

**PLANNING APPLICATIONS COMMITTEE
18 OCTOBER 2018**

APPLICATION NO. **DATE VALID**
18/P1896 10/05/2018

Address/Site Wimbledon High School, Mansel Road, Wimbledon SW19 4AA

(Ward) **Hillside**

Proposal: Multit-phase project to expand existing science block with erection of new storey, the refurbishment of the Hastings building, demolition of existing dining hall, part demolition of Lewis House, erection of new assembly hall, erection of sixth form centre and rooftop junior play area plus the creation of a sixth form courtyard on the site of the old dining hall and Lewis House footprint. Formation of new entrance from Wimbledon Hill Road to sixth form centre together with associated landscaping works.

Drawing Nos 1425-IID-00-00-DR-A-1089P2, 1425-IID-BB-00-DR-A-101P3, 1425-IID-00-00-DR-a-1000P1, 1425-IID-AA-B1-DR-A-101P3, , 1425-IID-AA-00-DR-A-1002P3, 1425-IID-AA-1003P3, 1425-IID-AA-02-DR-A-1004 P3, 1425-IID-BB-A1011P2, 1425-IID-BB-02-DR-A-1012P3, 1425-IID-BB-03-DR-A1013P2, 1425-IID-BB-03-A-1014P2, 1425-IID-CC-00-DR-A-1020P3, 1425-IID-00-B1-DR-A-1091P3, 1425-IID-00-00-DR-A-1093P3, 1425-IID-00-01-DR-A-1095P3, 1425-IID-00-02-DR-A-1097P3, 1425-IID-00-03-DR-A-1098P2, 1425-IID-00-03-DR-A-199P2, 1425-IID-BB-00-DR-A-1201P1, 1425-IID-AA-00-DR-A-1202P1, 1425-IID-CC-00-DR-A-1203P1, 1425-IID-00-00-DR-A-1204P1, 1425-IID-BB-00-DR-A1205P1, 1425-IID-AA-XX-DR-A-2001P2, 1425-IID-AA-XX-DR-A-2002P2, 1425-IID-AA-DR-A-2003P2, 1425-IID-BB-XX-DR-A-2005P2, 1425-IID-BB-XX-DR-A-2007P2, 1425-IID-XX-DR-A-2006P2, 1425-IID-CC-XX-DR-A-2009P2, 1425-IID-CC-XX-DR-A-2010P2, 1425-IID-CC-01-DR-A-1021P2, 1425-IID-CC-02-DR-A-1022P2, 1425-PIID-00-XX-DR-A3001P2, 1425IID-00-XX-DR-A-5007P4, Planning Report, Archeological Assessment, Preliminary Ecological Appraisal, Bat Survey, Energy Strategy, BREEAM Design Stage Pre-Assessment Report, Tree Survey, Noise Impact Assessment, Transport Statement and Flood Risk Assessment.

Contact Officer: Richard Allen (020 8545 3621)

RECOMMENDATION

GRANT Planning Permission subject to completion of a S.106 Agreement and conditions

CHECKLIST INFORMATION

- Heads of agreement: Yes
- Is a screening opinion required: No
- Is an Environmental Impact Statement required: No
- Has an Environmental Impact Assessment been submitted: No
- Press notice- Yes
- Site notice-Yes
- Design Review Panel consulted-No
- Number neighbours consulted – 143
- External consultants: None
- Density: n/a
- Number of jobs created: N/a
- Archaeology Priority Zone: Yes.

1. **INTRODUCTION**

- 1.1 This application has been brought to the Planning Applications Committee due to the number of objections received.

2. **SITE AND SURROUNDINGS**

- 2.1 The application site comprises the Wimbledon High School site situated at the junction of Mansel Road and Wimbledon Hill Road. The surrounding area is mainly residential in character with exceptions to offices and commercial properties to the south. The application site is also within an Archaeological Priority Zone and is within a Controlled Parking Zone (CPZ W1). There are 57 car parking spaces on the site, with the majority situated around the perimeter of the site adjacent to Mansel Road and Wimbledon Hill Road. The application site is within the Merton (Wimbledon Hill Road) Conservation Area.

3. **CURRENT PROPOSAL**

- 3.1 The proposal involves alterations and extensions to the site layout and buildings within the Wimbledon High School site. The proposed works would be split into three phases and details of the proposal are set out below:-

3.2 **Phase 1 Dining**

It is proposed to refurbish Hastings Building to create a new dining hall with increase capacity. The existing block is 504m² in area, and currently comprises classrooms at ground and first floor level. The proposed dining hall would provide 440m² of dining space, with additional kitchen, washroom and food technology rooms. The proposed alterations to the building include installation of new glazed entrance and repositioning of windows and doors. The school have a cohort of 1004 pupils and have to stage lunchtime meals over 2.5 to 3 hours in the current dining hall. This has a large impact on timetabling and is limiting for the school. The existing kitchen facilities are undersized and cramped. The existing dining hall lacks natural light and is in need of refurbishment.

3.3 Phase 2 Hall and Sixth Form

Demolition of the dining block and junior school play area to develop a new sixth form centre, assembly hall with roof top junior play area and sixth form break out area. The proposed building would be sited adjacent to the existing main school buildings on the Wimbledon Hill Road frontage. It would extend the building providing a frontage to Wimbledon Hill Road. The building would then extend to the rear into the site. The maximum height of the extension fronting Wimbledon Hill Road would be 13 metres (adjacent to the existing frontage building) with the height of the new building reducing to 8.5 metres in overall height adjacent to the north boundary with the residential apartments at The Oaks. The overall height of the rear extension would be 9 metres (measured from the central courtyard). At the rear of the sixth form building a new assembly hall would be provided at semi-basement level. A junior play area would also be incorporated into the roof of the sixth form building.

3.4 Phase 3 STEAM Building

Erection of an extension on roof and rear of the science building to create new combined Science, Technology, Engineering, Art and Maths (STEAM) building. The roof extension and associated alterations would provide 1002m² of new floor space. The extension would be constructed of brick, with a metal balustrade and seamed metal roof.

4. PLANNING HISTORY

4.1 In April 1999 planning permission was granted for the erection of a new laboratory with associated offices (Ref.98/P1265).

4.2 In June 2005 planning permission was granted for the demolition of existing conservatory and erection of extension to existing drama studio and single storey gallery foyer to rear of main building (LBM Ref.05/P0714).

4.3 In August 2012 Advertisement Consent was granted for display of non-illuminated signage (LBM Ref.12/P1858).

4.4 In April 2014 planning permission was granted for the erection of a new staircase enclosure and erection of a single storey extension to gymnasium store roof (LBM Ref.14/P0645).

4.5 In October 2016 a pre-application meeting was held in respect of the partial demolition of the school dining hall and erection of a three storey building, demolition of stairwell and erection of a new extension, additional third and second floor bridge link to third floor (LBM Ref.16/P4226).

5. CONSULTATION

5.1 The application has been advertised by Conservation Area site and press notice procedure and letters of notification have been sent to occupiers of neighbouring properties. In response 8 letters of objection have been received. The grounds of objection are set out below:-

- Whilst the need for the school to improve facilities is recognised and it has made efforts to keep the style of the buildings close to those in the vicinity, part of which is within a conservation area, the addition of an additional storey is out of keeping with the private housing in the street.
- The school appears to be packing more buildings onto a crowded site.
- The expansion in pupil numbers will result in an increase in traffic and there is already chaos in Mansel Road during peak school times.
- There is a lack of on-street parking for residents in Mansel Road.
- Building works will cause disturbance, and residents have had to endure works at Mansel Court and Wellington House, which is now an oversized building.
- The application should be refused. A smaller scale scheme would be more appropriate for the conservation area.
- The proposed roof top playing area would cause noise and nuisance to residents in the adjacent flats (The Oaks).
- Parking in the area is already unacceptable with vehicles regularly blocking the entrance to The Oaks.
- Flats in The Oaks would be significantly be impacted by the proposed works.

5.2 Consultant Acting for Residents of The Oaks

The proposed development would by reason of its height, size siting and form be detrimental to the occupiers of The Oaks (84-86 Wimbledon Hill Road). In particular the sixth Form centre, Assembly Hall and the Junior play area on the roof terrace. The part of the school adjacent to The Oaks is currently an open playground with a modern two storey building to the rear which is sympathetically designed to protect the residential amenities of The Oaks and is set well back from the Wimbledon Hill Road frontage. The current proposal would 'infill' this part of the site with a substantial two/three storey building that would cause visual intrusion and block outlook. The north west elevation of the building also appears to show windows facing onto The Oaks. The development of a roof top playground would increase noise and disturbance. The applicant's noise report states that there would be minor impact. However, it is likely to be significant. The school site is already cramped and the introduction of more pupils will result in more noise and disturbance. The proposed building adjacent to The Oaks would be an overdevelopment of the site.

5.3 The Wimbledon Society

The Society state that the southern portion of the site, facing onto both roads is the in the Wimbledon Hill Road Conservation Area, and also within an Archaeological Priority Zone. Adjoining the site to the south west is the Listed Trinity Church and facing onto the site are 11 locally listed residential properties on Mansel Road. Two of the school buildings facing Mansel Road are classed as making a positive contribution to the character of the conservation area. The green 'spine' of trees beside Wimbledon Hill Road, linking the town centre to the Village, creates a distinctive local character.

The main proposals envisage an additional floor on the modern block facing Mansell Road (the STEAM Building): a new Sixth Form building on the Wimbledon Hill Road frontage beside the adjoining flats: adaption of the Hastings building at the rear. The number of pupils is set to rise from 1030 to

1060, with the increase mainly being in the sixth form. The current on-site parking of 57 spaces is set to reduce to 17 and the new development will affect some 0.3 hectares out of a total of 1.3 hectares.

5.4 The existing STEAM building is classed as making a neutral contribution to the character of the conservation area, with its hard roof line and somewhat bland horizontality. The proposed additional floor appears as almost another building, placed on top and unrelated to what lies below. Would it not be possible to link the two building forms in some way, or set back the upper floor to make it appear less dominant? Could the possibility of a 'green wall' be explored which would break up the horizontal emphasis? The new sixth form building would have its own entrance and the new tree planting shown is welcomed. However, it could be improved if there was less hard surfacing and more planting. Existing trees should be protected during construction works and as a large development renewable energy should be included in the development.

5.5 Tree Officer

The arbouricultural report advises that 12 trees have been recommended for crown reduction on the basis of good arbouricultural practice. A wild cherry (ref.T505a), a group of two self-seeded Horse chestnut trees (ref.G922) and a group of Leyland Cypress trees (ref.G0746) located on the boundary with St Aubyn's Court, Raymond Road, are all proposed for removal. No objection would be seen to the removal of the T505a and G022. However, the sudden loss of an evergreen screen maybe unacceptable to the residents of St Aubyn's Court. It is therefore suggested that some provision is made in the proposed landscaping scheme to replace these trees. It would also appear from the plans that two trees numbered 568 and 921 will need to be removed to implement the STEAM phase of the development. The proposed landscaping works show 9 new trees behind and in front of the new hall. Whilst no details are given, the addition of five new trees to the frontage would serve to enhance the development and the surrounding area.

5.6 Transport Planning

The Councils Transport Planning section state that the application site has a PTAL rating of 6b, which means it has excellent access to public transport. The local area forms part of Controlled Parking Zone W1. Restrictions are enforced from Monday to Saturday between 8:30 am and 6.30 pm. The site benefits from good access to a number of bus services. Wimbledon Station is 350m south east of the site where National Rail, London Underground and Tram services operate.

The development proposals are as follows:

- Increasing sixth form pupil numbers from 1,030 to 1,060;
- Increasing staff numbers from 178 to 181;
- Reduction in staff car parking numbers from 59 to 17 spaces; and
- Adequate and secure cycle parking for staff and pupils to be provided in a prominent position adjacent to the main entrance to the building.

Surrounding Highway Network

Wimbledon Hill Road (A219) is a classified distributor road and provides access to the wider road network including the A3 to the west and the A24 to the east. The Site is bounded by Mansel Road to the south and Wimbledon Hill Road to the east. Mansel Road does not permit vehicles into Wimbledon Hill Road and therefore vehicles should exit from Worple Road. Vehicles can however enter Mansel Road from Wimbledon Hill Road, but only from a left hand turn when leaving Wimbledon town centre. When entering Mansel Road there is a 20mph speed limit.

Car parking:

In support of the prioritisation of sustainable travel modes, staff car parking spaces on site will be reduced from 59 to 17 spaces. Considering the sustainable location the reduction in car parking is acceptable.

Cycle Parking:

London Plan Cycle Parking Standards for school are:

Long-stay: 1 space per 8 staff + 1 space per 8 students.

Short Stay: 1 space per 100 students

There are currently 20 cycle parking spaces on site within three separate dedicated locations. Cycle parking will be provided at the front of the building adjacent to the main entrance on Mansel Road. Cyclists will be able to access the cycle parking area via the entrance in the south of the site or via the second entrance east of the site. Based on 1,060 pupils, 144 cycle parking spaces are required and based upon 140 full time staff 18 cycle spaces are required. There are currently 20 cycle parking spaces on site within three separate dedicated locations.

Waste Management Strategy

The development does not seek to alter the existing waste management arrangements at the School.

Travel Plan

A STARS Travel Plan has been developed as part of the transport assessment and outlines the sustainable travel principles and measures to be incorporated within the proposals. The School's existing Travel Plan has been in place since 2012 and was last updated in March 2018 and will be updated as part of the proposed development and in response to the transport assessment. The details of the travel plan should be subject to detailed agreement and monitoring over a five year period. A sum of £2,000 (two thousand pounds) is sought to meet the costs of monitoring the travel plan over five years, secured via the Section106 process.

Construction Management Plan:

A contractor has not yet been appointed at the time of submitting this application and so the preparation of a detailed method statement, relevant to the specific constraints of the Wimbledon High School site has not been possible for submission alongside the application. The Contractor's working area drawings included within the supporting drawing package outline the principles for access, deliveries and compound areas for each phase of works

which will form the basis of future discussions with contractors. The construction method statement should be submitted to the Council's approval prior to the site commencement date of each Phase. The increase in 30 pupils and 3 staff created by the development are acceptable in transport terms and can be suitably accommodated within the existing highway network.

The Councils transport Planning Section therefore raise no objections to the proposal subject to:

- Car and Cycle parking maintained.
- Provide Construction Management Plan.
- Service Management Plan.
- A Sec.106 agreement with the Council to ensure the development is permit free and no staff within the development can apply for an on street parking permit in the surrounding parking zones.
- Travel Plan: The details of the travel plan should be subject to detailed agreement and monitoring over a five year period. A sum of £2,000 (two thousand pounds) is sought to meet the costs of monitoring the travel plan over five years, secured via the Section106 process.

6. **POLICY CONTEXT**

6.1 Adopted Merton Core Strategy (July 2011)

CS11 (Infrastructure), CS14 (Design), CS15 (Climate Change), CS20 (Parking), CS18 (Active Transport) and CS19 (Public Transport).

6.2 Sites and Policies Plan (July 2014)

DM C2 (Education for Children and Young People), DM O2 (Nature Conservation, Trees, Hedges and Landscape Features), D2 (Design Considerations in all Developments), DM D3 (Alterations and Extensions to Existing Buildings), DM D4 (Managing Heritage Assets), DM F2 (Sustainable Urban Drainage Systems (SuDS), DM T1 (Support for Sustainable Transport and Active Travel), DM T2 (Transport Impacts of Development) and DM T3 (Car Parking and Servicing Standards).

6.3 The London Plan (2016)

The relevant policies within the London Plan are 3.18 (Educational Facilities), 5.18 (Climate Change Mitigation), 6.3 (Assessing Effects of Development on Transport Capacity), 6.13 (Parking), 7.4 (Local Character), 7.6 (Architecture) and 7.8 (Heritage Assets and Archeology).

7. **PLANNING CONSIDERATIONS**

7.1 The main planning considerations concern the provision of education facilities, design/visual amenity, impact on heritage assets, flood risk and drainage, basement construction, neighbour amenity, trees and transport/parking issues.

7.2 Provision of Education Facilities

The proposed alterations and extension to the existing school are required as part of an upgrade of facilities at Wimbledon High School. The proposals will result in an increase in pupil numbers from 1030 to 1060 and teaching staff from 137 to 140. The provision of new and enhanced education facilities is supported by Policy DM C2 (Education for Children and Young People). As the proposal will increase school places, policy DM C1(a) is also applicable. This policy seeks to ensure that:-

(a) Proposals for new development and improvements (including expansion) to existing community facilities, health and places of worship will be supported where all the following criteria are met:

- i) services are co-ordinated where possible;
- ii) facilities are provided in assessable locations with good links to public transport;
- iii) the size of the development proposed in relation to its context;
- iv) appropriate access and parking facilities are provided, relative to the nature and scale of the development;
- v) the proposed facilities are designed to be adaptable and suitable to accommodate a range of services; and
- vi) the use(s) do not have an undue adverse impact on the amenities of nearby residents and businesses.

The above criteria are considered throughout the following sections of the report.

7.3 Design/Visual Impact and Impact on Heritage Assets

The alterations to the existing buildings and the design of the replacement building have been subject to pre-application discussions. The individual elements of the phased development have been design to complement the host buildings. Consideration of each of the three elements is set out below:-

New Sixth Form Building

The new sixth form building would be located next the main building fronting Wimbledon Hill Road. The proposal would involve partial demolition of the existing junior school building and would occupy the space between the existing frontage buildings and the site boundary with the large apartment block known as The Oaks. The sixth form building has been designed with gables to the Wimbledon Hill Road frontage and the rear section of the building would be constructed slightly below ground level so that the overall height of the rear section of the building would be no higher than the existing building on the site. Although the new sixth form building is of contemporary design, the scale and massing of the building would complement the existing buildings on the Wimbledon Hill Road frontage and would have an acceptable relationship with The Oaks. The proposed sixth form building is therefore considered to be acceptable in design terms.

STEAM Building

It is proposed to erect a roof extension and rear extension to the existing science building fronting Mansel Road to form the new STEAM Building. Although the rear extension would not be visible from Mansel Road the roof

extension would be visible. However, the existing building has a 'stepped' roof form and part of the roof extension would be to the lower level of the flat roofed building. The building is set back from Mansel Road and the building immediately opposite this element of the school is a modern commercial property. The design of the roof extension is therefore considered to be of an acceptable scale and form and would not cause harm to the character of Mansel Road.

Hastings Building Alterations

The external alterations to the existing Hastings building to form the new dining hall involve repositioning of windows and doors and installation of new glazing to the entrance area. The changes to this building would be limited, with the main changes facing inwards to the school site. The proposed changes to the fenestration of the Hastings Building are therefore considered to be acceptable in design terms and would not harm the character of the area.

Impact on Conservation Area

The application site is within the Merton (Wimbledon Hill Road) Conservation Area. The Conservation Area is mainly residential in character (with offices and commercial buildings nearby in Mansel Road and Wimbledon Hill Road). To the north of the site are large residential apartment blocks. The two most visible elements of the phased scheme are the extension to the side of the existing school building fronting Wimbledon Hill Road and the extensions to the science block to form the new STEAM building. The proposed new sixth form building fronting Wimbledon Hill Road has been designed with gabled roof forms to echo the design of the existing buildings fronting Wimbledon Hill Road, albeit in a contemporary style. This element of the proposal would infill the current gap to the boundary. This gap is not considered to be a significant contributor toward the Conservation Area and with the use of stepped down design, this helps limit the terracing effect. The additional floor of accommodation to the roof of the existing science building is considered to be acceptable in terms of scale and form. This area on the school grounds is in close proximity to modern commercial property in Mansel Road. It is therefore considered that the height and modern character of this aspect would not cause harm to the Conservation Area. The proposed alterations and extensions are considered to be of a suitable scale, form and design which would preserve the character and appearance of the Merton (Wimbledon Hill Road) Conservation Area and complies with policies CS14 (Design), DM D2 (Design Considerations in all Developments), DM D3 (Alterations and Extensions to Existing Buildings) and DM D4 (Managing Heritage Assets).

7.4 Flood Risk and Drainage

The application site is within Flood Zone 1 and therefore in principle proposals to extend/alter school accommodation is acceptable. The applicant has submitted a Flood Risk Assessment. This concludes that the proposals can be accommodated on the site without increasing flood risk on or off the site. Further the flood Risk Assessment outlines that Thames Water has confirmed that proposed foul water flows can be accommodated in the existing foul

sewer network. Full details of the final drainage aspect is to be secured via condition.

7.5 Provision of Basement Accommodation

It is proposed to provide some additional accommodation at basement level including the new assembly hall. The proposed building expansion and new building construction are both being constructed upon existing hard surfaced areas and as such the development would not increase the impermeable area. Therefore the proposed development should not increase surface water flood risk. However, it is recommended that a condition be imposed on any grant of planning permission in respect of the submission of a Basement Construction Method Statement in accordance with policy DM D2 (Design Considerations in all Developments).

7.6 Neighbour Amenity

The neighbour amenity issues concerning each of the three elements of the proposal area considered below.

Dining Hall

It is proposed to convert the existing 'Hastings Building' into a new dining hall for the school. The Hastings Building is located adjacent to the northwest boundary of the site with Hove Court, Arundel Court, Kingsthorpe Court and St Aubyn's Court beyond further to the west. The main changes to the building would be internal. However there would be external changes to window positions and fenestration. However, Hove Court is located 30 metres away from the Hastings Building (the closest out of all of the above residential courts). Therefore the alterations to the Hastings Building to form a new dining hall would not result in any overlooking and/or loss of privacy to residents of the neighbouring residential properties. .

Sixth Form Building

The proposed sixth form building would be located next to the main frontage building on Wimbledon Hill Road and would extend rear wards into the site alongside the north west boundary with the residential flats at The Oaks. A number of objections have been received from occupiers of The Oaks, particularly with regard to the height of the new building and the provision of a junior play area within the roof of the building. On the Wimbledon Hill Road frontage, the proposed sixth form building would comprise of four vertical elements that would echo the gabled design of the main school building. The ridge heights of the roof of each element would reduce in height as it extends north so that the eaves height of the building is 6.2 metres facing the boundary with The Oaks. The new sixth form building would be sited 4 metres away from the boundary with The Oaks (which is a large block of apartments) which is at a higher ground level than the application site. Although there are windows within the south facing elevation of the apartments in The Oaks, a daylight/sunlight report was submitted with the application which concluded that the proposal would not fail the BRE target values for daylight/sunlight.

Behind the new sixth form building a new assembly hall would be provided. This would be of similar height to the existing building it would replace albeit

with a greater eaves height. This element of the proposal would be constructed on the same building line as existing and it is not considered to cause material harm to the neighbouring flats. A roof top junior playground and sixth form break out area are proposed within the roof of the assembly hall building. The playground and break out area would be partially screened from The Oaks by the upper roof level of the building and the playground would face into the school site itself. Officers acknowledge some views would be afforded from the upper level flats of the playground and break out area, however, this relationship would not be harmful. The overall height of the assembly hall building is similar to the existing building on the site as the new building would be sunken down with steps up to playground level. The proposed sixth form building and assembly hall would not therefore result in any harm to the amenities of occupiers of The Oaks.

STEAM Building

The alterations and extensions to the existing building on the Mansel Road frontage of the site would comprise the erection of an additional level of accommodation on the roof of the building, associated internal alterations, rear extension and alterations to the fenestration of the building. Although the additional floor of accommodation would increase the height of the building from 10 metres to 16 metres in height, the building is set back from the site frontage by 10 metres. There would be between 25 and 30 metres separation from the extended building to the nearest residential properties in Mansel Road and it is not considered that the development would result in any material harm to the amenities of residential properties in Mansel Road.

The proposals are therefore considered to be acceptable in terms of policy DM D2 (Design Consideration in all Developments) and would not cause harm to neighbouring amenity.

7.7 Trees and Landscaping

The extensive works within the school grounds will require the protection of existing trees. The Councils Tree Officer therefore recommends that tree protection conditions and a landscaping condition be imposed on any grant of planning permission. The proposals include additional tree planting adjacent to Wimbledon Hill Road, which would also add to the character of this road.

7.8 Parking and Transport

The proposals will result in an increase of pupil numbers from 1,030 to 1,060 and the number of staff increasing from 178 to 181. The proposed building works would, however, result in the reduction of on-site car parking spaces from 59 to 17 spaces (including two disabled parking spaces). The application site benefits from good public transport accessibility, with Wimbledon Station within 350 m, as well as several pedestrian routes in the vicinity of the site and an excellent level of bus provision. The site has a PTAL rating of 6a/6b. Cycle parking will be provided at the front of the building adjacent to the main entrance on Mansel Road. The design and location of transport infrastructure for the site will ensure that use of sustainable travel modes by staff, pupils and visitors to the school is encouraged. The Travel Plan will support this objective

by providing detailed information to site users to enable them to make informed choices regarding the travel options available to them.

The Council's Transport Planning Officer considered the proposals and the increase in pupil numbers. No objection is raised to the increase in pupil numbers. However, given the significant reduction in on-site staff car parking, this would lead to increased pressure on the surrounding road network. It is therefore recommended that the development be 'permit free' to ensure that no parking permits for staff would be allocated. Concerns have been raised about congestion from school drop off in Mansel Road. This is an existing situation and it is not considered that the current proposal would exacerbate this to be materially harmful.

8. **SUSTAINABILITY AND ENVIRONMENTAL IMPACT ASSESSMENT REQUIREMENTS**

- 8.1 The proposal does not constitute Schedule 1 or Schedule 2 development. Accordingly there is no requirement for an EIA submission.

9. **CONCLUSION**

- 9.1 The design and scale of the proposed extensions and alterations are considered to be acceptable in design terms and would not cause harm to the Conservation Area or surrounding locality. The proposed alterations and extensions would also not cause harm to neighbour amenity. The school is in a highly sustainable location where a variety of public transport options are available for pupils, staff and visitors. The proposed increase in staff and pupil numbers can be accommodated on site. There have not been any identified severe impacts on the surrounding highway network that would result from the proposal. The proposal would be implemented in 3 phases, and therefore the planning conditions are proposed to reflect this.

Accordingly, it is recommended that planning permission be granted, subject to the applicant entering into a Section 106 agreement and conditions.

RECOMMENDATION

GRANT PLANNING PERMISSION

Subject to completion of a S.106 Agreement covering the following heads of terms:-

1. The developer pay the Councils professional fees (£2000) for monitoring the Travel Plan.
2. The development be designated 'Permit Free'.

and subject to the following conditions:-

1. A.1 (Commencement of Development)

2. A.7 (Approved Drawings)
3. B.1 (Approval of Facing Materials) (Relevant to the phase of the works)
4. C.2 (No Permitted Development –Door and Windows)
5. D.11 (Hours of Construction)
6. F.1 (Landscaping Scheme) (Relevant to the phase of the works)
7. F.5 (Tree Protection) (Relevant to the phase of the works)
8. F.8 (Tree Protection) (Relevant to the phase of the works)
9. H.7 (Cycle Parking)
10. H.8 (Travel Plan)
11. H.10 (Construction Vehicles – Major Sites)
12. Prior to commencement of development a Basement Construction Method Statement (for the relevant phase of development) shall be submitted to and be approved in writing by the Local Planning Authority and the development shall be constructed in accordance with the approved details.

Reason for condition: In the interest of the amenities of the area and to comply with policy DM D2 (Design Considerations in all Developments).

13. Prior to commencement of development, a drainage plan for the site shall be submitted to and be approved in writing by the Local Planning Authority and the on-site drainage constructed in accordance with the approved details.

Reason for condition: To comply with policy CS15 (Climate Change) of the Adopted Merton Core Planning Strategy (2011) and policy DM F2 (SuDS).

14. Prior to commencement of development a Construction Environmental Management Plan (for each phase of the works) shall be submitted to and be approved in writing by the Local Planning Authority.

Reason for condition: In the interests of the amenities of the area and to comply with policy DM D2 (Design Considerations in all Developments).

[Click here](#) for full plans and documents related to this application.

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