

## PLANNING APPLICATIONS COMMITTEE 15 NOVEMBER 2018

<u>APPLICATION NO.</u>	<u>DATE VALID</u>
18/P1921	13/06/2018
<b>Address/Site</b>	59-63 High Path, South Wimbledon, SW19 2JY.
<b>(Ward)</b>	Abbey
<b>Proposal:</b>	<b>ERECTION OF A FIVE STOREY BUILDING TO PROVIDE A SCHOOL, WITH SIXTH FORM FACILITIES, ASSOCIATED PARKING, PLAY AREA AND LANDSCAPING, FOLLOWING DEMOLITION OF EXISTING COMMUNITY AND COMMERCIAL BUILDINGS ON SITE.</b>

Drawings and documents – see Appendix 1

**Contact Officer:** Tim Lipscomb (0208 545 3496)

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### RECOMMENDATION

**Grant planning permission subject to conditions and s.106 agreement.**

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### CHECKLIST INFORMATION

- S106: Yes.
- Is a Screening Opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Statement been submitted: No
- Press notice: Yes
- Site notice: Yes
- Design Review Panel consulted: Yes
- Number of neighbours consulted: 1048
- External consultations: Yes (Environment Agency, TfL, Historic England GLAAS, Sport England, Metropolitan Police)
- Controlled Parking Zone: No.
- PTAL: 4
- Flood Zone: Flood Zone 1 (low probability) (but adjacent to Flood Zone 2, to the west)
- Conservation Area: No.

- Listed Building: No.
- Protected trees: Yes.
- Wandle Valley Regional Park 400m Buffer. A small part of the site is within Flood Zone 2 and is also designated as Open Space (to the far west of the site on land that currently forms part of Merton Abbey Primary School).
- The majority of the site is within an Archaeological Priority Zone (eastern part of the site).

## 1. **INTRODUCTION**

- 1.1 This application is being brought to the Planning Applications Committee for determination as the London Borough of Merton is an interested party in the application process, where the scheme is not of a minor nature and the number of objections received thereby taking it out of the scope of Merton's scheme of delegation to officers.

## 2. **SITE AND SURROUNDINGS**

- 2.1 The application site is on the southern side of High Path, approximately 210m east from its intersection with Morden Road. The site is generally flat and comprises an irregular shaped parcel with a frontage to High Path of some 174m, a western boundary depth of approximately 70m, and an eastern boundary depth of around 24m. The total site area is 7,960sqm.
- 2.2 The site is situated approximately 200 metres south of Merton High Street in the predominantly residential area of the High Path estate. The site is bounded by Merton Abbey Primary School immediately to the west, the A24 Merantun Way to the south and High Path to the north and east. South Wimbledon Underground Station is located approximately 500 metres to the northwest of the site with the A219 Morden Road situated 300 metres to the west. High Path forms part of the local highway network which is maintained by LBM while the A24 Merantun Way constitutes part of the Transport for London (TfL) Strategic Road Network (SRN).
- 2.3 To the immediate east of the site is a car wash business. To the immediate north is the High Path Estate and to the west is Merton Abbey Primary School.
- 2.4 The site is made up of three parcels of land occupied by Domex Appliance Services, the High Path Community Resource Centre and the Elim Pentecostal Church and (would be vacated prior to construction works being undertaken). In addition, part of the grounds of the neighbouring Merton Abbey Primary School is included within the application site.
- 2.5 The existing buildings on site range in height from single storey to three storey. Opposite the site to the north, within the High Path estate, are

- buildings ranging in height from two-storey (The Trafalgar Pub opposite and a number of houses within the High Path Estate) and 12 storeys (residential tower blocks).
- 2.6 Each of the three individual occupiers of the site currently has its own access point from southern edge of High Path. The Elim Pentecostal Church has a four metre wide vehicular access point comprising a vehicle crossover and dropped kerb arrangement, alongside a separate pedestrian access gate from the adjoining footway. The adjacent Domex industrial unit also includes a large vehicle crossover access point measuring approximately 10 metres in width which serves as a shared pedestrian access into the site.
  - 2.7 The southern boundary of the site is heavily treed, along the boundary with the A24. There are also three trees to the northern boundary of the site and a number of trees along the existing boundary with the primary school. To the northwest part of the site is a mature Sugar Maple Tree (T15), protected by way of a Tree Preservation Order (TPO) within the existing grounds of Merton Abbey Primary School.
  - 2.9 Other than where buildings are located, the majority of the site is currently laid to hardstanding, with the Domex Appliance Services, the High Path Community Resource Centre and the Elim Pentecostal Church all being laid mainly to hardstanding. The western part of the site forms part of the playing fields for the adjacent Merton Abbey Primary School.
  - 2.10 The surrounding area has a mixed character, predominantly residential, with commercial and community uses, in addition to residential uses to the north.

### 3. **CURRENT PROPOSAL**

- 3.1 The proposal is for the erection of a new 6 Form Entry secondary school and sixth-form academy along High Path. It will see the construction of a single teaching and accommodation block with three MUGA courts, hard-standing play and social spaces, associated cycle parking and service area. The teaching block would provide learning space alongside other ancillary facilities and accommodate potential community uses.
- 3.2 In the late 2000s the number of live births in Merton increased by almost 40% leading to the need for an extensive primary school expansion programme. As higher pupil numbers flow through the Borough's primary schools there will be a lack of places for Merton residents without extra capacity. There is therefore the need to introduce a new secondary school to the borough.

- 3.3 Together with population levels rising, demand for school places in the borough is at an all-time high. An unprecedented number of parents applied for their child to attend a Merton secondary school in September 2018, meaning the Council has a statutory duty to find places for 274 extra children this September (2018). The Council has a statutory duty to find places for 274 extra children in September 2018.
- 3.4 The Secretary of State for Education has agreed the Funding Agreement that legally confirms Harris Academy Wimbledon could open in September 2018. The school is currently located, in its temporary accommodation, in the former Adult Education building at Whatley Avenue SW20 for two years before moving (subject to securing planning permission) to its new location in High Path, South Wimbledon in 2020.
- 3.5 The new school site on High Path is currently occupied by land owned by the council (for which High Path Resource Centre is moving to new fit for purpose premises in Leyton Road SW19), a former office building as well as Elim Church who are swapping their land for council owned Merton Hall on Kingston Road. The community space at Merton Hall has been relocated to Pincott Road, so residents can continue to use this facility in South Wimbledon.
- 3.6 As Merton Hall is listed as an Asset of Community Value (ACV), the council released a notice for disposal on Friday 9 March 2018, giving potential bidders six months to submit a bid to buy the site. In the meantime, the council will begin work on Merton Hall to increase its size and capacity.
- 3.7 The decision on land assembly was made by the council's Cabinet on 4 July 2016.
- 3.8 To enable a clear site for the new secondary school the council requires the Elim Church to move from their site on High Path. The council has CPO (Compulsory Purchase Order) powers but this requires a user to be given the market value or an equivalent reinstatement. Elim Church need to continue to operate in the SW19 area so, in following the Compulsory Purchase Order principles, the Council needed to provide a suitable replacement facility for Elim.
- 3.9 The Council's Planning Applications Committee on 21 September 2017 approved the Council's plans and on 10 December 2017 the Council's Cabinet agreed to commence work.
- 3.10 The conditions were met in March 2018 so the Council has now entered into a construction contract to commence works at Merton Hall. Construction works are now underway

- 3.11 The Council has a statutory duty to provide sufficient school places and the overall funding package has been agreed between the council and the government's Education and Skills Funding Agency (ESFA) for the Harris Academy organisation to deliver the school.
- 3.12 The proposed school building would range in height from 4-5 storeys, with the majority of the building being 5 storeys, to a height of 18.3m. The building would have the following floor areas across each of the five floors:
- |                    |         |
|--------------------|---------|
| Ground Floor GEFA: | 2179sqm |
| First Floor GEFA:  | 1357sqm |
| Second Floor GEFA: | 2833sqm |
| Third Floor GEFA:  | 1734sqm |
| Fourth Floor GEFA: | 1687sqm |
| TOTAL GEFA:        | 9790sqm |
- 3.13 The building would have a footprint of 90m (width) by 20-34m (depth).
- 3.14 The school is intended to accommodate approximately 1,150 pupils aged 11 to 18 years old and would also require 130 full-time equivalent (FTE) staff (including teaching, administrative and support staff). The school would initially open with 120 pupils, which would increase year on year to reach full capacity of 900 secondary school pupils and 250 sixth form pupils.
- 3.15 External materials
- 3.16 The primary external building material would be brickwork (Yellow Multi) with areas of featured brickwork (in either English or Flemish bond as opposed to stretcher bond). Within the brickwork, windows would be deep-set with masonry reveals, and inset grey render panels. Windows on the top floor are treated differently, as smaller punched openings. Recessed panels and patterned feature panels are incorporated on the north-western corner of the building and eastern gable. The application has been amended to show additional brick detailing to elevations also.?
- 3.17 Within the main outdoor play area, a raised under-croft has been designed below the sports hall. This area would be supported by brick colonnades, with informal seating and coloured asphalt surfacing.
- 3.18 In terms of surfacing materials, the majority of the site, other than that to be occupied by the school building itself, would be surfaced with coloured asphalt. Areas around the building's main entrance would be concrete block paving.
- 3.19 Solar panels would be incorporated to the roof of the building.

### 3.20 Layout

3.21 The main school building would be located to the eastern part of the site. Beyond this, a car park would be provided to the far eastern part of the site accommodating parking for two minibuses and one disabled bay with direct access from High Path via a four metre wide access. This car park would also accommodate a bin store.

3.22 The majority of external playspace would be provided to the western part of the site, which includes the playground area and MUGA courts.

3.23 The proposed MUGA to the western part of the site would be formed of three courts and would be utilized by the proposed school, the adjacent Merton Abbey Primary School and by members of the public through a community use agreement.

3.24 To the western part of the site it is proposed to install an electricity substation (located to the north of the proposed MUGA).

### 3.25 Boundary treatment

3.26 In terms of boundary treatment, the building would act as a secure boundary façade across the majority of the site's northern perimeter, with 2.4m high weldmesh fencing securing open access to outdoor play and service entrances. In addition, a 2.4m high solid acoustic fence (with planting adjacent to the fence) is proposed along the majority of the southern boundary.

3.27 The car park and service area would be secured by a 2.4m high weldmesh fence, including a 1.8m high close-boarded timber fence around the bin stores.

3.28 The proposed MUGA would be enclosed by a 3.0m high sports weldmesh fence, which also acts as the secure boundary between the adjoining grass field at Merton Abbey Primary School.

### 3.29 Trees and landscaping proposals

3.30 The proposal would necessitate the removal of a number of trees, in particular, the existing trees along the existing boundary of Merton Abbey Primary School and the Community Centre and trees along the southern boundary with Merantum Way. The application is accompanied by a Tree Survey carried out by a qualified arboriculturist, which identifies existing trees on site. 8 Category B trees are intended to be removed and 19 Category C trees are intended to be removed. The single category A tree on site (T15 located to the northwestern corner of the site) would be

retained. 7 trees would be planted to the northern boundary of the site and 5 would be planted within the playground area to the west of the proposed building. Existing Tree T8, to the southern boundary, would be retained.

3.31 There would be some soft landscaping and planting to the southern boundary of the site and some limited soft landscaping and planting to the northern site boundary.

3.32 Access points

3.33 The proposals for the school include pedestrian access points via High Path along the northern site frontage with limited vehicular access for service vehicles and disabled parking only. No access or egress points will be provided along the A24/Merantun Way to the south of the site and the new school would constitute a car-free development with strictly controlled parking permitted for users of the site (minibus and disabled parking only).

3.34 Opening/operating hours

3.35 Detailed opening hours are shown below:

Main school hours

Monday – Friday	08.30 – 15:00*
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\* With each year group completing enrichment activities until 16:00 one day per week respectively

External MUGA Facilities – for school use:

Monday – Friday	07.00 - 22.00 site opening hours 08.30 – 17.30 core teaching hours
Saturday & Sunday	09.00 – 16.30 site opening hours

School Building – for Community Use:

Monday – Friday	18.00 – 22.00 community access
Saturday & Sunday	09.00 – 16.30 opening hours

Sports Hall, dance studio and the Multi Use Games Area – for Community Use:

Monday – Friday	18.00 – 22.00 community access
Saturday & Sunday	09.00 – 16.30 opening hours

Floodlighting to the Multi use Games Area – School & Community Use

Monday – Friday	Will not operate after 22.00
Saturday & Sunday	Will not operate after 16.00

- 3.36 The adjacent Merton Abbey Primary School would have access to the MUGAs for up to three hours per week.
- 3.37 The submission indicates that the school may offer occasional special events outside these times, for example breakfast clubs, evening performances and open evenings.
- 3.38 Changes to on-street parking restrictions
- 3.39 Changes to street markings along High Path at the frontage of the site are proposed with single yellow line parking restrictions with a maximum 30-minute wait and no return within two hours. School 'keep clear' markings will also be provided adjacent to the pupil access point in the west and double-yellow line restrictions at the access junction into the service yard area.
- 3.40 Parking provision
- 3.41 Two minibus spaces and a single disabled parking bay located in the service yard area will be provided. No further parking will be provided on-site for staff or visitors.
- 3.42 160 long-stay spaces and 12 visitor cycle parking spaces are proposed. Cycle parking would be initially provided on-site to accommodate a total of 12 short-stay spaces adjacent to the central school access and approximately 80 long-stay cycle parking spaces. Space for the remaining 50% of long-stay cycle parking spaces has been identified within the site and uptake is intended to be monitored to ensure that additional parking will be provided as necessary, but with all cycle spaces to be provided once the school is at full capacity.
- 3.43 A pick up/drop off area for the turning of coaches would be provided near the MUGA courts. However, this would not be used for the parking of a coach.
- 3.44 Pick-up and Drop-off Arrangements
- 3.45 It is anticipated that the majority of parental pick-up and drop-off associated with the proposed school site will occur along High Path.
- 3.46 Start and finish times (08:30-15:00) have been staggered by Harris Academy Wimbledon to seek to minimize any overlap in demand for pick-

up and drop-off at the neighbouring Merton Abbey Primary School which starts at 08:45 and finishes at 15:30.

3.47 Servicing

3.48 The proposal includes the provision of a bin store and service area in the east of the site, which incorporates a small vehicular access point from High Path. Proposed single-yellow line parking restrictions along High Path will also provide further opportunities for on-street refuse collection and deliveries, with a maximum of 30 minutes for loading and unloading permitted. The proposed location of the sub-station in the west of the site also includes a segregated access directly from High Path so that it may be accessed without entering the school site.

3.49 Community Use

3.50 The sports facilities at Harris Academy Wimbledon will be made available for use by nearby residents and community groups outside of typical school hours. Facilities will only be made available to local residents who live within the adjacent residential areas and can therefore access the site by sustainable modes.

3.51 The internal layout of the building has been designed to allow for wider community use. Firstly, to support events & performances in the heart space and halls suite, allowing controlled access out into the external landscape. And secondly, the sports cluster at Level 02, including an activity / dance studio and a general teaching classroom to maximize flexibility in use. In both scenarios, access is via the pupil entrance, managed from the adjacent Student Information Centre and sports 'box' office. This entrance is configured to provide access to the areas to be used by the wider community independently; the accommodation is zoned to allow simple access and use, with appropriate emergency escape and access to toilets, whilst restricting access to the remaining accommodation.

4. **RELEVANT PLANNING HISTORY**

**Application site history:**

4.1 11/P3398 - INSTALLATION OF SOLAR PANELS TO SOUTH FACING ROOF OF EXISTING BUILDING. Grant Permission subject to Conditions 25-01-2012.

4.2 10/P0489 - DEMOLITION OF EXISTING BUILDING AND THE ERECTION OF A PART 3, PART 4 STOREY BUILDING PROVIDING 28 DWELLINGS (4 X1 BEDROOM 15 X 2 BEDROOM AND 9 X 3

BEDROOM FLATS) INCORPORATING GROUND FLOOR B1 UNIT. APPLICATION FOR OUTLINE PLANNING PERMISSION WITH ACCESS, LAYOUT AND SCALE TO BE DETERMINED AT THIS STAGE (APPEARANCE AND LANDSCAPING TO BE CONSIDERED AT "RESERVED MATTERS STAGE"). PLANS SHOW 280 SQ.M OF OFFICE ON THE GROUND FLOOR, 12 PARKING SPACES OF WHICH 3 WOULD BE FOR DISABLED USERS, PEDESTRIAN/CYCLE ACCESS FROM MERANTUM WAY AND PEDESTRIAN/CYCLE AND VEHICLE ACCESS FROM HIGH PATH. Refuse Permission 04-06-2010, Appeal dismissed 21-02-2011. Reasons for refusal:

1. The proposed flats would fail to provide a satisfactory standard of residential accommodation by reason of cramped accommodation, and unsatisfactory levels of outlook, privacy, daylight and sunlight, and amenity space and to the detriment of the residential amenities of future occupiers. The proposed development would be contrary to policy HS.1 and BE.15 of the Council's adopted Unitary Development Plan (October 2003)
  2. The proposal would result in the loss of employment floor space, for which the applicant has failed to demonstrate that there is no demand, or that it is unsuitable or financially unviable for any employment or community use, to the detriment of providing and safeguarding employment opportunities in the Borough contrary to policy E.1 and E.6 of the Adopted Unitary Development Plan (October 2003).
- 4.3 06/P2148 - CHANGE OF USE FROM PRINTERS WORKSHOP (CLASS B1) TO CHURCH AND COMMUNITY CENTRE (CLASS D1), INCLUDING ALTERATIONS TO ELEVATIONS TO PROVIDE ENTRANCE PORCH, WITH VEHICLE (14 SPACES AND 1 DISABLED BAY) AND CYCLE (20 SPACES) PARKING, RETAINING VEHICLE AND PEDESTRIAN ACCESS FROM HIGH PATH. Grant Permission subject to Conditions 15-11-2006.
- 4.4 06/P0787 - CHANGE OF USE FROM PRINTERS WORKSHOP (CLASS B1) TO CHURCH AND COMMUNITY CENTRE (CLASS D1) INCLUDING ALTERATIONS TO ELEVATIONS TO PROVIDE PORCH ENTRANCE WITH ANCILLARY PARKING (14 SPACES) WITH VEHICLE ACCESS RETAINED FROM HIGH PATH. Refuse Permission 20-06-2006 for the following reasons:

**The proposed change of use, by reason of its scale and location, would be likely to generate significant vehicular movement at peak times that would be detrimental to the general conditions of highway safety, and place increased pressure on kerbside parking in the area to the detriment of**

**neighbour amenity contrary to policy PK.3 Car Parking And Development of the Adopted Unitary Development Plan (October 2003).**

- 4.5 01/P2625 - FORMATION OF NEW VEHICULAR ACCESS ONTO MERANTUN WAY. Refuse Permission 17-01-2002 for the following reasons:

**The formation of new access in this location would be prejudicial to the free flow of traffic and general safety in the area, contrary to Policies M.11 and M.12 of the Adopted Unitary Development Plan (April 1996) and Policies RN.4 and RN.5 of the Second Deposit Draft Unitary Development Plan (October 2000).**

**The proposed development would result in an unacceptable loss of mature trees and would thus have a detrimental effect on the appearance of the area contrary to policy EN.10 of the Adopted Unitary Development Plan (April 1996).**

**Relevant planning history adjacent to the site:**

- 4.6 High Path Estate, South Wimbledon, SW19 2JL  
16/P3738 - DEMOLITION OF EXISTING STRUCTURES ASSOCIATED WITH THE OLD LAMP WORKS, ALL GARAGES (74 IN TOTAL) AND MARSH COURT PLAY AREA TO PROVIDE RESIDENTIAL ACCOMMODATION (134 UNITS - CLASS C3) IN BUILDINGS OF THREE - NINE STOREYS, PROVISION OF CAR PARKING (31 SPACES INCLUDING 5 DISABLED SPACES), CYCLE PARKING (249 SPACES), LANDSCAPING AND PUBLIC REALM WORKS TOGETHER WITH ASSOCIATED UTILITIES AND INFRASTRUCTURE. Grant Permission Subject to Section 106 Obligation or any other enabling agreement. 05-10-2017.
- 4.7 High Path Estate, South Wimbledon, SW19 2TG  
17/P1721 - OUTLINE PLANNING APPLICATION (WITH ALL MATTERS RESERVED, EXCEPT IN RELATION TO PARAMETER PLANS) FOR THE COMPREHENSIVE PHASED REGENERATION OF HIGH PATH ESTATE COMPRISING DEMOLITION OF ALL EXISTING BUILDINGS AND STRUCTURES; ERECTION OF NEW BUILDINGS RANGING FROM 1 TO 10 STOREYS MAX, PROVIDING UP TO 1570 RESIDENTIAL UNITS (C3 USE CLASS); PROVISION OF UP TO 9,900 SQM OF COMMERCIAL AND COMMUNITY FLOORSPACE (INC REPLACEMENT AND NEW FLOORSPACE, COMPRISING: UP TO 2,700 SQM OF USE CLASS A1 AND/OR A2, AND/OR A3 AND/OR A4 FLOORSPACE, UP TO 4,100 SQM OF USE CLASS B1 (OFFICE) FLOORSPACE, UP TO 1,250 SQM OF FLEXIBLE WORK UNITS (USE CLASS B1), UP TO 1,250 SQM OF USE CLASS D1 (COMMUNITY)

FLOORSPACE; UP TO 600 SQM OF USE CLASS D2 (GYM FLOORSPACE); PROVISION OF NEW NEIGHBOURHOOD PARK AND OTHER COMMUNAL AMENITY SPACES, INCL. CHILDREN'S PLAY SPACE; PUBLIC REALM, LANDSCAPING, LIGHTING; CYCLE PARKING (INCL VISITOR CYCLE PARKING) AND CAR PARKING (INC WITHIN GROUND LEVEL PODIUMS), ASSOCIATED HIGHWAYS AND UTILITIES WORKS. Resolved to grant by Planning Applications Committee 08-03-2018. Not yet formally determined - Conclusion of S106 currently outstanding and permission yet to be issued.

- 4.8 Merton Abbey Primary School  
13/P4131 - ERECTION OF A TWO STOREY EXTENSION INCLUDING SINGLE STOREY LINK TO MAIN BUILDING AND COMPRISING , ICT SPACE, STUDIO SPACE AND ADMIN/STORAGE AREAS AND ASSOCIATED LANDSCAPED, PLAY AND ACCESS AREAS, NEW FENCING AND GATES. Grant Permission subject to Conditions 01-04-2014 .

## 5. **CONSULTATION**

- 5.1 Site Notice, Press Notice and individual letters to 1048 neighbours.
- 5.2 49 letters have been received, objecting on the following grounds:

### Air Quality

- Increase in traffic resulting in an adverse impact on air quality.
- Construction impact of the High Path estate has not been taken into account in the air quality information submitted.
- Impact of construction works on Merton Abbey Primary School has not been taken into account. (This school is amongst the top 50 polluted schools in London).
- Ventilation system cannot be relied upon, as demonstrated by the ineffective ventilation system at Merton Abbey Primary School.
- Ventilation system relies on windows being kept shut which is not practical.
- Methodology of air quality information is flawed.
- No on-site air quality measurements have been taken.
- Concern that boundary planting would not be sufficient to combat poor air quality.
- The building would create a 'canyon effect' along High Path not allowing air bourn pollutants to disperse.
- Outdoor seating areas would suffer the effects of poor air quality.
- Concerns regarding air quality impacts for children walking to and from school, particularly as air quality is worse at a lower level (i.e. children are shorter and so are more exposed).

- Further air quality mitigation is needed.

#### Traffic and Highway issues

- Concerns over road safety due to lack of a Traffic Management Plan.
- Local buses are already at capacity at peak times.
- Traffic congestion.
- Insufficient vehicle parking on site.
- Merton Council should improve the local transport infrastructure before taking on ambitious building projects.
- Query whether any Parking Management Plan has been submitted or assessed.

#### Design

- The Design Review Panel did not give the scheme a green light.
- The design of the building is bland, oppressive and uninspiring and not on a human scale - (descriptions compare the design to a factory or prison building).
- The poor design of the building would exacerbate mental health issues amongst pupils.
- Play space should be located on the roof as has been done with many other London schools.

#### Provision of space

- Merton Abbey Primary School would lose part of their playing fields/open space, which is already below the relevant size standards
- Insufficient outside space for future pupils, which will take its toll in terms of classroom behavior, mental and physical health of pupils.
- The site is simply too small for this many pupils.

#### Impact on neighbouring amenity/amenity of the local area

- Concern that there would be an increase in litter.
- Insufficient daylight would penetrate the proposed building.
- Loss of daylight and sunlight to proposed development to the north at High Path.
- Overlooking to the proposed development to the north.
- The areas will be more overcrowded, more polluted, noisy, dirty and probably more dangerous.
- Noise disturbance to future pupils.

#### Other matters

- Query whether MUGA would be open to pupils at lunchtimes.
- Alternative sites should be considered.
- Concern over loss of trees on site.
- Support the concerns raised by Councillor Benbow in the flyer circulated. The children at the primary school should not be required to cross busy roads to access their playing fields.
- Query whether the Teachers' Union has been consulted.
- Query whether a more modern and environmentally friendly construction material could be used, rather than brick.
- On site renewable energy could be better utilized with ground source heat pumps.
- No solar panels are shown on the roof in the plans and therefore we query whether these would be installed.
- As an academy there is no guarantee that it would serve local children (as would be the case with a comprehensive secondary school).
- Insufficient account has been taken of the cumulative impact alongside the High Path redevelopment.
- The need for additional school places is in Mitcham, not at the application site.
- When Labour take control of the national government Academies will be abolished leaving the Council with a white elephant.
- Recommendations within the ecology report need to be strictly adhered to.
- Concerns over the setting of a precedent.
- Merton needs to make public information about pupil number forecasts to demonstrate that a school is needed here.

5.3 8 letters have been received making the following general observations:

- Query whether any provision has been made for the impact on local traffic and transport.
- Query whether a Parking Management Plan has been considered.
- Concern over loss of outside space for Merton Abbey Primary School pupils.
- Concerns over impact on air quality.
- Concerns that public transport is at capacity already.
- Concern regarding behavior of secondary school pupils in such close proximity to primary school pupils.
- Concern that reversing coaches onto the site may result in congestion along High Path.
- There is not enough space on High Path to accommodate parents' cars picking up or dropping off pupils and would result in overspill parking within the High Path estate. Further consideration needs to be given to drop off/pick up arrangements.
- The submitted Transport Assessment does not consider any of the committed development associated with the phase 1 High Path estate

- redevelopment or the High Path Master Plan.
- Concerns regarding methodology of Transport Assessment, in relation to traffic modelling.
  - The junctions of High Path/A219 and High Path/High Path South have not been modelled but are approaching capacity – these should be modelled.
  - No significant improvements to walking or cycling routes is proposed or improvements to public transport infrastructure. This should be secured.
  - The proposed disabled bays are opposite the proposed Phase 1 access road which may result in problems for turning vehicles.
  - Rat running through the High Path estate.
  - Measures within the Travel Plan are generic and not likely to have a considerable impact on people arriving at the site by private car.
  - Flaws in the methodology of the Air Quality Assessment.
  - Air Quality measurements should be taken on the actual site itself and not based on modelling.
  - The assessments relating to daylight/sunlight, transport and noise do not take into account the adjacent High Path estate redevelopment.
  - Detailed information on construction management and logistics is not provided.
  - The methodology used in the daylight/sunlight assessment is not correct. It is likely that there will be an adverse impact on the future High Path estate in relation to both daylight and sunlight.
  - The proposal should ensure that there is no increase in flooding or runoff or drainage issues to areas outside the site.
  - Query whether consideration has been given to the noise sensitive receptors in the approved regeneration master plan in the Noise Impact Assessment.

5.4 6 letters have been received supporting the application for the following reasons:

- The project looks amazing and the design of this modern building is excellent.
- It is conveniently located for future pupils as there are no other secondary schools in the area.
- Most children will be able to walk to school.
- It will liven up and add to the plans for the redevelopment of High Path estate.
- Within the letters of support the following suggestions are included:
  - Provision of a solid brick wall to the Merantum Way side of the site to minimise air quality issues.
  - A footbridge could be installed on the A219 to provide pedestrian access to Abbey Fields Recreation Ground.
  - The playing fields on the recreation ground must be fenced off and not to be accessed by members of the public whilst sports are

being played.

- Concern that the area outside the Trafalgar Pub could become a bottleneck due to the narrow width of the road – suggestion that the pupil access be moved further to the east.

#### 5.5 The Wimbledon Society:

- This application is for a new Secondary School on a very constricted site.
- A school needs to engage with and enthuse its impressionable pupils, and this is not easily achieved with such a heavy building mass, that seems more suited to a commercial or industrial building.
- There is an argument that such a building has to be almost therapeutic in helping the whole learning process, and this aspect does not come through at all in the current proposals, where the basic external form appears somewhat dominant and overbearing. A far softer and more naturalistic approach to this building mass would have been desirable.
- For example, could the interesting internal atrium be expressed in some way on the exterior? Could some of the rooms be projected (perhaps playfully) from the general plane of the elevations, particularly beside the entrance? Could the northern elevation, very prominent in the local scene, be softened by major wall-climbing plants?
- The view of the eastern end is also very prominent in the local views yet is given no special character. If it were to be rounded off, would this humanise this somewhat forbidding structure? Or given some projecting bays, perhaps to the Art Room on the first floor, and/or the Latin/Science rooms above?
- The regularity of the elevations externally is not matched by the positioning of the rooms and walling internally, with the result that some of the windows are rather unfortunately 'blanked off' on first and fourth floors. If the window forms and openings were able to express externally what was actually needed for the internal rooms, would not this give more variety to the elevations?
- The main entrance (shown as being used by visitors as well as pupils) is approached by narrow and rather abrupt steps up from the footway. Is there a case for lifting the footway level at this point, and using ramping rather than steps? The proposed northern elevation drawing almost appears to show this, although a balustrade would presumably be needed.
- The placing of the MUGA at the western end of the site allows the good long views southwards from the future green axis in the adjoining redeveloping housing to be enhanced. The proposed planting of significant trees along this axial view (as shown) would be important in tying the school into the new housing forms, and the wider landscape. Although outside the application site, the adjoining green space beside Merantun Way should be the subject of further discussions with TfL as owners, to maximise its potential contribution to improving the setting of the new building.

- The presence of a busy road to the south (Merantun Way A24) inevitably raises issues concerning both noise and air quality. The information provided on air quality, and how the new school is going to deal with the issue is not considered adequate and needs further study. A proper acoustic fence needs to be in place along both the southern and eastern boundaries and be an integral part of any application.
- Summary:  
Whilst recognising that this is a highly constricted site for such a large new secondary school, the basic character of this proposed building is not considered to be appropriate. It is not sufficiently relaxed and pupil friendly.
- The design would therefore benefit from a significant rethinking of its present semi-industrial and commercial character, taking on board the points raised above.

#### 5.6 Battle Area Residents' Association (summary of comments):

- Concerns raised prior to the application and suggestions for a larger site with improved road layout have not been incorporated into the plan.
- Suggestion that the vacant council owned site in Battles Close, previously occupied by Virgin Active, is used for this development.
- Concerns regarding air quality and concerns as to whether filtration system benefits would be negated if windows are opened.
- The appearance of the building is uninspiring and unwelcoming.
- The design does not reinforce local distinctiveness and does not respond to the wider historic environment.
- Disappointed at the lack of community involvement in the design.
- Suggestion that the roof be used for sport and recreation. If need be, solar panels could be located to the walls of the building rather than the roof.
- Concern regarding the reduction in size of Merton Abbey primary School's playing fields.
- The design should be changed to address the concerns about air quality. The school building should be placed along the Merantun Way boundary, thus shielding outdoor space from Merantun Way pollution.
- The Mayor of London's School Air Quality Audit Programme for Merton Abbey Primary School includes colour coded maps showing NO<sub>2</sub> pollution on Merantun Way starting at 43pg/m<sup>3</sup> and rising to much higher levels and classifies this pollution as bad to very bad.
- There is extensive development planned in the area, including the Harris Academy, which will contribute to local emissions and put even more traffic onto High Path next to Merton Abbey Primary School.
- Demolition and construction of the new secondary school will increase traffic and therefore emissions, and reduce the outside playspace for the primary school.
- Regeneration of High Path Estate with increased housing capacity and the associated increase in traffic will increase emissions on High Path.

- Both these developments will worsen traffic, increase local noise and air pollution, during and after construction, when there will be more traffic in the area.
- Lack of green infrastructure to shield primary school playground from High Path.
- Suggest closing part of High Path to vehicular traffic during school drop-off and pick-up times.
- Recommends use of only Euro 6 compliant construction vehicles and Ultra Low Emission Vehicles (ULEVs) as they become available, and that construction sites capture as many particulates as possible from their processes.
- Recommends maps showing the least polluted roads for walking to the primary school and to avoid walking along Morden Rd and Merantun Way.
- The design's assumptions about the risks from pollution are based on inaccurate measurements.
- Concerns regarding methodology of air quality reports.
- Concerns regarding impact on children due to air quality whilst walking to and from school.
- Concern that the building would create a canyon effect along High Path, with negative associations for air quality.
- No analysis has been made of pollution from the High Path Regeneration and the construction traffic.
- No traffic count appears to have been made on High Path. Anyone who knows Abbey Road, knows that it and High Path can be extremely busy at peak times, as the road is often used as a cut-through.
- As Low Emission Zones (LEZs) and Ultra Low Emissions Zones (ULEZs) are introduced, traffic increases on outer roads such as Merantun Way as drivers try to avoid the low emission zones.

5.7 High Path Community Association (summary of comments):

- During early public consultation of the High Path Estate redevelopment plans for an education establishment were not put forward. Therefore, this build, which is an after-thought, is at such a late stage it should be withdrawn.
- Highlight concerns of parents at the adjacent primary school, regarding clashing of opening and closing times, air pollution, the lack of provision for outdoor space and the appropriation of the primary school's playing fields.
- The majority of the pupils of the primary school live on High Path Estate, some of whom presently reside in overcrowded accommodation. Therefore, additional outdoor space is needed to avoid obesity and other ill health effects.

5.8 South Wimbledon Community Association:

- The Harris Foundation School has stated that it is important to them that the local community remains very much at the heart of their proposals.
- As part of their permanent building, therefore, they are keen to ensure that local groups and families are able to benefit from their resources during evening and at weekends.
- This will include use of their sports hall, activity studio, drama studio and school hall as well as their outdoor Multi Use Games Area (MUGA) – which has an artificial surface suitable for football and hockey.
- SWCA have held a number of meetings with the Harris Foundation and have drawn up an outline agreement which would allow the SWCA to manage and operate these facilities outside school hours. These detailed discussions have included cleaning, safeguarding and the suitability of these facilities for hire for community use. SWCA and our board believe these facilities will be of future benefit to the local community. SWCA are a registered charity and experienced operator of community facilities in Merton. We already manage external lettings of hall facilities at the All Saints School Hall in Haydons Road. We look forward to working with the Harris Foundation in the near future when construction of these facilities have been completed.

#### 5.9 The Green Party:

Caroline Russell on behalf of the local Green Party:

Constituents have contacted me regarding their concerns about air pollution and the planning application for a new secondary school on land at High Path, Colliers Wood, London SW19 2JY.

I share their concerns and believe the proposals will lead to a worsening of local air pollution, not only during construction but after completion which is contrary to the Mayor's air quality policies. For this reason, I urge you to reject the application.

Adjacent to the site of the application, the Mayor of London provided the Merton Abbey Primary school with one of his 50 air quality audits for primary schools located in the worst polluted areas in London to help protect children from toxic air. According to the Mayor's air quality audit there are approximately 11,200 vehicles per day travelling on the core roads within a 200m radius of the school. The proposals are expected to lead to increasing traffic and pollution.

I believe the application is contrary to the Mayor's planning policies. The Mayor's Draft London Plan Policy S1 states that London's air quality should be significantly improved, and exposure to poor air quality, especially for vulnerable people, should be reduced. *The aim* of this policy is to ensure that new developments are designed and built, as far as is

possible, to improve local air quality and reduce the extent to which the public are exposed to air pollution.

This means that new developments, as a minimum, must not cause new exceedances of legal air quality standards, or delay the date at which compliance will be achieved in areas that are currently in exceedance of legal limits.

Internal consultees:

#### 5.10 Transport Planning:

- The applicant has produced a revised swept-path analysis to demonstrate coaches and refuse vehicles can reverse into the site through east and west entrances.
- The proposal is considered acceptable in terms of parking.
- The school would require 160 long-stay spaces to be delivered by the time the school is fully occupied.
- The average pupil occupancy level for education trips is assumed as 1.6 children per car (taking into account car sharing) and applying a reduction factor of 20% to incorporate the impact of breakfast and afterschool clubs which would give the proposal of 86 pupil-related car journeys generated by the school during the peak periods.
- The modelling carried out on junctions demonstrates that all operate satisfactorily and within theoretical capacity when considering the additional development traffic particularly within the peak periods.
- The section of the carriageway width adjacent to the development measures approximately 9.0m allowing two way traffic to pass without undue hindrance.
- Trip generation for Harris Academy assumes around 86 pupil-related car journeys during AM and PM peak periods. The two –way journeys would result in an overall total of approximately 172 additional trips during the respective AM and PM peak periods.
- Full Travel Plan should be developed following occupation of the school. 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.
- The proposal provides bin store and service area in the east of the site, which allows refuse collection to take place off The High Path.
- Coaches and refuse vehicles may be required to perform a reverse turn manoeuvre utilising the western pupil access and hard-standing area, which will be supervised and undertaken when pupils are not utilising the play-space.

The TA proposes:

- Changes to on-street parking restrictions along High Path at the frontage.
- Restrictions with a maximum 30-minute wait and no return within two hours.

Some parking measures will be needed at the outset including:-

- School 'keep clear' markings to be provided adjacent to the pupil access point.
- Double-yellow line restrictions at the access junction into the service yard area.

For the physical works including making up the former accesses, construction of new access points and other footways works the applicant should enter into Sec.278 agreement. A financial contribution of £8000 is also required to take forward future parking restrictions, including CPZ.

It is proposed that during the development of the site that construction traffic will access the site directly from Merantun Way, with a secondary access from High Path. Trip generation has highlighted that during a short two-month period the maximum number of construction vehicles accessing the site will be 36 per day. It is therefore considered that there will be no detrimental impact on the local highway network.

**Recommendation:**

The proposed development will not have a detrimental severe impact on the surrounding highway network in terms of capacity or highway safety. Pupils and staff also have good opportunities to travel by non-car modes within the existing infrastructure and service provision.

Raise no objection subject to:

- Car and mini bus bays are maintained.
- Cycle parking (secure & undercover) Maintained.
- Off site carriageway works to be secured by via S106 legal agreement.
- 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.
- Development shall not commence until a Construction Traffic Management Plan has been submitted to and is approved in writing by the Local Planning Authority to accommodate:
  - Parking of vehicles of site workers and visitors
  - Loading and unloading of plant and materials
  - Storage of construction plant and materials;
  - Wheel cleaning facilities
  - Control of dust, smell and other effluvia;
  - Control of surface water runoff.

5.11 LBM Highways:

The pedestrian environment between the school site and the playing fields needs to be improved.

We are asking for £70k that could reasonably cover the cost of one of the options.

Options include:

1. Improvements to The Path / Morden Rd junction & to the footway by the signalised crossing at High Path / The Path / Morden Rd. The current footway is narrow and cluttered and with trains of school pupils there is a potential conflict between pupils and cyclists (due to the LCN route that is currently in place). It is also proposed to narrow The Path / Morden Rd and introduce a speed table. This will reduce width of crossing and slow turning traffic
2. A pedestrian phase at Merantum Way / Morden Rd junction. We have already started negotiating with TfL. This would be our preferred option as the footway along Morden Rd toward Merantum Way is much wider. Pupils can turn left from High Path toward Merantum Way and cross Morden Rd at the signalised junction. However, currently there is no ped phase. The intention is to introduce a ped phase. The requested sum should cover surveys / modelling / assessment/ TfL fees /changes to the existing infra structure / necessary civil works.

In addition, conditions requiring the submission of details relating to the new and closed vehicle crossovers, visibility splays, details of construction workers vehicles, delivery and servicing plan and construction logistics plan.

#### 5.12 Additional response from LBM Highway Officer:

A financial contribution to the general highway maintenance works is required, incorporating the resurfacing of the carriageway and repairs due to the impact from the construction process at the two development sites. This could be a varying amount but we could estimate approximately £20,000.00 towards Merton maintenance and improvement costs.

#### 5.13 Environmental Health Officer:

No objection subject to conditions relating to:

- Noise levels.
- External lighting.
- Sports facility not to be used after 9pm.
- Noise/vibration and dust monitoring.
- Implementation of recommendations within Air Quality report.
- Contaminated land report remediation works.
- Submission of the results of the contaminated 'watching brief'.

- Implementation of remediation works.
- An investigation and risk assessment in the event that unexpected contamination is found.
- Hours of working

Financial contribution of £11,500 required towards the Council's New Air Quality Action Plan 2018-2022.

5.14 Climate Change Officer:

No objection subject to condition to secure BREEAM certificate within 6 months of first occupation and informative.

5.15 Flood Risk/Drainage Officer:

No objection subject to conditions to secure a scheme for surface and foul water, construction method statement relating to flood risk and drainage and informative.

5.16 Tree and Landscape Officer:

No objection subject to a tree protection and landscaping condition.

5.17 Waste Services:

No comments yet received. To be reported.

5.18 LBM Policy Planning Officer (Summary of comments):

**Open Space & Sports Facilities**

The proposal includes the provision of three Multi-Use Games Areas (MUGA's) along the western edge of the site. While these MUGAs will be located partly on the neighbouring Merton Abbey School Open Space, their proposed use for a variety of sports and recreational purposes (for the new school, neighbouring school and the wider community) meets the policy requirements.

The Planning Statement states: *"Nursery Road Playing Fields are proposed to be utilised by the school for recreation."* As accessibility to Nursery Road Playing Fields includes crossing the busy A219, which does not currently include a pedestrian crossing, the applicant should demonstrate that safe pedestrian access is available to students, or provide details of other forms of transport available to ensure that the students will be able to access the playing fields.

## **Biodiversity**

The methodology, findings and recommendations of the submitted report by Richard Graves Associates Ltd are considered acceptable and should be controlled by condition.

## **Social Infrastructure**

### Education

As part of the Planning Statement, the applicant has provided copies of the Children and Young People Overview and Scrutiny Panel Reports dated 11 October 2016 and 8 November 2017. These reports provide an update on the progress and current position regarding the provision of primary, secondary and special school places, school projections and demand in Merton and an update on the Harris Academy Wimbledon School site.

The reports provide details on the following:

- The Council's strategy is to provide up to 12 additional forms of entry in secondary school, subject to demand, 6 of which are proposed to be provided by Harris Academy Wimbledon.
- The forecast deficit of school places if Harris Academy Wimbledon did not open.
- Alternative options considered for a secondary school since 2013.

### Multi-Use of Facilities

The shared availability and use of these facilities is welcomed in line with CS11 and London Plan 3.19.

### Net Loss of Community Facilities

The proposal includes the relocation of the three existing land uses on the site (two of which are community facilities):

- High Path Community and Resource Centre;
- Domex appliance services; and
- Elim Pentecostal Church.

The agreed relocation for each of the above premises was identified in the Scrutiny Report dated 8 November 2017.

#### 5.19 Children, Schools and Families department:

Although the planning application for the Free School/new Academy is

submitted on behalf of the Education and Skills Funding Agency, it has the full support of Children, Schools and Families in being a requirement to provide sufficient secondary school places in the area, and avoiding unnecessary extra travel for children and young people in providing a local school in an area where there is presently a deficiency.

The need for a new school has been identified for some time and, after an exhaustive site search, on 4 July 2016 the council's Cabinet agreed the site at High Path for the new secondary school, with a recognition that the only means to deliver this was to utilise a portion of Merton Abbey playing field for play space for the new school. A summary of the work that went into looking at all the options of the new site is summarised in this appendix to the Cabinet report.

[https://www2.merton.gov.uk/appendix\\_1\\_to\\_cabinet\\_jul\\_2016.pdf](https://www2.merton.gov.uk/appendix_1_to_cabinet_jul_2016.pdf)

This was within the context that there were no other viable sites for a new school unless it were provided in open space, and the site location for this school therefore ensures the best possible protection of open space. However, the consequence has always been that to ensure the site can work, part of the Merton Abbey Primary School land has needed to be used and we have worked extensively with Merton Abbey Primary School, the Harris Federation and the Education and Skills Funding Agency (ESFA) to come to an effective solution.

As a result the design has been developed and a three tennis court sized MUGA is at the edge of the proposed Harris Wimbledon site, with about a half of its area being on land that is currently Merton Abbey playing field. The plan below clarifies the specific area:

RED HASH AREA – 1,247m<sup>2</sup> TO BE PART OF LEASE FOR HARRIS WIMBLEDON SCHOOL(2016 site photo)



PROPOSAL WITH HARRIS ACADEMY WIMBLEDON LAND OUTLINED (Note: Pre-2016 site photo before extra building and hard games area built at Merton Abbey)



There is a 125 year agreement to a lease (that becomes a lease on commencement of construction) signed between the council and the Secretary State that ensures Merton Abbey Primary School may have exclusive use of the MUGA facility:

(a) during Term Time up to 3 hours each week Monday to Friday between the hours of 10am to 3pm plus one session per week after standard school times; and

(b) during School Holidays and weekends such times at times to be agreed. The ESFA has also agreed to provide a grant of £60,000 to provide improvements to the existing space at Merton Abbey Primary School, enabling the school to provide more enriching play opportunities.

The relevant area has not been a marked out playing field for at least 10 years, and is not of any regulation size that would allow it to do so. While the set times for Merton Abbey Primary School using the MUGA are limited due to the extensive use required by the new secondary school, they offer the opportunity to use a high quality facility for sport on the site for the Key Stage 2 primary school children that would benefit most, with direct access from the Merton Abbey Primary School site. Merton Abbey Primary School retains devoted site play space that is well above average for Merton Primary Schools, including a (smaller) field area and its own

hard court that is suitable for national curriculum Key Stage 1 and Key Stage 2 PE.

Taking a wider view of play requirements, it is the Children, Schools and Families department's view that the proposal to provide a floodlit, all weather MUGA, will improve the play opportunities for the area, greatly increasing the utilisation of the space for the playing of more formalised sport. An all-weather surface always improves the amount a space can be used, and this is further increased in this case by the provision of floodlights, which will also allow the primary school to hold an after school club for outdoor games during the winter post dusk.

External consultees:

5.20 Sport England:

Sport England raises **no objection** to this application, subject to conditions relating to; community use, details of the construction of the artificial pitch, arrangements to ensure the Primary School can continue to access their playing field during construction, sports lighting restrictions and maintenance and management of the artificial pitch.

Informatives also recommended.

5.21 Transport for London (TfL):

TfL has considered the following issues and are broadly supportive of the amended proposals:

**Car parking**

A Car Parking Management Plan has now been provided and should be secured through the s106 agreement.

**Trip generation and modal split**

Further information has been provided concerning the mode share assumption and the assessment is now considered to be reasonable.

**Pick-up drop-offs**

As requested on-street car parking beat surveys have been undertaken along High Path to establish the existing and future impacts of drop-off and pick up activity. The data indicates that whilst the combined number of drop-offs and pick-ups is likely to be significant, the staggered start and finish times of the proposed school should ensure there is sufficient on-street capacity to accommodate demand on High Path. This also reinforces the importance of the school travel plan to encourage the use of sustainable travel modes to access the school.

### **Air Quality**

The uplift in vehicle trips generated by the proposed school will further contribute to the poor air quality within the vicinity of the site. TfL would recommend that the applicant pays a contribution towards implementing recommended measures identified in the Mayor of London's School Air Quality Audit Programme for Merton Abbey Primary School.

### **Buses**

It is reiterated that the total bus contribution requested is £750,000. It is also important to reiterate that whilst there was a £15m HM Treasury grant allocated for new school bus services. This amount has now been committed to other schools and there is no more treasury funding available nor unfortunately do TfL have funding for additional school bus services. Therefore any mitigation to increase the capacity of the bus network to accommodate the school will need to come from either the school provider or the council.

### **Trams**

A tram journey profile has now been provided.

### **Cycle Parking**

The applicant has confirmed that the additional 80 cycle parking spaces required to meet the London Plan minimum standards, will be provided prior to the school becoming fully occupied; this should be secured by condition. It has also been confirmed that shower and locker facilities will be provided for members of staff wishing to cycle to work.

### **Pedestrian and Cycle Access**

The applicant has indicated they are willing to make a £70,000 contribution to improve the pedestrian crossing facility at the Morden Road / High Path junction which is welcomed by TfL.

### **Construction**

An updated outline Construction Logistics Plan (CLP) has been provided. The full CLP should be secured by condition and TfL consulted on its discharge.

TfL also recommends that a Stage 1 Road Safety Audit is undertaken of the proposed construction vehicle access on Merantun Way prior to determination.

### **Public Transport Patronage and Capacity**

The information provided by TfL Bus Operations was not to highlight bus capacity issues but the capacity of the stops. Whilst it is accepted that there is unlikely to be an issue in the AM peak hour as pupils will be alighting; what the information was demonstrating was that there may be a

problem at some stops in the school PM if the buses arriving at the stops are already full therefore resulting in pupils not being able to board the first bus that arrives, resulting in a greater accumulation of pupils at the bus stops than has been predicted.

This section of the letter also alludes to a Pedestrian Comfort Level assessment having been undertaken for the section of Morden Road where bus stop SJ is located. Had this been undertaken it would have calculated the existing impact of static activity (passengers waiting for buses) at the stop during the school PM peak period and would have quantified what the 'suitable footway width' is.

With regards to High Path, the supporting TA produced by WYG, predicts 201 bus trips in the AM peak hour, 150 in the PM peak hour and 1,624 daily bus trips for the office and residential elements of the development. These trips have also been distributed onto the bus network.

TfL still consider that the impact of pupils accumulating at bus stops has been underestimated. However, bus stop SJ on Morden Road which is likely to suffer congestion generated by the school, is limited in terms of improving footway widths without impacting on traffic flow past the stop.

#### 5.22 Environment Agency:

No objection subject to conditions relating to potential unexpected contamination, drainage into controlled waters and piling/foundation designs.

#### 5.23 Historic England GLAAS (Archaeology):

Having reviewed the CGMS desk-based assessment (May 2018), which helpfully includes the full MOLAS evaluation report from 1995, GLAAS agrees with the conclusions that there is no on-going archaeological interest on this site.

No further assessment or conditions are therefore necessary.

#### 5.24 Metropolitan Police (Secured by Design Officer):

Comments received relating to the management and operation of the school, recommending CCTV and other measures to enhance the security of the building.

The following Informative is recommended:

*We strongly advise that independent third party certification is obtained from a manufacturer to ensure the fire performance of any of their*

*doorsets in relation to the required needs and to ensure compliance with both current Building Regulations and the advice issued by the Department for Communities and Local Government on 22nd June 2017 following the Grenfell Tower Fire.*

5.25 DRP comments (24/01/2018 prior to submission of formal planning application):

The Panel noted the extremely challenging site and that the applicant had managed to fit a secondary school on the site, and this was commended. The Panel were also reasonably confident of the overall architectural quality, although this needed further development and imagination on how it used and interpreted the local context. The challenges of the site and its small size and awkward shape, meant that it was very important to get the internal layout right and the interface with the surroundings right as well. There were elements of the ground floor detail that the panel liked, notably the glazed frontage.

The Panel felt that, although all the components were there on site, they were not arranged as well as they could, and should be. The Panel felt that the school was quite inward looking and not very welcoming to pupils arriving at the school, even after clarification on the evolution of the layout. The entrance, undercroft, sports hall, main hall and atrium were felt not to relate to each other as well as they could and did not provide an open, welcoming and inspiring entrance to the school. Other new schools have achieved this in a successful way, and it was felt that, even with the site constraint, this site had the potential to achieve the same.

The entrance and route into the building seemed long and convoluted, via an entrance, undercroft, hall/dining space etc – essentially ‘round the back’. This was also not well surveyed from active facades. There was a disconnect between the formal entrance and the main pupil entrance that was not necessary – was it necessary to have three different entrances into the site?. The ‘formal’ entrance was somewhat ‘lost’ in the main façade. Although it was acknowledged there was some need for a level of privacy at the front, it was felt that the defensible space and raised floor level was not working well and contributing to the inward looking feel of the site. It may be better to provide a wider footway and smaller defensible space. There was considerable concern about the quality of the undercroft space as it was very deep and lack of light penetration would lead to a dark and dingy space.

On the south side there was some concern about the quality and feel of the boundary wall/fence with the Merantun Way and the Panel encouraged the applicant to continue engagement on TfL about use of the land between the school and road. This would have implications for the

location of the boundary. Internally, the Atrium was acknowledged as an impressive space, but it was not well integrated into the rest of the school, with no interaction/openings onto it from upper levels, and a rather minimal two small rooflights at the top. So much more needed to be made of this space as it was not fulfilling its potential.

The Panel noted the approach taken to fit in with the High Path estate layout and show a continuation of Pincott Road building line and tree planting into the site. Whilst this was accepted as a reasonable approach, and alternative was suggested that actively enclosed the whole end of the park with the school buildings, rather than the small car park. This would then allow more breathing space at the rear, More flexibility within the site and could allow for the reorientation of the MUGA and a more welcoming, combined entrance to the school.

The Panel also raised issues of access and transport and how pupils would access the school, and the importance of a travel plan. The Panel was concerned that the building was adaptable to future needs and was designed to reduce CO2 in the teaching spaces and be acoustically suitable for good learning. The heating system also needed to be able to be connected in to any CHP provided as part of the High Path estate regeneration.

Overall the Panel felt that some site reconfiguration options needed to be explored first, before moving forward to more detailed matters, to ensure a high quality pupil experience and good interaction with the surroundings. The panel were confident this was achievable on the site and gave examples of schools where good design had been achieved (others added as well) where addressing similar design issues:

Verdict: AMBER

- 5.26 The following design changes were made to the proposals following this DRP meeting:

**1. Uninviting Sheltered Play Space**

Applicant's response - A coloured asphalt surfacing including graphics and informal seating was introduced to the sheltered play space.

**2. Building Alignment with Neighbouring Streets**

Applicant's response - The building's location was shifted east to align views from Pincott Road

**3. Improving Street Presence and Public Realm**

Applicant's response - The entrance railings were removed, and the dual stairways were combined to form a broader, more open entrance to the school building.

**4. Improving Site Access**

Applicant's response - A wide sliding gate was introduced to achieve a more open, less cluttered outdoor space.

**5. Continuation of Green Swathe from High Path Estate**

Applicant's response - The car park was relocated to the eastern site boundary to reflect a soft landscaped continuation from the future High Path Estate.

**6. Improving Public Realm and Building Presence to High Path Estate**

Applicant's response - The railings and dwarf walls were replaced with a wider footway and defensive planting strategy.

**7. Improving Circulation along High Path and Broader Public Realm**

Applicant's response - Additional space was given to the existing footway to ease pedestrian congestion along the streetscape.

**8. Pollution and Noise from Merantum Way**

Applicant's response - A solid acoustic fence is now proposed along the site's southern boundary.

5.27 DRP comments (24/07/2018 relating to originally submitted planning application proposal):

The panel noted the changes made since the previous review.

It felt that the axial and long views worked well with the High Path estate and it sits logically into the urban fabric. The building was beginning to fit in with the New London Vernacular style of the estate regeneration. The direction of travel since the first review is good, but there are a number of areas that require further thought and work.

The Panel was concerned with a range of matters, but the underlying concern was that the building should inspire learning and provide a building that would be a 'friend' to the shy kid entering the gates. This was expressed a few times in different ways and the consensus was that the building was not yet sufficiently good or inspiring to achieve this. It was felt it still had an air of impersonal commercial character about it.

The Panel noted that the entrance had been simplified and the library had a large area of glazing. However, are steps still necessary and the practicality of the library was questioned given that it would need bookshelves that could clutter the view. It was also felt that the acoustic fence could be seen as a sterile boundary and didn't integrate well with the surroundings, although admittedly hostile.

Overall, the panel still felt that the building appearance was plain, and there was insufficient level of detail designed into it. This should be evident from a range of distances. The fenestration appeared cheap and further work was needed on this. It was felt that the north and south

elevations had completely different environments and therefore this needed to be reflected in the design of the elevations, which currently, were too similar. In particular, the Panel was critical of the eastern elevation – the ‘thin end of the wedge’ – which it felt was plain and a missed opportunity for better articulation and visual interest.

It was clear a lot more work had been done regarding the design of the undercroft, and this was welcomed, although in general the Panel felt that the internal arrangement could be better. This extended to the light quality of the atrium and vertical separation and circulation. Given the constrained site, the Panel reiterated their previous concern that the roofscape was not being sufficiently utilised for school purposes.

It was agreed that there needed to be more work undertaken to bring the proposals up to the ‘next level of detail’. Elevations, fenestration, brickwork and utilising the William Morris and other historical associations were a areas that needed to be covered. It was felt important that a degree of informality or anarchy needed to be injected into the design in places to overcome the relatively rigid overall design approach.

The importance of a robust travel plan to back up parking and drop-off provisions was also reiterated. Overall, the Panel felt that whilst there had been some improvements, there was still much work to do to ensure the building was of a sufficiently high quality for the constrained site and in order to provide an inspiring place for pupils to learn.

Verdict: **AMBER**

N.B. Officers understand that in order to meet school opening deadlines and the protracted construction programme there has not been a further opportunity for the scheme to be reviewed again by the DRP before reporting the proposals to Committee.

## 6. **POLICY CONTEXT**

6.1 The key policies of most relevance to this proposal are as follows:

6.2 NPPF - National Planning Policy Framework (2018):

Relevant sections:

- 8 Promoting healthy and safe communities
- 9. Promoting sustainable transport
- 11. Making effective use of land
- 12. Achieving well-designed places
- 14. Meeting the challenge of climate change, flooding and coastal change
- 15. Conserving and enhancing the natural environment

- 6.3 London Plan (2016)
- 3.1 Ensuring equal life chances for all
  - 3.16 Protection and enhancement of social infrastructure
  - 3.17 Health and social care facilities
  - 3.18 Education facilities
  - 3.19 Sports facilities
  - 5.1 Climate change mitigation
  - 5.2 Minimising carbon dioxide emissions
  - 5.3 Sustainable design and construction
  - 5.7 Renewable energy
  - 5.9 Overheating and cooling
  - 5.12 Flood risk management
  - 5.13 Sustainable drainage
  - 5.21 Contaminated land
  - 6.2 Providing public transport capacity and safeguarding land for transport
  - 6.3 Assessing effects of development on transport capacity
  - 6.9 Cycling
  - 6.10 Walking
  - 6.13 Parking
  - 7.2 An inclusive environment
  - 7.3 Designing out crime
  - 7.4 Local character
  - 7.5 Public Realm
  - 7.6 Architecture
  - 7.13 Safety, security and resilience to emergency
  - 7.14 Improving air quality
  - 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting sustainable soundscapes.
  - 7.19 Biodiversity and access to nature
  - 7.21 Trees and woodlands
  - 8.2 Planning obligations
- 6.4 Adopted Merton Core Planning Strategy (July 2011)
- CS1 Colliers Wood and South Wimbledon Sub-Area
  - CS11 Infrastructure
  - CS13 Open Space, Nature Conservation, Leisure and Culture
  - CS14 Design
  - CS15 Climate Change
  - CS16 Flood Risk Management
  - CS17 Waste Management
  - CS18 Active Transport
  - CS19 Public Transport
  - CS20 Parking, Servicing and Delivery

6.5	<u>Adopted Merton Sites and Policies Plan and Policies Map (July 2014)</u>	
	DM C1	Community facilities
	DM C2	Education for children and young people
	DM E3	Protection of scattered employment sites
	DM O1	Open space
	DM O2	Nature Conservation, Trees, hedges and landscape features
	DM D1	Urban design and the public realm
	DM D2	Design considerations in all developments
	DM EP2	Reducing and mitigating noise
	DM EP3	Pollutants
	DM F1	Support for flood risk management
	DM F2	Sustainable urban drainage systems (SuDS) and; Wastewater and Water Infrastructure
	DM T1	Support for sustainable transport and active travel
	DM T2	Transport impacts of development
	DM T3	Car parking and servicing standards
	DM T5	Access to the Road Network

6.6 Other guidance:

- National Planning Policy Guidance (2014)
- Noise Policy Statement for England - DEFRA 2010
- Ministerial Policy Statement Policy statement - Planning for Schools Development, 15 August 2011
- Merton Sports Pitch Study 2011
- London Borough of Merton Air Quality Action Plan 2018 - 2023
- Air Quality in Merton – A guide for Public Health Professionals

7. **PLANNING CONSIDERATIONS**

7.1 The key planning considerations are:

- Principle of the Proposed Development
  - *Principle of loss of existing community and business uses*
  - *Need for a new secondary school*
  - *Principle of the provision of education facilities*
  - *Site location selection process*
  - *Alternative solutions*
- Impact on the character of the area and visual amenity
  - *Layout*
  - *Design and massing*
  - *Standard of accommodation*
  - *Security*
  - *Hard and soft landscaping*
- Impact on trees
- Impact upon neighbouring amenity
  - *Built form and massing*
  - *Overlooking*

- *Noise*
- *Lighting*
- Transport and highways issues
  - *Impact on junction capacity*
  - *Drop off/pick up arrangements*
  - *Public Transport*
  - *Parking*
  - *Servicing arrangements*
  - *Cumulative impacts*
  - *Proposed on-street mitigation measures*
  - *Mitigation measures for construction*
  - *Highway financial contributions*
- Air Quality
- Archaeological considerations
- Biodiversity
- Sustainability
- Flooding and site drainage
- Contamination considerations
- Environmental Impact Assessment
- Local Financial Considerations

## 7.2 Principle of the Proposed Development

### 7.2.1 Principle of loss of existing community and business uses

7.2.2 Currently, part of the site is occupied by Elim Pentecostal Church. However, the Council has facilitated their re-location to new premises in a remodelled Merton Hall.

7.2.3 Therefore, whilst this existing community use would be removed from the site, it would be replaced elsewhere in the borough. Therefore, there would be no overall net loss to the borough. In any event, the existing community use would be replaced by an alternative community use (the school), which would satisfy the requirements of Policy DMC1.

7.2.4 The site is also occupied by Domex Appliance Services, which falls within Use Class B1 (business). The site is not within an identified industrial area. Policy DME3 (Protection of scattered employment sites) deals with the loss of employment uses in areas outside of defined industrial locations. The policy wording allows for an alternative employment or community use on scattered employment sites and, as such, the proposal for a school would be in accordance with the policy requirements and the proposal would comply with Policy DM E3 in this regard providing both a community use for which there is a recognized need and also delivering a high level of employment on the site.

#### 7.2.5 Need for a new secondary school

7.2.6 The Council has a statutory duty to provide school places. The essential need for a new secondary school to open by September 2018 has been identified.

7.2.7 Following previous increases in demand, six of Merton's eight schools are now substantially full in year 7, with two schools (to the east of Mitcham town centre, and to the west close to the RB Kingston border) making up most of the current 156 surplus places in year 7 (9%). It is recommended that at least a 5% surplus is allowed.

7.2.8 The Council has been aware for some time that there is a particular issue for September 2018 in that there is a substantial growth of pupils in the current year 6 entering secondary school in 2018/19 that will be sustained for a number of years.

7.2.9 The admissions applications closing date for September 2018 secondary school entry was on 31 October 2017. This shows that the Council's requirement to provide additional year 7 secondary school places for September 2018 is certain and in addition to the predicted extra children, there is proportionally more preferences for LB Merton schools, so the Council will not be able to place the same reliance on out borough schools:

- The Council has received 268 additional resident applications compared to last year; 209 of these residents have stated a LB Merton school as a first preference.
- LB Merton schools have received 255 additional first preference applications for September 2018 compared to last year (i.e. including applications from out-borough residents).

7.2.10 The Council will be unable to fulfill its statutory duty to provide secondary school places if the Harris Academy Wimbledon does not open in September 2018 as advertised, with occupation of the permanent site by 2020.

7.2.11 The secondary school has been opened in September 2018 at a temporary site in the former Adult Education building, Whatley Avenue SW20. The site only has sufficient space for two year-groups of pupils so it is necessary for the permanent site at High Path to be ready for September 2020. With 18-20 months of construction time to build the school, the High Path site needs to be clear in early 2019 to enable completion of the school on time and avoid the complexities of a third year in temporary classrooms; otherwise the opening of the school is likely to be delayed.

### 7.2.12 Principle of the provision of education facilities

7.2.13 London Plan Policy 3.18 sets out that development proposals which enhance education and skills provision will be supported. Including new build, expansion of existing or change of use to educational purposes. The policy goes on to set out that development proposals which maximise the extended or multiple use of educational facilities for community or recreational use should be encouraged. The policy also supports development proposals that encourage co-location of services between schools, in order to maximise land use, reduce costs and develop the extended school's offer.

7.2.14 Paragraph 94 of the National Planning Policy Framework states that the Government attaches great importance to ensuring that there is a sufficient choice of school places to meet the needs of existing and new communities. Local Planning Authorities should take a proactive approach to meeting this requirement and should give great weight to the need to create, expand or alter schools.

7.2.15 Core Planning Strategy Policy CS 11 and Policy DM C2 of the Sites and Policies Plan 2014 states that development proposals for new schools and/or improved education facilities for young people will be supported, particularly where new facilities are required to provide additional school places in an area to meet an identified shortfall in supply.

7.2.16 The policy statement regarding planning for schools development published by the Department for Communities and Local Government; August 2011 advises that:

*“The Government believes that the planning system should operate in a positive manner when dealing with proposals for the creation, expansion and alteration of state-funded schools and that the following principles should apply with immediate effect:*

- *There should be a presumption in favour of the development of state-funded schools, as expressed in the National Planning Policy Framework;*
- *Local Authorities should give full and thorough consideration to the important of enabling the development of state-funded school in their planning decisions. The Secretary of State will attach significant weight to the need to establish and develop state-funded schools when determining applications and appeals that come before him for decision.*
- *Local Authorities should make full use of their planning powers to support state-funded schools applications. This should include engaging in the pre-application discussions with promoters to foster a collaborative approach to applications and, where necessary, the*

*use of planning obligations to help to mitigate adverse impacts and help deliver development that has a positive impact on the community.”*

7.2.17 Therefore, in general terms the provision of education facilities are supported in policy terms.

#### 7.2.18 Site location selection process

7.2.19 In July 2016 the EFSA and Cabinet agreed that High Path was the only viable option for the new school out of the short-listed sites. The full details of the site search and the conclusion for High Path being the preferred site is outlined in the 4 July 2016 report. [https://www2.merton.gov.uk/appendix\\_1\\_to\\_cabinet\\_jul\\_2016.pdf](https://www2.merton.gov.uk/appendix_1_to_cabinet_jul_2016.pdf)

7.2.20 Having reviewed the options identified in the external consultants report and the advice to Cabinet in July 2016, officers can confirm that none of the alternative sites shortlisted in the original report presents a viable alternative site for the school.

7.2.21 Officers have also considered whether the Virgin Active site at Battle Close could provide a site for a new secondary school. However, a study confirms that due to adjacent housing only a low rise building could be provided at this site, and so the site is not large enough.

#### 7.2.22 Alternative solutions

7.2.23 If the proposed school is not built, the Council would need to provide the expansion for all five year groups of the secondary school at alternative sites and an additional cost to the Council.

### 7.3 Impact on the character of the area and visual amenity

7.3.1 London Plan policies 7.4 and 7.6, Core Strategy policy CS14 and SPP Policies DMD2 and DMD3 require well designed proposals that will respect the appearance, materials, scale, bulk, proportions and character of the original building and their surroundings. Policy 7.6 sets out a number of key objectives for the design of new buildings including that they should be of the highest architectural quality, they should be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm, and buildings should have details that complement, but not necessarily replicate the local architectural character. Policy CS14 of the adopted Core Strategy states that all development needs to be designed to respect, reinforce and enhance local character and contribute to Merton's sense of place and

identity. This will be achieved in various ways including by promoting high quality design and providing functional spaces and buildings.

### 7.3.2 *Layout*

7.3.3 In order to deliver a successful layout the scheme needs to reconcile the competing demands of integrating with the estate regeneration outline scheme layout while at the same time addressing the operational needs of the school and the neighbouring primary school via the use of open spaces on this compact site and also the very significant constraints deriving from the presence of underground utilities.

7.3.4 The position of the main building on site, adjacent to High Path, creates a strong, legible street presence while at the same time enclosing the remainder of the site, which allows for secure access. The amendments to the footprint of the school building (moving the building 1m to the south and 4.5m to the west) provide some additional space between the building and High Path, which is considered to be an improvement over the original scheme as this has allowed for a more enhanced entrance way to the school and marginally reduces the visual impact of the building when viewed from High Path.

7.3.5 The provision of open space to the western part of the site was originally intended to tie in with the Master Plan for the redevelopment of the adjacent High Path estate as the open space provided on site would effectively continue the openness created by the proposed linear park that would run through the heart of the High Path estate. The presence of a Thames Water main is such that the building position has been pushed to the south and west.

7.3.6 As a result, the building, and in particular the flank of the sports hall, would be visible at the southern end of the open vista that will be created by the proposed linear park to the north. Based on the design of the building's footprint this is an inevitable consequence of the constraints to development arising from the presence of underground utilities including a Thames Water main. As a matter of judgement it may be considered that the encroachment of the building into this vista provides a visual bookend to the proposed park and would draw the eye to the main school building creating a sense of legibility throughout the estate.

7.3.7 The provision of the MUGAs to the western part of the site would allow for practical shared use with the adjacent Merton Abbey Primary School, which is supported by officers.

### 7.3.8 *Design and massing*

- 7.3.9 Moving on from the constraints that have impacted on the location of the building; the design and massing of the building has been dictated by the competing needs to provide sufficient capacity, sufficient on site facilities, while at the same time achieving a suitable relationship with the street along with the provision for outdoor formal and informal play space.
- 7.3.10 The proposed building by reason of its size would feature a very wide elevation to High Path. The design of the elevations has sought to minimize the visual impact of this bulk. The elevations to the raised sports hall would be improved through the use of decorative brickwork. It could reasonably be concluded given the constraints deriving from the internal layout that the elevations deliver a satisfactory response and would be acceptable within the emerging new streetscene.
- 7.3.11 The High Path elevation is fully glazed at ground floor. The deep-set main entrances are further defined by formal stepped access, integrated planters, and a cantilevering glass canopy, contributing to legibility and a sense of arrival. Feature graphic have been incorporated in the glazing with the William Morris motif and the Academy's logo incorporated into the north facing elevation. It is noted that the main entrance to the building has been designed to ensure that there is not an intimidating impression and whilst the building itself is substantial in terms of size, the detailing of the main entrance is such that it would create a welcoming character.
- 7.3.12 The proposal would feature an overhang above the play area, which, whilst unusual, would allow for outdoor space that can be used in inclement weather, which is positive.
- 7.3.13 It is likely that the development resolved to be granted by the Planning Applications Committee to the north of the site (High Path Regeneration Plan) will be built out in the near future. The design and layout of the school development has taken this adjacent future development into account to a reasonable extent and it is considered that the form of the proposed school would complement the adjacent development.
- 7.3.14 The design of the building has been amended throughout the application process to seek to ensure that the main entrance to the building is welcoming, inviting and at a human scale. Detailing to the entrance recess has been proposed and whilst the building remains substantial in terms of both scale and overall size, it is considered that the design is satisfactory.
- 7.3.15 The treatment of elevations has been amended throughout the course of the application in order to provide a more interesting and engaging façade. The design now includes areas of brick detailing and the Academy's motif to the frontage. The use of contrasting brick work styles and materials assists in breaking up the extensive bulk and massing of the building and

whilst the design response has not gone as far as officers would hope, it is considered that it is an improvement to the originally proposed scheme and has gone some way in allaying the concerns raised by the Design Review Panel.

7.3.16 The applicant has sought to respond to the concerns raised by the Design Review Panel by introducing more detailing onto the facades, altering the main entrance layout and design and providing more detail on the design of the undercroft. It is noted that some effort has been made to overcome the concerns raised. The size of the site is such that a building of multiple floors, and therefore, considerable bulk, is the only solution to provide the required floor space. Given the constraints of the site and due to the need to balance various competing needs, on balance, it is considered that the proposal is a reasonable design response.

7.3.17 The design and massing of the proposed development, is, on balance, considered to be acceptable.

#### 7.3.18 Standard of Accommodation

7.3.19 The proposals would be required to meet the Government's baseline standards for schools 2014. There are no standards embedded in planning policies. The school would deliver 9790sqm of internal floor area and would comfortably exceed the baseline standard of 8,820sqm.

7.3.20 The standard of the accommodation provided is largely dealt with under non-planning legislation. It is of note that the relevant guidelines must be reached in order to receive Education and Skills Funding Agency, on which this proposal relies.

7.3.21 The Education Act 1996 places a duty on the Secretary of State to prescribe standards for the premises of all maintained schools in England and Wales. Those for England are set out in The School Premises (England) Regulations 2012 (SPRs) and they apply to all existing and new schools maintained by a local authority.

7.3.22 Similarly, the Education Act 2002 empowers the Secretary of State to prescribe standards for the premises of independent schools, which include Academies (including alternative provision Academies) and Free Schools.

7.3.23 It will be the responsibility of the Academy to ensure that these standards are met and maintained.

7.3.24 Space standards for schools are set out in The Department of Education document "Area guidelines for mainstream schools" (2014) and within

Government publication “Baseline designs for schools: guidelines” (2014). The guidelines within are detailed and the school will be obliged to meet these requirements. However, to summarise, in terms of floor area allowances the proposed academy (when fully occupied) would require a total floor area no less than 8,820sqm. The internal floor area proposed is 9790sqm, which would comfortably exceed this figure.

#### 7.3.25 Security

7.3.26 The layout has been designed to ensure that the site is secure through the use of appropriate boundary screening and no objection is raised on this basis.

7.3.27 On site security would be an on-going management issue to be handled by the Academy.

#### 7.3.28 Hard and soft landscaping

7.3.29 The majority of the site would be laid to hardstanding for functional/operational purposes and there is limited opportunities for soft landscaping. However, notwithstanding that, planting to the site boundaries is proposed, along with the provision of planters within the playground area. The provision of soft landscaping and tree planting as shown is considered to satisfactorily safeguard the character and appearance of the area.

7.3.30 The existing belt of trees to the south of the site would largely be retained and this would provide some degree of visual screening of the proposed building when viewed from Merantum Way, which would assist in softening the visual impact of the development.

#### 7.4 Impact on trees

7.4.1 The proposal would result in the loss of a line of trees (mature and semi-mature) which currently stand along the side boundary of the adjacent primary school. These would be lost to make way for the MUGA courts. The most important tree on site, the TPO'd Sugar Maple to the north-west part of the site along High Path would be retained. A number of replacement trees are proposed which would partly mitigate for the loss of the existing trees.

7.4.2 The trees to be retained could be adequately protected throughout the construction process.

7.4.3 The loss of existing trees on site is regrettable but necessary if the site is to be developed as a school. Replacement planting goes some way to

mitigate for this loss and whilst there is some reservation over the loss of trees, it is considered, on balance, that the benefit to the wider community decisively outweighs the loss of the trees.

## 7.5 Impact upon neighbouring amenity

7.5.1 London Plan policies 7.14 and 7.15 seek to improve air quality or be at least air quality neutral and reduce and manage the noise environment. SPP policy DM D2 states that proposals must be designed to ensure that they would not have an undue negative impact upon the amenity of neighbouring properties in terms of loss of light, quality of living conditions, privacy, visual intrusion and noise.

### 7.5.2 Built form and massing

7.5.3 Policy 7.6 of the London Plan requires developments to not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings. Policy DMD2 of the Sites and Policies Plan requires that development proposals ensure appropriate levels of sunlight and daylight, quality of living conditions and privacy to both proposed and adjoining buildings and gardens.

7.5.4 The bulk and massing of the proposed building has the potential to adversely impact on neighbouring residential properties and as such the applicant has prepared a Daylight and Sunlight Analysis in accordance with BRE guidelines, considering the existing scenario and also a scenario with the redevelopment of the adjacent High Path Estate taken into account.

7.5.5 The application has been amended throughout the lifetime of the application, to move the building 1m to the south and 4.5m to the east. The Daylight and Sunlight consultant has confirmed that this does not result in any worse impact on light to neighbouring properties than the original scheme. As the building would be further away from neighbouring properties, it is considered that this approach is sound.

7.5.6 The Daylight and Sunlight Analysis demonstrates that the impact on light to existing and proposed future residential neighbouring properties would be within reasonable tolerances and acceptable in planning terms.

7.5.7 Analysis undertaken to assess the sunlight penetration into amenity areas (those proposed within the High Path Estate redevelopment planning application) indicates that the proposed development will have a negligible affect on the surrounding external spaces both within and adjacent to the development site with all identified areas receiving at least 2 hours of direct sunlight on the 21st March.

7.5.8 Therefore, it is concluded that the application has demonstrated that the impact on daylight and sunlight to neighbouring properties would be acceptable.

7.5.9 There would be some impact on outlook from neighbouring properties but not to the extent that it would amount to material harm, due to the separation distances.

#### 7.5.10 Overlooking

7.5.11 Policy 7.6 of the London Plan requires developments to not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings. Policy DMD2 of the Sites and Policies Plan requires that development proposals ensure appropriate levels of sunlight and daylight, quality of living conditions and privacy to both proposed and adjoining buildings and gardens.

7.5.12 There would be some limited opportunities for overlooking from the proposed school building to the proposed development to the north at High Path Estate.

7.5.13 However, the application site is separated from the proposed and existing development to the north by the carriageway along High Path and the resultant relationship would not be uncommon in a suburban area.

7.5.14 It is concluded that there would be no material loss of privacy to neighbouring occupiers.

#### 7.5.15 Noise

7.5.16 The NPPF seeks to ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. The NPPF advises that development should mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life. The NPPF refers to the Noise Policy Statement for England (NPSE). The NPSE provides guidance, which enables decisions to be made regarding the acceptable noise burden to place on society, using three key phrases – the No Observed Effect Level (NOEL), the Lowest Observed Adverse Effect Level (LOAEL) and the Significant Observed Adverse Effect Level (SOAEL).

7.5.17 Building Bulletin 93 (BB93) provides guidance for the control of noise in and around school buildings. In relation to planning, the document provides internal noise level criteria for various room types within schools, with differing noise sensitivities requirements.

7.5.18 Policy 7.15 of the London Plan requires that development proposals seek to manage noise by avoiding significant adverse noise impacts on health and quality of life as a result of new development. Where it is not possible to achieve separation of noise sensitive development and noise sources, without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through the application of good acoustic design principles.

7.5.19 Policy DM EP2 requires noise sensitive developments (which includes schools) to be located away from noise priority locations and noise generating land uses and that applicable suitable mitigation measures can be sought. Merantum Way and High Path are not identified as a noise priority location but the impact of the proposed development on surrounding uses and the impact of noise levels on the proposed use must be considered.

7.5.20 The application is accompanied by a Noise Impact Assessment, which draws the following conclusions:

- Façade noise levels of up to 68 dB(A) have been predicted at the most exposed elevation of Harris Academy. Therefore, it will be possible to open windows during 200 hours a year maintaining compliance with BB93.
- The background ventilation rates given in Part F of the Building Regulations can be achieved without having to rely on opening a window or façade trickle ventilators.
- Openable windows will still be provided within mechanically ventilated areas in order to increase ventilation rates under peak summertime conditions. This will provide occupants with the control to determine locally their preferred balance between thermal comfort and higher indoor ambient noise levels.
- It is necessary to ensure that noise emissions from any elements of plant from the development (LA<sub>eq,T</sub>), are limited to 10dB below the typical existing measured background noise level (LA<sub>90,T</sub>) when measured at 1 m from the nearest affected residential façade (a requirement set out by LBM Environmental Health Officers). Compliance with this criterion should see that existing residents are suitably protected from plant noise associated with the development.

- At this stage, specific plant selections have not been finalised and the most robust method in terms of controlling noise output will be to set limits for noise impact on existing noise-sensitive receptors (NSRs) in the vicinity of the site.
- Based on BuroHappold library data of outdoor play areas, the expected average level of noise generation of the playground (considered as an area source) is LAeq,T 55 dB(A). As can be seen from the results given in Section 3 above, the existing daytime ambient levels currently experienced at the residential locations are up to LAeq,57 dB(A). On the basis that the noise impact associated with outdoor areas is the same or less as the current ambient noise level, it is not expected that this will create any significant level of disturbance.

7.5.21 A 2.4m high solid timber fence is proposed to be installed at the Southern site boundary, facing Merantun Way, where noise levels are at their highest. Providing that the fence is solid (>10kgm<sup>-2</sup>), well-sealed to the ground and without gaps or holes, this should act as an acoustic barrier that will mitigate the high traffic noise levels from Merantun Way breaking into the playground and the school site. The mitigation will be variable depending on the position within the playground, and will be more effective for areas where the line of sight between the source and the receiver is broken by the fence.

7.5.22 The Council's Environmental Health Officer has reviewed the submitted documentation and concludes that the impact of noise to future users of the Academy and neighbouring occupiers would be acceptable provided that the noise limitations, controlled by condition, are achieved. Therefore, subject to the imposition of this condition, officers conclude that the noise impact of the proposed development would be acceptable.

7.5.23 In terms of construction noise, a number of conditions are recommended to ensure that noise levels are limited as far as reasonably practical; conditions to secure a Noise and Vibration Plan and a Construction Logistics Plan are recommended.

#### 7.5.24 Lighting

7.5.25 Lighting across the site has the potential to adversely affect the character of the area and the impact on residential amenity. The lighting layout shown is considered to be a reasonable response to the operational requirements of the site and would not result in material harm to neighbouring amenity. Conditions are recommended to ensure that the lighting is installed in accordance with the approved plans and supporting documents.

7.5.26 To conclude the impact on neighbouring amenity, there is potential for disruption and disturbance to neighbouring properties throughout the construction process. However, conditions are recommended to minimise this impact as far as reasonably practicable.

## 7.6 Transport and highways issues

7.6.1 London Plan policy 6.3 requires that development proposals ensure that impacts on transport capacity and the transport network at both corridor and local level are fully assessed. Development should not adversely affect safety on the transport network. Similarly Core Strategy policy CS20 requires that development would not adversely affect pedestrian or cycle movements, safety, the convenience of local residents, on street parking or traffic management.

7.6.2 London Plan policies 6.9 and 6.10 seek to secure to ensure that developments provide integrated and accessible cycle facilities and high quality pedestrian environments while policy 6.13 sets out maximum parking standards. The policies provide an overarching framework for decision making.

7.6.3 The current proposals for the school include pedestrian access points via High Path along the northern site frontage with limited vehicular access for service vehicles and minibuses only. No access or egress points will be provided along the A24/Merantun Way to the south of the site and the new school will constitute a car-free development with no parking permitted for users of the site (excluding a disabled bay).

### 7.6.4 Impact on junction capacity

7.6.5 A trip distribution plan has been produced by the applicant, which indicates that the development will not have a detrimental impact on the surrounding highway network and it has also been demonstrated within this report that there are no proven ongoing highway safety issues that could potentially be exacerbated by the development proposals. PICADY modelling has also been undertaken to demonstrate that a number of key surrounding junctions can operate within capacity when considering full occupation.

7.6.6 The Council's Transport Planner concludes that the modelling demonstrates that all junctions operate satisfactorily and within theoretical capacity when considering the additional development traffic. It is therefore considered that no mitigation is required as the proposed development would not cause an unacceptable change to traffic flow characteristics, particularly within the peak periods examined.

- 7.6.7 In addition, the submitted Transport Assessment sets out that the surrounding cycle and pedestrian network is suitable to accommodate the proposed development and with the proposed upgrades to the Morden Road pedestrian crossing (to be sought by way of a financial contribution), the network will maintain a Comfortable / Acceptable level of provision. This assertion is supported by the Council's Transport Planner and it is concluded that no additional highway works in relation to pedestrian routes are required (other than those to be secured by way of a financial contribution sought from the applicant not to exceed £70,000).
- 7.6.8 Notwithstanding the above, pupils would be required to walk along High Path and cross Morden Road to access the Abbey Recreation Ground for sports. Currently there is a signal controlled pedestrian crossing near the junction of High Path and Morden Road, however, there is insufficient space on the footway to accommodate 30 waiting children and in addition, there would be conflict with the cycle route that crosses the road adjacent to the pedestrian crossing.
- 7.6.9 It is of note that the Council (Director of Environment and Regeneration) has confirmed that use of the Nursery Roads playing fields by the Academy is permissible. Effectively, the council is committed to ensuring priority use by the Harris Wimbledon Academy School during term time hours between 9am to 6pm for the equivalent of one football pitch for 26 weeks of the year (September to March) and one cricket pitch for 13 weeks of the year (April to August).
- 7.6.10 The Council's Highways Team have set out that some form of junction improvements to secure suitable pedestrian crossings are required in order to safely accommodate pupils walking to the Abbey Recreation Ground and have identified necessary highway improvements. The financial contribution to secure these works has been calculated to be no more than £70,000, which would be secured through the s.106 legal agreement.
- 7.6.11 Drop off/pick up arrangements
- 7.6.12 Trip generation for Harris Academy Wimbledon concludes that approximately 86 pupil-related car journeys (172 two-way trips) will be generated by the development during the respective AM and PM peak periods.
- 7.6.13 In comparison, Merton Abbey Primary School generates approximately 76 pupil-related car journeys based on a capacity of 360 and single occupancy car journey modal split of 21% (as outlined in their latest School Travel Plan). It is of note that the applicant has reported that the existing Harris Academy Wimbledon, at the temporary site, experiences

only 10% of pupils arriving by car. It is subsequently considered that both schools will exert a similar level of demand for on-street parental pick-up and drop-off activity.

7.6.14 The submitted addendum to the Transport Assessment (letter dated 21/10/2018) sets out that given the proposed off-set start and finish times of the Harris Academy, there will be little interaction or competing demand for on-street parking between pupils being driven to the two separate schools and therefore there is capacity to accommodate residual, short-stay on-street car parking associated with the Harris Academy pupils within Zones 1 and 2 of High Path (the applicant has divided High Path into 4 zones for the purposes of a car parking capacity survey). For clarity the teaching day of Merton Abbey Primary is from 08:45-15:30 whereas the proposed teaching day of the Harris Academy is from 08:30-15:00 which represents a 15/30 minute offset in both morning and afternoon start and finish times.

7.6.15 It is also noteworthy that the development proposals include new on-street parking restrictions to prevent long-stay on-street car parking (section 5.2.19 within the TA). This measure would therefore make additional on-street parking spaces available for the use of parents and guardians dropping off and picking up pupils for short periods of time (typically a 20 minute window in the AM and PM periods).

7.6.16 Given that the likely impacts of parental drop-off and pick-up activities on High Path will be broadly comparable with those of the Merton Abbey Primary school and there shall be latent capacity to accommodate the residual demand for on-street spaces (approximated to peak at 40 vehicles), it is concluded that with the creation of additional capacity in Zones 3 and 4 plus the latent capacity in Zones 1 and 2, due to off-set start and finish times, there shall be suitable on-street parking availability to accommodate the needs of the new Harris academy without resulting in a severe detrimental impact on the highway network.

#### 7.6.17 Public Transport

7.6.18 TfL has concluded that two additional buses would be required on the Number 93 route to accommodate the uplift in passenger numbers from the school. The cost of providing these two additional services would be £750,000. An HM Treasury grant of £15M has previously been set aside for school projects, however, TfL has confirmed that this amount has been committed to other school projects and there is no more Treasury funding available for additional school bus services.

7.6.19 Therefore, this funding contribution must be sought through a section 106 agreement.

- 7.6.20 TfL require a financial contribution towards additional buses on the 93 route. There is agreement in principle between the applicant and TfL to this while the final sum has yet to be agreed between the applicant and TfL. It is considered that the application may reasonably be determined and that this should not necessitate deferral of a decision.
- 7.6.21 Subject to bus capacity improvement being secured by way of a s.106 agreement it is considered that there is sufficient control to ensure that bus capacity servicing the school would be adequate.
- 7.6.22 In terms of tram usage, the majority of pupils would leave the site at 15:00. Those travelling by tram would then make their way to the Morden Road tram stop. The submission indicates that the peak period would experience 48 pupils travelling south-east bound whilst an additional 12 would be travelling north-west bound. With services every 5 minutes during peak periods, this would equate to a peak demand of 16 additional passengers travelling on the Mitcham bound service and 4 on the Wimbledon bound service.
- 7.6.23 During the morning peak period, the busiest tram stop is likely to be Belgrave Walk and the busiest time would be between 08:15 and 08:30 (though a correction factor may be applied which considers the requisite walk time from the Morden Road tram stop to the proposed school site). At this time up to 20 pupils will be travelling north-west bound and with services every 5 minutes, this would equate to a maximum of 7 additional pupils boarding a service at this stop.
- 7.6.24 It is therefore considered that the existing tram services could accommodate this uplift in passenger numbers. Further comments from TfL are awaited but officers consider that it would be unreasonable to delay determination further.
- 7.6.25 The site is within close proximity to South Wimbledon tube station and it is noted that a proportion of pupils are likely to travel by tube also, which would reduce pressure on other modes of transport.
- 7.6.26 Parking
- 7.6.27 The site is in an area with a PTAL 4, which is good and is also well located for services and facilities.
- 7.6.28 It is proposed that Harris Academy will be a predominantly car-free development, with only a limited provision of parking to be provided on-site; an approach welcomed by TfL and supported by the Council Transport and Highways officers.

7.6.29 Provision would constitute two minibus spaces and a single disabled parking bay located in the service yard area. No further parking will be provided on-site for staff or visitors and parking permits will not be made available within the surrounding highway network.

7.6.30 In order to foster sustainable modes of transport, local and regional policy supports the proposal as a car free development.

7.6.31 Cycle parking would be provided in line with London Plan standards and it is concluded that the provision of parking (both cycle and car parking) would be acceptable.

7.6.32 Servicing arrangements

7.6.33 The proposal provides a bin store and service area to the eastern part of the site, which will allow refuse collection to take place off The High Path. This arrangement is considered to be acceptable in highway safety terms.

7.6.34 Coaches and refuse vehicles may be required to perform a reverse turn manoeuvre utilising the western pupil access and hard-standing area, which will be supervised and undertaken when pupils are not utilising the play-space. The swept path analysis submitted demonstrates that this would also be acceptable in highway safety terms.

7.6.35 Therefore, it is considered that servicing arrangements are acceptable.

7.6.36 Cumulative impacts

7.6.37 The most significant element of coordination will be required with the adjacent High Path Estate regeneration scheme.

7.6.38 Phases of work will need to be coordinated to minimise the impact of construction traffic and other issues such as access routes, parking restrictions and servicing through the estate will need to be addressed in communication with the project team during the various stages of work on the High Path Estate.

7.6.39 Temporary construction access arrangements directly off Merantun Way into the school site is proposed to minimize conflict between the sites (as implemented by the adjacent primary school in previous planning developments).

7.6.40 The cumulative impact of the two developments will be minimized, and where possible coordinated, with the development at the adjacent High Path Estate through the imposition of conditions to secure a Delivery and Servicing Plan, a Construction Logistics Plan and a Working Method

Statement. These conditions will require the relevant documents to be submitted, which will then be assessed by LBM Transport and Highway Officers.

7.6.41 In terms of cumulative impacts following the completion of both developments, The Transport Assessment submitted to support the High Path planning application concluded “*the proposed development will have a lower level of car ownership than the existing site and will therefore generate fewer vehicle trips*”. The approved assessment finds that over the course of a weekday, 98 fewer two-way vehicle trips will be generated. Therefore, the impact of car movements would be less than it is currently and as such no objection is raised.

#### 7.6.42 Proposed on-street mitigation measures

7.6.43 Changes to road markings and parking restrictions along High Path in the vicinity of the proposed school are proposed as part of the application. These changes include:

- Changes to on-street parking restrictions along High Path at the frontage.
- Restrictions with a maximum 30-minute wait and no return within two hours.

7.6.44 The Council’s Transport Planner has also recommended that School ‘keep clear’ markings be provided adjacent to the pupil access point and double-yellow line restrictions be installed at the access junction into the service yard area.

#### 7.6.45 Mitigation measures for construction

7.6.46 The applicant has set out a number of measures to seek to minimise construction impacts, which are set out within the submitted Construction Environment Management Plan

#### 7.6.47 Highway financial contributions

7.6.48 In addition to the £750,000 contribution for enhanced bus services and the £70,000 contribution for improving pedestrian junction capacity, a further £20,000 is required for general highway maintenance works, incorporating the resurfacing of the carriageway and repairs due to the impact from the construction process at the development site. Also, a contribution of £8,000 is required for the physical works including making up the former accesses, construction of new access points and other footways works, also required to take forward future parking restrictions, including CPZ This would also be secured through the s.106 legal agreement.

7.6.49 Subject to the imposition of suitable conditions and a suitably worded legal agreement it is considered that transport matters would be acceptable in planning terms.

## 7.5 Air quality

7.5.1 The NPPF recognises reducing pollution as being one of its core planning principles. It further indicates that LPA's should focus on whether the development is an acceptable use of land, and the impact of the use in terms of the impact on air quality.

7.5.2 London Plan Policy 7.14 provides strategic guidance specific to air quality. It seeks to minimise exposure to existing poor air quality and make provision to address local problems. This is reflected by local policy, whereby the Core Strategy identifies the strategy to reduce air pollution through Policies CS18-20. The entire borough has been declared as an Air Quality Management Area.

7.5.3 The assessment has demonstrated that future users of the academy will experience acceptable air quality, with pollutant concentrations below the air quality objectives.

7.5.4 An assessment of the emissions from the boiler plant has demonstrated that the off-site impacts of these emissions will be negligible. On-site, the emissions from the plant will not lead to occupants of the academy experiencing unacceptable air quality.

7.5.5 The proposed development will generate traffic on the local road network, but the assessment has shown that there will be no significant air quality impacts at any existing sensitive receptor.

7.5.6 The construction process has the potential to adversely impact on air quality and a condition to secure a Construction Management Plan is recommended to minimise these impacts.

7.5.7 During the construction works, a range of best practice mitigation measures will be implemented to reduce dust emissions and the overall effect will be 'not significant'; appropriate measures have been set out in this report, to be included in the Dust Management Plan for the works.

7.5.8 Overall, the construction and operational air quality effects of the proposed development are judged to be 'not significant'.

7.5.9 However, notwithstanding that fact that the proposed development would meet the minimum standards in terms of air quality, given the proximity of

roads and the poor air quality in the area presently, officers consider that additional mitigation measures would be a benefit.

7.5.10 The applicant has incorporated solid fencing to the southern boundary with planting to the interior to seek to provide a barrier between Merantum Way and the site.

7.5.11 London Plan Policy 7.14 sets out that all new developments in London should be at least air quality neutral. The submitted documentation indicates that the building emissions and vehicle trip rates associated with the proposed development would result in an air quality neutral development. The Council's Environmental Health Officer is satisfied with this assessment and it is considered that the development would be compliant with Policy 7.14 of the London Plan.

7.5.12 Whilst the proposal has demonstrated that it would be acceptable in terms of air quality, the Council's Environmental Health Officer has advised that a financial contribution of £11,500 should be secured by way of a s.106 agreement to provide for on-going monitoring of the proposed mitigation measures over the next 5-6 years.

## 7.6 Archaeological considerations

7.6.1 The site is within an Archaeological Priority Zone. Historic England have commented on the proposals and conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest. Therefore, no further assessment is required in this regard.

7.6.2 The proposal is considered to be acceptable in terms of its impact on archaeological interests.

## 7.7 Biodiversity

7.7.1 Additional bat surveys of the Domex Building will be undertaken between May & September in accordance with the recommendations of the phase 1 ecology survey to confirm if there is a bat roost within the existing buildings that may be affected by construction works.

7.7.2 Japanese Knotweed has been identified in the north-west corner of the site, this will require treatment or removal by specialist contractor prior to enabling works commencing.

7.7.3 There are no protected or non-statutory sites likely to be affected by the proposals.

7.7.4 The majority of the site comprises of buildings and hard-standing which are of low intrinsic ecological value. Vegetation, in particular, within the community centre plot is not of high ecological value, but does provide potential foraging and nesting habitat.

7.7.6 A range of biodiversity enhancement measures are proposed. This range of measures is considered to be appropriate and would satisfactorily safeguard biodiversity interests on the site.

## 7.8 Sustainability

7.8.1 Policy 5.2 Minimising Carbon Dioxide Emissions of London Plan requires that development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the Mayor's energy hierarchy. Merton's Core Planning Strategy Policy CS15 Climate Change (parts a-d) requires new developments to make effective use of resources and materials, minimise water use and CO2 emissions.

7.8.2 The above policies require the proposed development to demonstrate that the scheme has been designed to achieve at least a 35.0% improvement on Part L 2013, in accordance with London and Local Plan policy requirements.

7.8.3 Based on the measures outlined in the submitted Energy Report, the development achieves both its sustainability and energy targets. The proposed strategy for the new build school includes high insulation standards, an energy efficient gas boiler along with a gas-fired water heater, low energy ventilation systems utilising heat recovery, low energy lighting with controls and circa 730m<sup>2</sup> PV array, south facing. It has been confirmed that a 36% improvement on 2013 Building Regulations Part L2A will be achieved and 34.87% of the total CO2 emissions reduction for the development will be achieved by the incorporation of renewables onsite.

7.8.4 The proposal would meet the relevant sustainability targets, subject to condition and the proposal is considered to be acceptable in terms of climate change and sustainability, in accordance with Policy CS15 of the Core Planning Strategy 2011.

## 7.9 Flooding and site drainage

7.9.1 Policies DM F1 and DM F2 of Merton's Sites and Policies Plan and policy CS.16 of the Core Strategy seeks to ensure that development will not have an adverse impact on flooding and that there would be no adverse impacts on essential community infrastructure. The majority of the site is Flood Zone 1, with a small area of Flood Zone 2 in the western section.

7.9.2 The FRA and outline Drainage Strategy is broadly policy compliant with the London Plan 5.13 and Merton's Policies DM F1 and F2 which encourages developments to aim to achieve greenfield run-off rates or to reduce runoff rates by at least 50% compared to the existing.

7.9.3 The greenfield runoff rate of the is calculated to be 1.14 l/s. The proposed runoff rate from the site is to be limited at 5 l/s. Whilst officers consider that runoff rates could be reduced even more, the runoff rates shown are compliant with guidance and policy due to the reduction compared to existing rates, which the Council's Flood Risk Officer has confirmed is well over 10l/s, thereby achieving the 50% reduction in runoff rates.

7.9.4 The Council's Flood and Drainage Officer has noted that the scheme will not be implementing gravity drainage and is proposing a pump station onsite to be managed by the school. However, gravity drainage was the preferred option of the applicant but could not be incorporated on site. While the proposals would give rise to maintenance costs for a pumping station, this would not render the scheme unacceptable in planning terms.

7.9.5 At present, the proposed drainage includes the following measures:

- Permeable paving and sub-base for car parking;
- Permeable sub-base for the MUGA;
- Rain gardens;
- Drainage channels drainage channels for pedestrian areas;
- Highway gullies;
- Underground attenuation tank with upstream catch pit; and,
- Surface water pumping station.

7.9.6 Whilst it would be possible to incorporate further SUDs measures, the proposal is in line with local and national policy regarding drainage and flood risk.

#### 7.10 Contamination considerations

7.10.1 The NPPF 2018, sets out at Paragraph 178 that planning policies and decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. Policy 5.21 of the London Plan 2016 sets out that the Mayor supports the remediation of contaminated sites and will work with strategic partners to ensure that the development of brownfield land does not result in significant harm to human health or the environment. Policy DM EP4 supports these policies.

7.10.2 The submitted 'Phase 2 Geo-Environmental Ground Investigation Report' reported some elevated concentrations of lead and PAHs in the ground,

but the Environment Agency considers that these do not represent a significant risk to Controlled Waters.

7.10.3 However, a precautionary approach is taken with several safeguarding conditions if unexpected contamination is later discovered on the site.

7.10.4 The Council's Environmental Health Officer has also recommended safeguarding conditions and it is concluded that the application has satisfactorily demonstrated that issues of ground and water contamination would not be a barrier to development.

## **8. ENVIRONMENTAL IMPACT ASSESSMENT**

8.1 The application site is 0.79 hectares and therefore does not require consideration under Schedule 1 or Schedule 2 development under the The Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

8.1.2 The need for Environmental Impact Assessment as part of the proposed development has been assessed using the criteria in the above regulations. This assessment has concluded that there is no requirement for an Environmental Impact Assessment as part of this planning application.

8.1.3 In terms of the cumulative impact with the adjacent High Path Estate redevelopment, whilst the two sites are side by side, access for the Harris Academy would be via Merantum Way and not from High Path. Therefore, there would be a degree of separation of construction traffic and operations. The cumulative impact will mainly be minimized throughout the construction process and controlled by way of condition. It is not considered reasonable to insist on the submission of an Environmental Statement to cover the cumulative impact as the other documents submitted with the application effectively include this information in any event.

## **9. LOCAL FINANCIAL CONSIDERATIONS**

9.1 Community Infrastructure Levy

9.1.2 The scheme is not liable to pay CIL as it is an education use, which is CIL exempt.

## **10. CONCLUSIONS.**

10.1 The London Borough of Merton has a statutory duty to deliver additional school places. The proposed development would provide a major new

- secondary school meeting a defined need arising from significant growth in a cohort of children that will be of secondary school age in the coming years.
- 10.2 The delivery of a school of the size required to meet known needs has proved challenging both in terms of identifying suitable sites so as to avoid encroachment onto protected open space and through the site selection process the Council is now committed to this site.
  - 10.3 Having identified the site this in turn has raised further challenges to accommodate the bulk of building necessary to provide a full range of facilities while at the same time addressing the constraints generated by the presence of below ground infrastructure including water mains.
  - 10.4 The bulk, massing and design of the building would create an imposing and prominent new structure south of the High Path Estate, the scale of which would be compatible with the likely built form of the emerging remodelled estate. The need to provide the school and the additional school places, in an expeditious manner, is considered to be a material consideration in the assessment of the merits of the application and, notwithstanding observations raised regarding the siting and design of the building in particular from the Council's Design Review Panel, may be accorded greater weight in the overall assessment.
  - 10.5 While the use of satellite playing fields may not be ideal from an operational perspective, the planning implications of such an arrangement have necessitated examination of measures to mitigate any impact on highway and pedestrian safety arising from the movement of groups of pupils to and from these facilities with scope to deliver suitable solutions.
  - 10.6 The submission has satisfactorily demonstrated that issues of air quality, noise, contamination, traffic generation, flood risk and drainage and sustainability are addressed and acceptable or can reasonably be addressed via S106 obligation or conditions.
  - 10.7 The impact on the wider amenities of the area, including potential impact on likely forthcoming development on the neighbouring high Path Estate is considered to be acceptable for the reasons set out in this report.
  - 10.8 Therefore, the recommendation is for approval subject to conditions and a S106 agreement to cover the heads of terms set out below.

### **RECOMMENDATION**

Grant planning permission subject to a s.106 agreement with the following heads of terms:

### **S.106 Heads of Terms:**

- Financial contribution not to exceed £750,000 over 5 years (with final sum to be agreed) to Transport for London to provide two additional bus journeys towards the school in the morning and return journeys.
- £70,000 contribution towards junction improvements to secure a suitable pedestrian route to Abbey Recreation Ground.
- £20,000 contribution towards highway repairs.
- £8,000 contribution for the physical works including making up the former accesses, construction of new access points and other footways works, also required to take forward future parking restrictions, including CPZ.
- Contribution of £11,500 towards the Councils New Air quality Action Plan 2018-2022.
- The preparation and implementation of a School 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.
- Changes to parking restrictions/road markings to the frontage of the site.
- All costs to be borne by the applicant.

And the following conditions:

### **Conditions**

1. The development to which this permission relates shall be commenced not later than the expiration of 3 years from the date of this permission.

Reason: To comply with Section 91 (as amended) of the Town & Country Planning Act 1990.

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

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

3. B.1 Materials to be approved
4. B.4 Details of Surface Treatment
5. C.7 Implementation of Refuse and Recycling
6. D.1 Submission of a plan for hours of use
7. E.5 Restriction in Use of Premises

8. F.2 Implementation of Landscaping
9. H1 – New Vehicle Access
10. H2 – Vehicle access to be provided
11. H3 – Redundant crossovers
12. H5 – Visibility Splays
13. H10 – Construction vehicles, washdown facilities etc (major sites)
14. Delivery and Servicing Plan
15. Construction Logistics Plan (in accordance with TfL Construction Logistics Planning Guidance)
16. Noise levels, (expressed as the equivalent continuous sound level) LAeq (10 minutes), from any new plant/machinery from the commercial/domestic use shall not exceed LA90-10dB at the boundary with the closest residential property.

Reason: To safeguard the amenities of the area and the occupiers of neighbouring properties and ensure compliance with the following Development Plan policies for Merton: policy 7.15 of the London Plan 2016 and policies DM D2, DM D3, DM EP2 and DM EP4 of Merton's Sites and Policies Plan 2014.

17. Any external lighting shall be positioned and angled to prevent any light spillage or glare beyond the site boundary.

Reason: To safeguard the amenities of the area and the occupiers of neighbouring properties and ensure compliance with the following Development Plan policies for Merton: policies DM D2 and DM EP4 of Merton's Sites and Policies Plan 2014.

18. The artificial pitch and its associated sports lighting shall not be used outside the hours of:
  - d) 8 a.m. and 9 p.m. Monday to Friday;
  - e) 8 a.m. and 9 p.m. on Saturday; and
  - f) 8 a.m. and 8 p.m. on Sunday and public holidays.

Reason: To safeguard the amenities of the area and the occupiers of neighbouring properties and ensure compliance with the following Development Plan policies for Merton: policies DM D2 and DM EP4 of Merton's Sites and Policies Plan 2014.

19. The recommendations in the Air Quality Consultants report J3051 shall be implemented including the proposed mechanical ventilation, together with the requirements of the Acoustic design of schools: performance standards – Building Bulletin 93 dated February 2015 and published by the Department for Education. Any deviation from what has been agreed at the time the decision notice is granted shall be first approved by the LPA.

Reason: To safeguard the amenities of the area and ensure compliance with the following Development Plan policies for Merton: policies DM D2 and DM EP4 of Merton's Sites and Polices Plan 2014.

20. If following the final contaminated land report the remediation works differ from that set out in the submitted Phase 2 Geo-Environmental Ground Investigation Report, a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority is amended. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason: To protect the amenities of future users and those who occupy the local vicinity and to accord with policies DM D2 and DM EP4 of Merton's Sites and Polices Plan 2014.

21. The results of the contaminated 'watching brief' shall be submitted monthly, in writing to the Local Planning Authority Environmental Health Service once the commencement of the work starts until the completion of the groundworks.

Reason: To protect the amenities of future users and those who occupy the local vicinity and to accord with policies DM D2 and DM EP4 of Merton's Sites and Polices Plan 2014.

22. Any approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development, unless otherwise agreed in writing by the Local Planning Authority. Following the completion of any measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

Reason: To protect the amenities of future users and those who occupy

the local vicinity and to accord with policies DM D2 and DM EP4 of Merton's Sites and Policies Plan 2014.

23. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11' and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Reason: To protect the amenities of future users and those who occupy the local vicinity and to accord with policies DM D2 and DM EP4 of Merton's Sites and Policies Plan 2014.

24. Fences to be erected prior to first occupation.
25. D09 No external lighting (in addition to that specifically approved)
26. H.7 Cycle and Scooter Parking Implementation
27. H04 Provision of vehicle parking
28. L.7 BREEAM Pre-Occupation
29. The development shall not be occupied until a scheme to ensure either:
  - (a) the continuity of the existing sports use of the remaining Merton Abbey Primary School playing field playing field, or
  - (b) the provision of replacement facilities during construction works, has been submitted to and approved in writing by the Local Planning Authority after consultation with Sport England. The scheme must set out details of the size, location, type and make-up of the facilities or replacement facilities (as appropriate) together with arrangements for access. The scheme must include a timetable for the provision of the facilities or replacement facilities (as appropriate). The approved scheme shall be implemented and complied with in full throughout the carrying out of the development.

Reason: To protect playing fields from damage, loss or availability of use during the construction of the development and to accord with Policy 3.19 of the London Plan 2016, Policy CS13 of the Core Planning Strategy 2011 and Policy DM O1 of the Sites and Policies Plan 2014.

30. The artificial pitch and sports hall hereby permitted shall not be constructed other than in accordance with the design and layout details set out in the planning application, Drawing Nos. FS0447-ALA-XX-XX-DR-L-0020 Rev P01, FS0447-ALA-XX-XX-DR-L-0024 Rev P02 and FS0447-ALA-XX-XX-DR-L-0020 Rev P01.

Reason: To ensure the development is fit for purpose and sustainable and to accord with Policy 3.19 of the London Plan 2016, Policy CS13 of the Core Planning Strategy 2011 and Policy DM O1 of the Sites and Policies Plan 2014.

31. The development shall not be occupied until details of the construction of the artificial pitch have been submitted to and approved in writing by the Local Planning Authority after consultation with Sport England. The MUGA courts shall not be constructed other than in accordance with the approved details.

Reason: To ensure the development is fit for purpose and sustainable and to accord with Policy 3.19 of the London Plan 2016, Policy CS13 of the Core Planning Strategy 2011 and Policy DM O1 of the Sites and Policies Plan 2014.

32. The development shall not be occupied until a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to the artificial pitch, changing facilities, sports hall and parking and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review. The development shall not be used otherwise than in strict compliance with the approved agreement.

Reason: To secure well managed safe community access to the sports facilities, to ensure sufficient benefit to the development of sport and to accord with Policy 3.19 of the London Plan 2016, Policy CS13 of the Core Planning Strategy 2011 and Policy DM O1 of the Sites and Policies Plan 2014.

33. Before the artificial pitch is first brought into use, a Management and Maintenance Scheme for the facility, including management responsibilities, a maintenance schedule and a mechanism for review, shall be submitted to, and approved in writing, by the Local Planning Authority after consultation with Sport England. This should include measures to ensure the replacement of the Artificial Grass Pitch within a specified period. The measures set out in the approved scheme shall be

complied with in full, with effect from commencement of use of the artificial pitch.

Reason: To ensure that a new facility is capable of being managed and maintained to deliver a facility which is fit for purpose, sustainable and to ensure sufficient benefit of the development to sport and to accord with Policy 3.19 of the London Plan 2016, Policy CS13 of the Core Planning Strategy 2011 and Policy DM O1 of the Sites and Policies Plan 2014.

34. No development approved by this permission shall be commenced until a detailed scheme for the provision of surface and foul water drainage has been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority and in consultation with Thames Water. The drainage scheme will dispose of surface water by means of a sustainable drainage system (SuDS) at the agreed runoff rate (no more than 5l/s with no less than 459m<sup>3</sup> attenuation provision), in accordance with drainage hierarchy contained within the London Plan Policy (5.12, 5.13 and SPG) and the advice contained within the National SuDS Standards.

Reason: To reduce the risk of surface and foul water flooding to the proposed development and future users, and ensure surface water and foul flood risk does not increase offsite in accordance with Merton's policies CS16, DMF2 and the London Plan policy 5.13.

35. Prior to the commencement of development, the applicant shall submit a detailed construction method statement (CMS) produced by the respective contractor/s responsible for building the approved works to the approval of the Local Planning Authority. The construction method statement shall also detail how flood risk and drainage will be managed during construction and how the risk to pollution of the water environment will be mitigated.

Reason: To reduce the risk of surface and foul water flooding to the proposed development and future users, and ensure surface water and foul flood risk does not increase offsite in accordance with Merton's policies CS16, DMF2 and the London Plan policy 5.13.

36. No development shall commence until the applicant submits to, and has secured written approval from, the Local Planning Authority on evidence demonstrating that the development has been designed to enable connection of the site to an existing or future district heating network, in accordance with the Technical Standards of the London Heat Network Manual (2014).

Reason: To demonstrate that the site heat network has been designed to

link all building uses on site (domestic and non-domestic) and to demonstrate that sufficient space has been allocated in the plant room for future connection to wider district heating in accordance with London Plan policies 5.5 and 5.6 and Merton Policy DM EP1.

37. Unless otherwise agreed in writing by the Local Planning Authority, no part of the development hereby approved shall be used or occupied until evidence has been submitted to the council confirming that the developer has provided appropriate data and information pertaining to the sites Combined Heat and Power (CHP) system to the Greater London Authority (GLA, [environment@london.gov.uk](mailto:environment@london.gov.uk)) to allow the site to be uploaded to the London Heat Map (<https://www.london.gov.uk/what-we-do/environment/energy/london-heat-map>).

Reason:

To ensure that the development contributes to the London Plan targets for decentralised energy production and district heating planning. Development Plan policies for Merton: policies 5.2, 5.3 and 5.7 of the London Plan 2016 and policy CS15 of Merton's Core Planning Strategy 2011.

38. Unless otherwise agreed in writing by the Local Planning Authority, no part of the development hereby approved shall be used or occupied until a Post-Construction Review Certificate issued by the Building Research Establishment or other equivalent assessors confirming that the non-residential development has achieved a BREEAM rating of not less than the standards equivalent to 'Very Good', and evidence demonstrating that the development has achieved not less than a 35% improvement in CO2 emissions reduction compared to Part L 2013 regulations, has been submitted to and acknowledged in writing by the Local Planning Authority.

Reason: To ensure that the development is built in accordance with the approved plans and achieves a high standard of sustainability and makes efficient use of resources and to comply the following Development Plan policies for Merton: policy 5.2 of the London Plan 2016 and policy CS15 of Merton's Core Planning Strategy 2011.

39. The detailed recommendations, enhancements and conclusions made in Section 5 and 6 of the submitted Extended Phase 1 Habitat Survey Report shall be carried out in accordance with the time frames recommended in the Extended Phase 1 Habitat Survey Report unless otherwise first agreed in writing by the Local Planning Authority.

Reason: In order to protect biodiversity interests on the site and to accord with policy DM O1 of the Sites and Policies Plan 2014.

40. The details, methods and measures for the protection of the existing trees as specified in the approved document 'Arboricultural Method Statement for Enabling and Construction Phases of Work' project number '18-0015.02' and dated 'June 2018' shall be fully complied with. The methods for the protection of the existing trees shall fully accord with all of the measures specified in the report. The details and measures as approved shall be installed prior to the commencement of site works and shall be retained and maintained until the completion of all site works.

Reason: To protect and safeguard the existing trees in accordance with the following Development Plan policies for Merton: policy 7.21 of the London Plan 2016, policy CS13 of Merton's Core Planning Strategy 2011 and policies DM D2 and 02 of Merton's Sites and Policies Plan 2014.

41. F8 – Site Supervision (Trees)

### INFORMATIVES

1. INFORMATIVE

Carbon emissions evidence requirements for Post Construction stage assessments must provide:

- Detailed documentary evidence confirming the Target Emission Rate (TER), Building Emission Rate (BER) and percentage improvement of BER over TER based on 'As Built' BRUKL model outputs; **AND**
- A copy of the Building Regulations Output Document from the approved software. The output documents must be based on the 'as built' stage of analysis and must account for any changes to the specification during construction.
- A BREEAM post-construction certificate demonstrating that the development has achieved a BREEAM rating of not less than the standards equivalent to 'Very Good'.

2. INFORMATIVE

Demolition of buildings and tree felling should avoid the bird nesting and bat roosting seasons. Anyone who takes, damages or destroys the nest of any wild bird whilst that nest is in use, or who kills, injures or disturbs bats, obstructs access to bat roosts or damages or disturbs bat roosts, even when unoccupied by bats, is guilty of an offence under the Wildlife and Countryside Act 1981. Buildings and trees should be inspected for bird nests and bat roosts prior to demolition or felling by an appropriately qualified person. If bats are found, Natural England should be contacted for advice.

3. INFORMATIVE

No surface water runoff should discharge onto the public highway including the public footway or highway. When it is proposed to connect to

a public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required (contact no. 0845 850 2777).

4. INFORMATIVE

This planning permission contains certain conditions precedent that state 'before development commences' or 'prior to commencement of any development' (or similar). As a result these must be discharged prior to ANY development activity taking place on site. Commencement of development without having complied with these conditions will make any development unauthorised and possibly subject to enforcement action such as a Stop Notice.

5. INF8 – Construction of Accesses

6. INF9 – Works on the Public Highway

7. INF12 – Works affecting the public highway

8. INFORMATIVE

Guidance on preparing Community Use Agreements is available from Sport England. <http://www.sportengland.org/planningapplications/> For artificial grass pitches it is recommended that you seek guidance from the Football Association/England Hockey/Rugby Football Union on pitch construction when determining the community use hours the artificial pitch can accommodate.

9. INFORMATIVE

No waste material, including concrete, mortar, grout, plaster, fats, oils and chemicals shall be washed down on the highway or disposed of into the highway drainage system.

10. INFORMATIVE

The applicant should be aware that the Metropolitan Police Secured by design Officer strongly advises that independent third party certification is obtained from a manufacturer to ensure the fire performance of any of their doorsets in relation to the required needs and to ensure compliance with both current Building Regulations and the advice issued by the Department for Communities and Local Government on 22nd June 2017 following the Grenfell Tower Fire.

## Appendix 1

### **Drawing Nos:**

FS0447-ALA-XX-XX-DR-L-0001 Rev P15  
FS0447-ALA-XX-XX-DR-L-0002 Rev P14  
FS0447-ALA-XX-XX-DR-L-0003 Rev P11  
XXX- ALA-XX-XX-DR-L-0004 Rev P08  
FS0447-ALA-XX-XX-DR-L-0005 Rev P09  
FS0447-ALA-XX-XX-DR-L-0008 Rev P03  
FS0447-ALA-XX-XX-DR-L-0010 Rev P02  
XXX- ALA-XX-XX-DR-L-0011 Rev P05  
FS0447-ALA-XX-XX-DR-L-0012 Rev P07  
XXX-ALA-XX-XX-DR-L-020 Rev P02  
FS0447-ALA-XX-XX-DR-L-0021 Rev P03  
FS0447-ALA-XX-XX-DR-L-0022 Rev P04  
FS0447-ALA-XX-XX-DR-L-0024 Rev P02  
FS0447-CPM-01-00-DR-A-0001 Rev P05  
FS0447-CPM-01-01-DR-A-0002 Rev P04  
FS0447-CPM-01-02-DR-A-0003 Rev P04  
FS0447-CPM-01-03-DR-A-0004 Rev P04  
FS0447-CPM-01-04-DR-A-0005 Rev P04  
FS0447-CPM-01-05-DR-A-0006 Rev P05  
FS0447-CPM-01-XX-DR-A-0010 Rev P04  
FS0447-CPM-01-XX-DR-A-0011 Rev P04  
FS0447-CPM-01-ZZ-DR-A-0012 Rev P04  
FS0447-CPM-01-ZZ-DR-A-0013 Rev P05  
FS0447-CUR-00-FN-DR-S-2005 Rev P05  
066150-CUR-00-00-DR-C-9201 Rev P02  
66344-CUR-00-XX-DR-TP-06001 Rev P01  
66344 CUR 00 XX DR TP 06002 P01  
66344 CUR 00 XX DR TP 06003 P01  
66344 CUR 00 XX DR TP 06005 P02  
66344 CUR 00 XX DR TP 06006 P01  
066150-CUR-00-00-DR-C-9200 Rev P02  
FS0447-CUR-00-XX-DR-Z-9001 Rev P02  
FS0447-RPS-XX-ZZ-DR-E-6308 Rev P03

### Supporting documents:

- Air Quality Assessment
- Arboricultural Method Statement
- Arboricultural Survey
- Archaeological Desk Based Assessment
- Asphalt Coring Assessment
- 'Illuminazione' lighting brochure

- Construction Environment Management Plan
  - Daylight and Sunlight Assessment
  - Design and Access Statement
  - Designer's response to LBM comments
  - Extended Phase 1 Habitat Survey
  - Energy Report
  - Flood Risk Assessment
  - Flood Risk Statement
  - Phase 2 Geo-Environmental Ground Investigation Report
  - Ground Gas, Groundwater Monitoring and Preliminary Waste Classification Assessment
  - Noise Impact Assessment
  - Outline Construction Logistics Plan
  - Overheating Report
  - Plan of Wimbledon Admissions
  - Planning Statement and Statement of Community Involvement
  - Proposed Façade Treatments
  - Transport Assessment
  - Interim Travel Plan
  - Utilities Services Report
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[Click here](#) for full plans and documents related to this application.

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