80% of pupils to travel to school by sustainable modes of transport.
- 5.35 In the case of staff, 46% travel by car and 54% by sustainable means. The school had a School Travel Plan approved in 2014 and the first revision is due shortly.
- 5.36 As the proposed increase to the school roll will take place over 5 years, the impact of the proposals will be gradual. The proposal also involves the re-arrangement of the existing car park to provide an additional 9 car spaces.
- 5.37 The additional traffic generation to the site has been estimated to be 80 trips by pupils at the start and end of each school day and an additional 19 trips by staff. The Principals Highways Engineer has confirmed these additional trips can be accommodated in terms of highway capacity.
- 5.38 In terms of on street car parking the consultants carried a car parking inventory and parking survey for an area within 400m of the school site and calculated that as many as 639 car parking spaces existed at present in the catchment area. By carrying out surveys at 0430 on a school day it was clear that residents were responsible for an overall 56% parking stress on the surrounding streets. As the school opened (0830) the parking stress increased on the surrounding streets and a similar increase took place at 1500. It was apparent from the TS that Grennell Road was close to capacity and Danescourt Crescent was over capacity but there were other local streets with ample spare capacity.
- 5.39 On the basis of the additional pupils and staff it is likely that the proposals will add additional trips to the area but of greatest concern is the parking manoeuvres during the morning and the afternoon if the existing trends in trips to the school by car continue. If this is the case there will be additional demand for car parking in the vicinity of the school. Policy DM22 suggests that a school of this type would require 4 spaces per 5 staff so for 243 staff there should be 193 spaces whereas only 71 spaces are provided on site with the proposal in place.
- 5.40 With a large number of staff in place at the site and noting the limited parking available on site, an updated Travel Plan is needed to reduce the level of car commuting at the site for staff and pupils that choose to travel to the site by car. The Transport Statement acknowledges the issue but does not identify fully the measures that need to be provided to reduce the parking impact. In order to reduce the congestion immediately outside the school entrances the Principal Highways Engineer suggests a parking review is carried out and new parking restrictions are put in place to keep Grennell Road traffic moving during school arrival and departure periods. The Council has funds available to carry out this investigation and the implementation of improvement measures in connection with approved major school expansions.
- 5.41 As the proposals will generate more traffic and parking demands, the Principal Highways Engineer suggests that available funding is utilised, to improve the existing situation prior to the proposal being occupied. This will also help to ensure that the existing facilities are able to cope with the existing demand and any future increased demand.

- 5.42 The Principal Highways Engineer suggests a new School Travel Plan is produced to reduce the number of vehicular trips and parking at and around the school, prior to the opening of the new facility and that material is reviewed and monitored by LBS School Travel Plan team.
- 5.43 The Council's Principal Highways Engineer considers the proposal to be acceptable subject to planning conditions relating to the submission of a Construction Method Statement and a revised Travel Plan.
- 5.44 Whilst it is acknowledged that the proposal would potentially generate more traffic, it is considered that mitigation measures, including a new School Travel Plan and funding that would be made available to improve local highways conditions would mitigate the impact of the development on parking and highway conditions.
- 5.45 **Trees and Landscaping:**
- 5.46 Policy DM1 of the Site Development Policies DPD states that planning permission will be granted where development will be expected to respect and retain trees of amenity value where possible and make provision for high quality landscaping. Policy DM5 of the Site Development Policies DPD states that sustainable design involves protecting, managing and enhancing local habitats and biodiversity. Policy DM17 of the same document states that planning permission will be granted where development creates, conserves or enhances biodiversity.
- 5.47 The proposed extension and new car park layout requires the removal of several established trees. The trees are not considered to be of high amenity value and are not protected by way of a preservation order or of landscape significance and their removal would be mitigated by replacement planting. No trees on site are currently protected by Tree Preservation Order.
- 5.48 There is one significant tree on site (a large pine), and this tree would be retained. The Council's Tree and Landscape Officer has raised no objections to the proposal, subject to conditions requiring a tree protection plan and details of works within the root protection area of the trees.
- 5.49 In terms of landscaping, there will be some loss of tree cover and screening which will be most obvious to properties on Grennell Road. However, the large trees along the frontage would be retained and the removal of existing trees would be offset by further landscaping to both enhance and soften the buildings and which would screen the car parking area from public view. This would help create an attractive forecourt to enhance the setting of the new extension and the streetscene and alleviate concerns about the loss of tree coverage. The Tree and Landscape Officer has no objection to the proposal subject to a condition requiring an acceptable hard and soft landscaping plan.
- 5.50 As such, it is considered that in this instance the application is acceptable in relation to trees and landscaping.
- 5.51 **Sustainability:**
- 5.52 The proposal includes a BREEAM 2014 new construction, schools, pre-assessment report and would achieve a BREEAM standard of 'very good', which is considered to be the maximum achievable given the constraints of the site. The proposal is in general accordance with the requirement of policies DM5 and DM6 and associated policy 5.2 of the London Plan. Legislation has been passed which will transfer these sustainability requirements from planning legislation to the Building regulations. As

such, no conditions are imposed as this will be monitored and enforced during the construction of the building under the Building regulations.

6.0 CONCLUSION AND RECOMMENDATION

- 6.1 The proposal is considered acceptable in principle providing additional school places and enhancing the existing facilities.
- 6.2 The proposed extensions are considered to be well designed and would complement the existing buildings within the site. The proposals are separated from flank boundaries and would not impact on any nearby residential occupiers.
- 6.3 Whilst the proposal would result in increased traffic and parking demands, the Councils Principal Highways Engineer has not raised objection to the scheme, subject to conditions.
- 6.4 It is therefore recommended that planning permission be granted subject to the conditions as set out in the Agenda.

Background Papers: B2015/71406/3FR

Drawings and other documents can be viewed on line –

- 1) Go to page: <http://gis.sutton.gov.uk/FASTWEB/welcome.asp>
- 2) Enter Planning Application Number: **B2015/71406**
- 3) Click on Search and View Current Applications
- 4) Click on View Plans & Documents

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B2015/71406/3FR

DRAFT

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

Greenshaw High School GRENELL ROAD Sutton SM1 3DY

Partial demolition and erection of a three storey extension at front to provide new classrooms and entrance area with associated facilities; refurbishment, extension and alterations to existing school incorporating enlargement of hall involving an increase in height, new staircase enclosure, extension of corridors and new windows with additional car parking facilities and landscaping.

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 development hereby permitted shall be carried out in accordance with the following approved plans:

772-P-0010 Location Plan, 772-P-0101 Site Survey Plan, 772-P-0110 Ground Floor Existing, 772-P-0111 First Floor Existing, 772-P-0112 Roof Existing, 772-P-0301 Elevations Existing Sheet 1, 772-P-0302 Elevations Existing Sheet 2, 772-P-0351 Street Elevation & Site Sections Existing, 772-P-1001A Site Plan Proposed, 772-P-1010A Ground Floor Proposed, 772-P-1011A First Floor Proposed, 772-P-1012A Second Floor Proposed, 772-P-1013A Roof Plan Proposed, 772-P-2101A Elevations Proposed Sheet 1, 772-P-2102A Elevations Proposed Sheet 2, 772-P-3101A Street Elevation & Site Sections Proposed, Energy Report submitted by TP Engineering Services dated February 2015, Preliminary Ecological Assessment Report BREEAM Assessment submitted by PJC Ecology dated February 2015, Planning Statement submitted by AND Planning Ltd, Tree Survey & Arboricultural Impact Assessment submitted by Oakwood Tree Consultants dated February 2015, Transport Statement submitted by TTP

Consulting dated March 2015, School Travel Plan submitted by TTP Consulting dated March 2015, BREEAM Pre-Assessment Rev C submitted by Etude dated February 2015 and Design & Access Statement submitted by Fraser Brown MacKenna Architects dated March 2015.

Reason: For the avoidance of doubt and in the interests of proper planning.

(3) The type and treatment of the materials to be used on the exterior of the building(s), shall be approved in writing by the Local Planning Authority prior to the development being carried out. The approved materials shall be used in the construction of the development hereby approved and completed prior to its occupation/use.

Reason: To safeguard the visual amenities of the area and to ensure buildings are of a high standard of design and where applicable compatible with existing townscape.

(4) The development shall not begin until a Construction Method/Environmental statement, to include details of:

- (a) parking for vehicles of site personnel, operatives and visitors;
- (b) loading and unloading of plant and materials;
- (c) storage of plant and materials;
- (d) programme of works (including measures for traffic management);
- (e) provision of boundary hoarding, behind any visibility zones;
- (f) construction traffic routing;
- (g) means to prevent deposition of mud on the highway;

has been submitted to and approved in writing by the Local Planning Authority, and only the approved details shall be implemented during the construction period.

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

(5) Prior to the development being occupied an amended Travel Plan describing in detail the measures to be implemented, which will reduce travel by car and in the interests of promoting sustainable transport modes, shall be submitted to and approved in writing by the Local Planning Authority. The plan shall be implemented by the school and monitored and enforced by the Local Planning authority in accordance with the approved details.

Reason: To promote sustainable transport choices to encourage access by non-car modes and reduce the need to travel especially by car.

(6) Prior to the commencement of any development, a Tree Protection Plan and Method Statement shall be submitted to the Local Planning authority for approval. The submissions shall specify means whereby levels within the root protection areas of retained trees are to remain unaltered and protected during the demolition/construction of all hard standing for vehicular access, car parks, & footpaths, and the methods of excavation and construction within the RPA of retained trees. The plans shall also indicate the position of protective fencing in accordance with British Standard BS 5837:2012.

Reason: To ensure the adequate protection of trees on the site that make a valuable contribution to the character of the area and the setting.

(7) No works or development shall take place until full details of both soft landscaping and replacement tree planting proposals have been submitted to and approved by the Local Planning Authority. All soft landscaping and planting shall be carried out in accordance with the approved details and to a reasonable standard in accordance with the relevant recommendations of appropriate British Standards or other recognised Codes of Good Practice. The works shall be carried out in accordance with the timetable agreed with the Local Planning Authority. Any trees or plants that (within a period of five years after planting) are removed, die,

or become in the opinion of the Local Planning Authority seriously damaged or defective shall be replaced as soon as is reasonably practicable with others of species/size/number as originally approved, unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure the provision, establishment, and maintenance of a reasonable standard of landscape in accordance with the approved designs.

(8) Any window/s above ground floor level on the southern elevation of the development hereby approved shall be fitted with obscured glazing that shall be fixed shut up to a height of 1.7 metres above the finished floor level of the room that those windows serve, the remaining elements above may be clear glazed and openable.

Reason: To safeguard the level of privacy enjoyed by the current occupants of the adjoining properties.

INFORMATIVES.

(1) This approval only grants permission under section 57 of the Town and Country Planning Act 1990. Further approval or consent may be required by other legislation, in particular the Building Regulations and you should contact Building Control on 020 8770 6263 or 6325 before proceeding with the work.

(2) This application has been assessed against the relevant policies of the London Plan 2011, Sutton's Core Planning Strategy 2009 and the Site Development Policies DPD 2012. The proposal is generally in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended) and for this reason planning permission is granted.

(3) The submitted application complied with the relevant planning policies and Sutton Council has accordingly granted planning permission.

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