

# **NS3** New Sutton Secondary School

## **NS3 Presentation**

**15 September 2016**

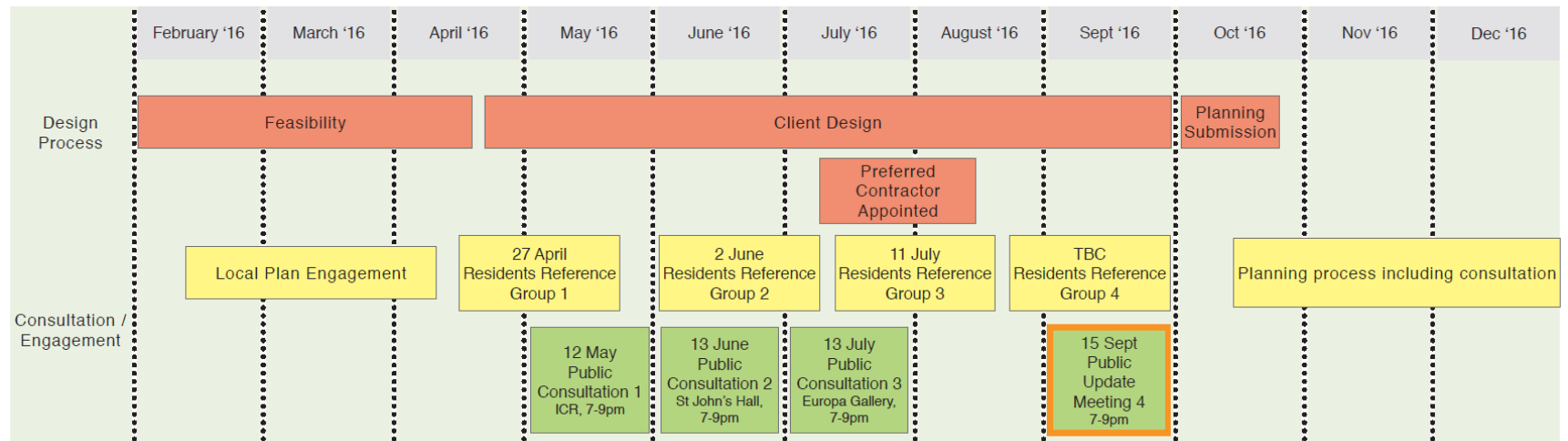
**St Andrew's Church,  
Northey Avenue**



- Latest proposals for the school building including:
  - Internal arrangements
  - Building massing
  - Site Plan
  - Proposed materials and finishes
- Summary of landscaping strategy
- Initial views and images
- Summary of Transport Assessment
- Review of feedback during consultation phase
- Next Steps

# NS3 New Sutton Secondary School

## Project Programme



- Meetings in May, June and July were consultation meetings where we requested feedback
- 4<sup>th</sup> meeting tonight is NOT a consultation but a chance to review the final stages of the plans prior to the submission of the planning application.
- Formal planning consultation will follow this process when application is submitted.

### Vision and Education Brief

- 1275 pupils including 6<sup>th</sup> form
- Science specialism to create positive connection with LCH and inclusion of a 'Superlab'
- Collaborative approach with key stakeholders including the London Cancer Hub masterplan
- Area of site = 16000 m<sup>2</sup>, Area of Building Footprint = 4615 m<sup>2</sup>, Gross Internal Floor Area = 10995 m<sup>2</sup>
- Exemplar educational environment with built in flexibility



### An exemplar of environmental and health and well being standards

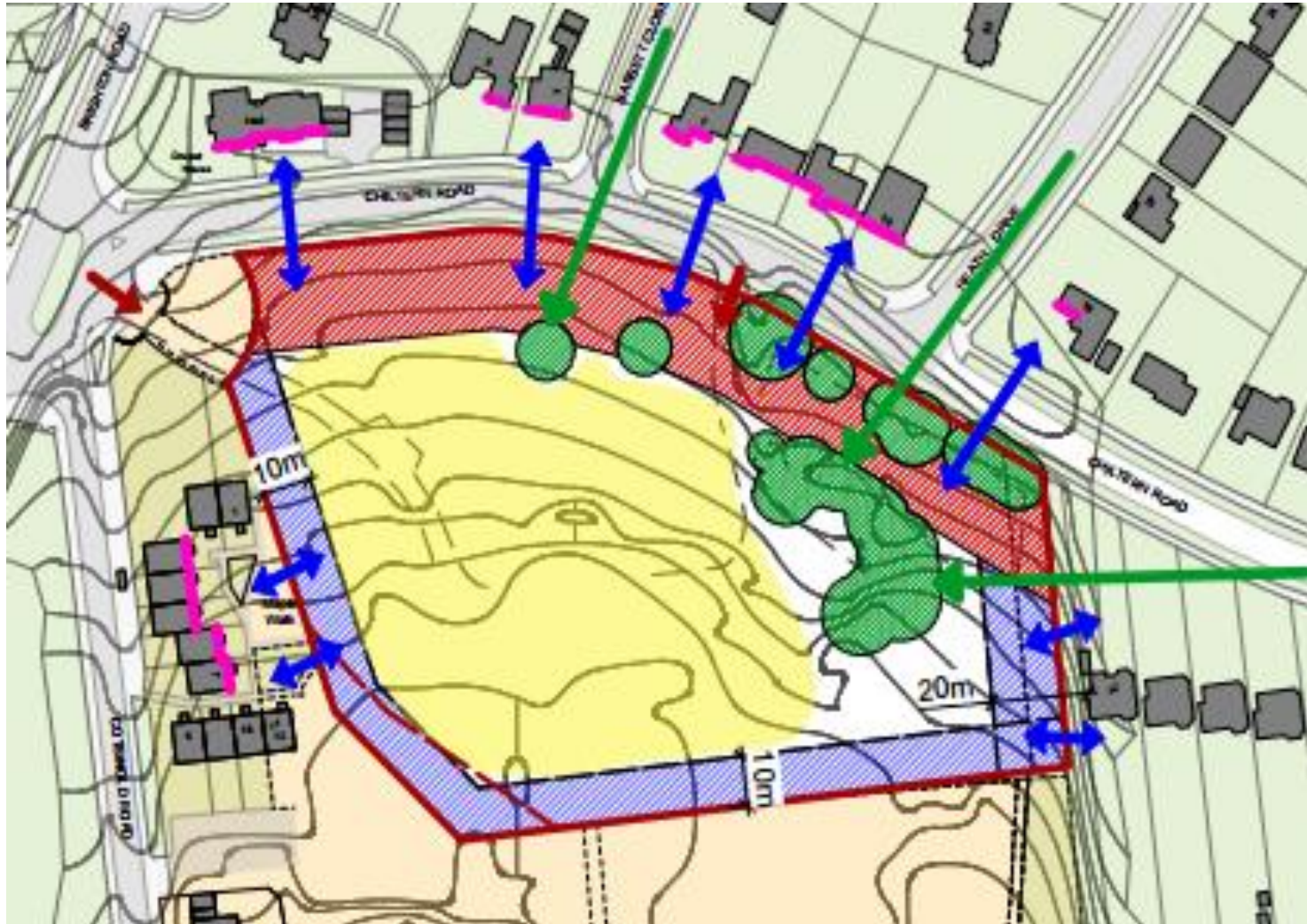
- **1st Passivhaus Secondary School in the country**
- **2nd largest non-domestic Passivhaus project in the country (largest in Greater London)**
- Enhanced Sports Hall (Sport England grade)
- Best possible daylighting, ventilation and air quality – equivalent to BREEAM Outstanding
- Incredibly low energy use and bills
- Natural, non toxic material palette
- Very low embodied energy, including cross laminated timber frame
- On site renewable energy (PVs)
- Enhancing site ecology and biodiversity





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## Neighbourhood Planning





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Location Plan - London Cancer Hub



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## Summary of key issues raised throughout the consultation period (all consultees)

### Massing

5 storeys perceived to be too high for the residential context - buildings heights to be reduced where possible

### Proximity to neighbouring properties

Building perceived to be too close to Chiltern Road.

### Trees

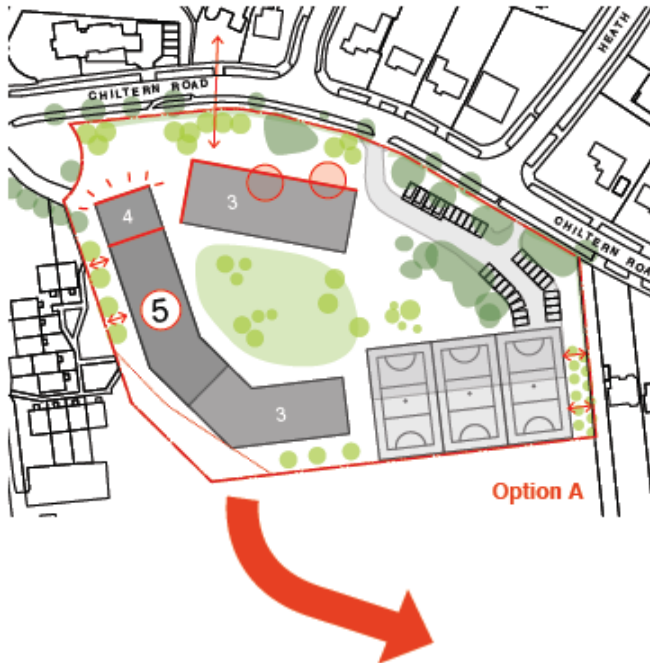
Concerns relating to the retention of trees on site.

### Legible frontage

Importance of the school having a clear and prominent entrance

### Parking

Concerns relating to increased on-street parking along adjacent streets - maximum parking standards proposed by building under games court.





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**How the building developed to address concerns raised in first public consultation**

**Massing** -Maximum number of storeys reduced to four storeys - with three storeys facing Chiltern Road.

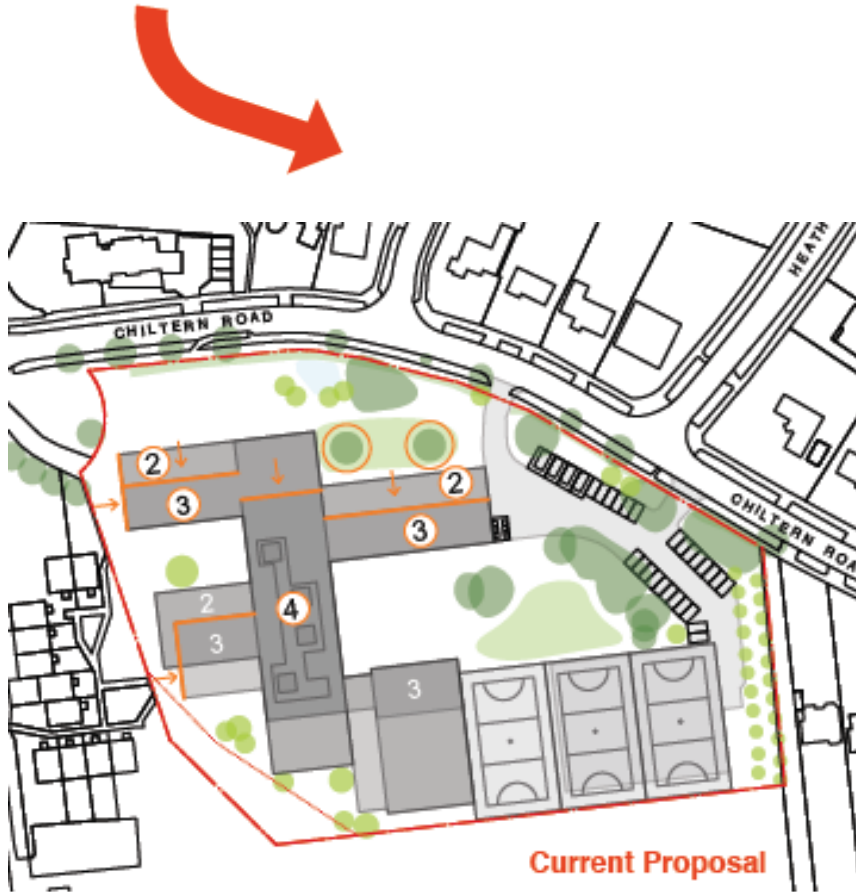
**Proximity to Chiltern Road** - Front two wings split and set away from northern boundary to reduce dominance of building along Chiltern Road.

**Trees** - Splitting of northern wings allows for the retention of the two Monterey Cypress trees, enhancing the green buffer along northern boundary

**Proximity to neighbouring properties** – Games Court moved further west away from neighbouring property

**Legible Frontage** – Legible urban presence achieved on NW corner

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**How the building further developed to address concerns raised in 2nd and 3rd public consultations**

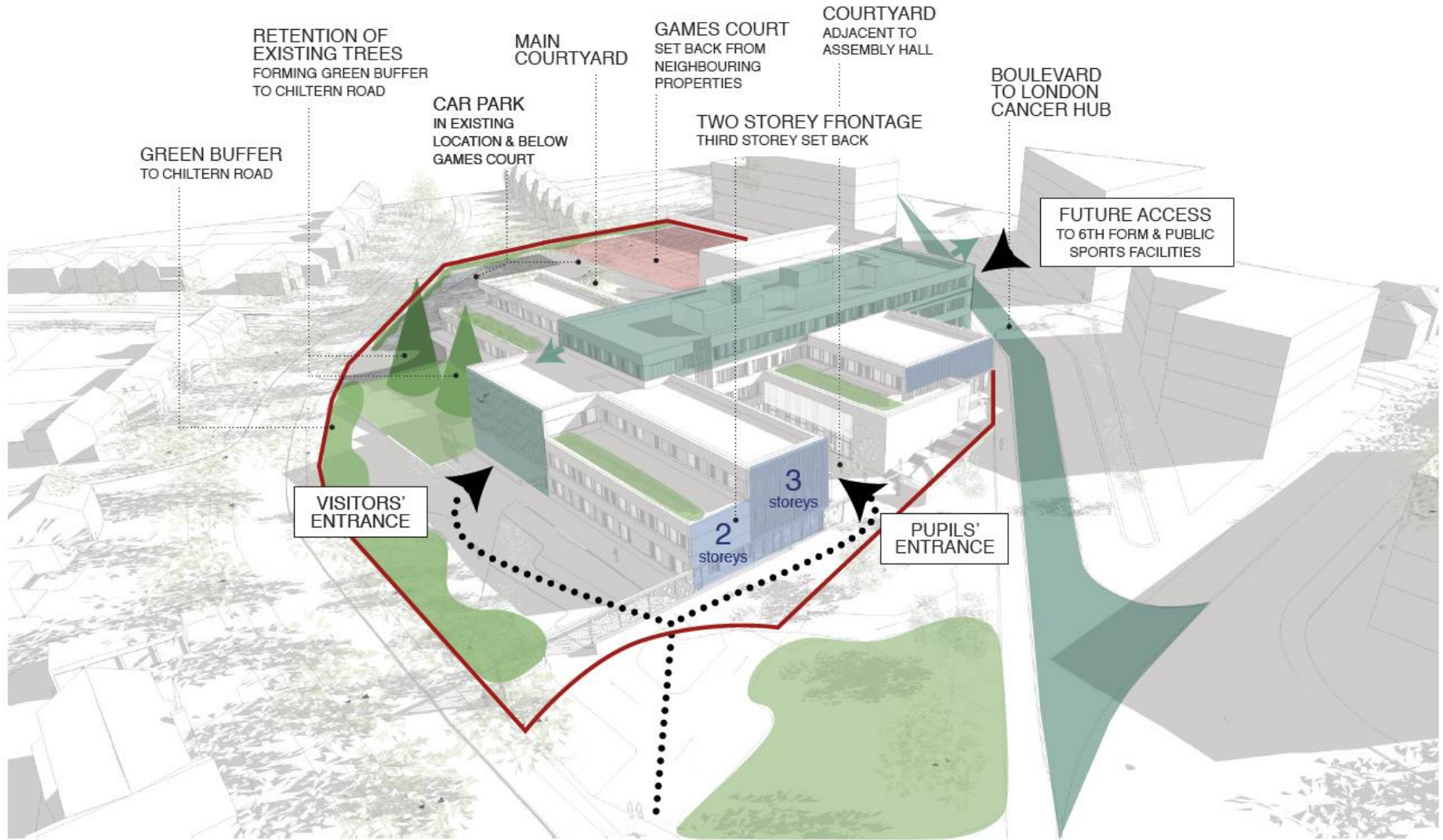
**Massing** - Top floor of northern wings was set back to reduce frontage to 2 storeys along Chiltern Road.

**Proximity to neighbouring properties** - North-west corner of building was set back away from western boundary.

**Minimising impact of redistributed accommodation** - Massing above assembly hall was also set back from boundary.

**Grouping services** - Ventilation plant grouped on central wing rather than outer wings to reduce visual impact

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# NS3 New Sutton Secondary School

3D Visuals - Green Spine



# NS3 New Sutton Secondary School

3D Visuals - View of west school entrance





# NS3 New Sutton Secondary School

North East Wing from Chiltern Rd after  
Basset Drive





# NS3 New Sutton Secondary School



Existing view from Chiltern Road /  
Brighton Road Junction

Proposed view from Chiltern Road /  
Brighton Road junction - looking east



# NS3 New Sutton Secondary School



Existing view from Chiltern Road -  
looking west (summer view)

Proposed view from Chiltern Road -  
looking west (summer view)





# NS3 New Sutton Secondary School



Existing view from Chiltern Road -  
looking west (winter view)

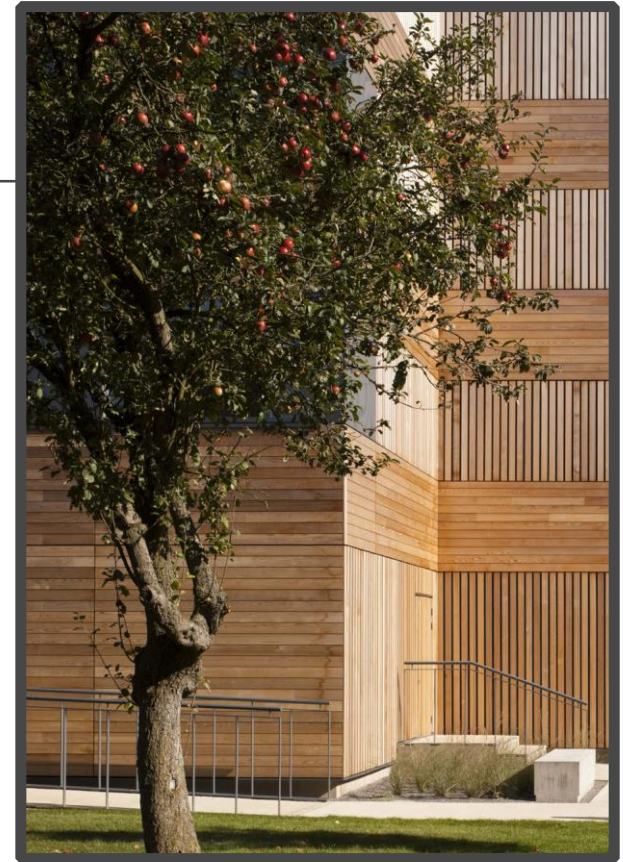
Proposed view from Chiltern Road -  
looking west (winter view)





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Materials - Timber





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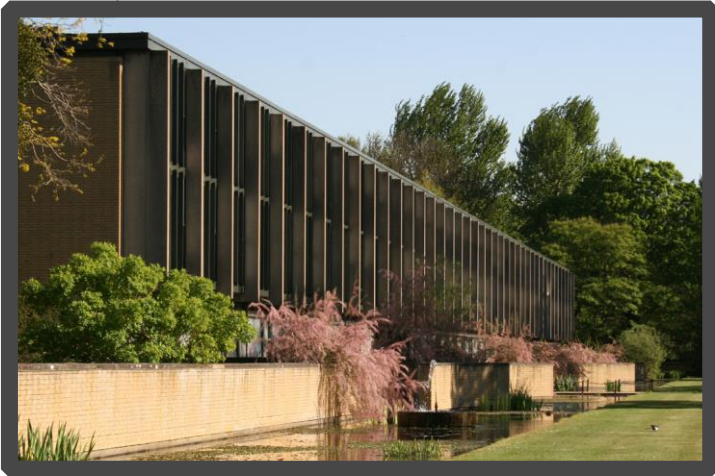
Materials - Metal Cladding





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## Materials - Shading





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## Landscaping – Existing



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## Landscaping – LCH Masterplan



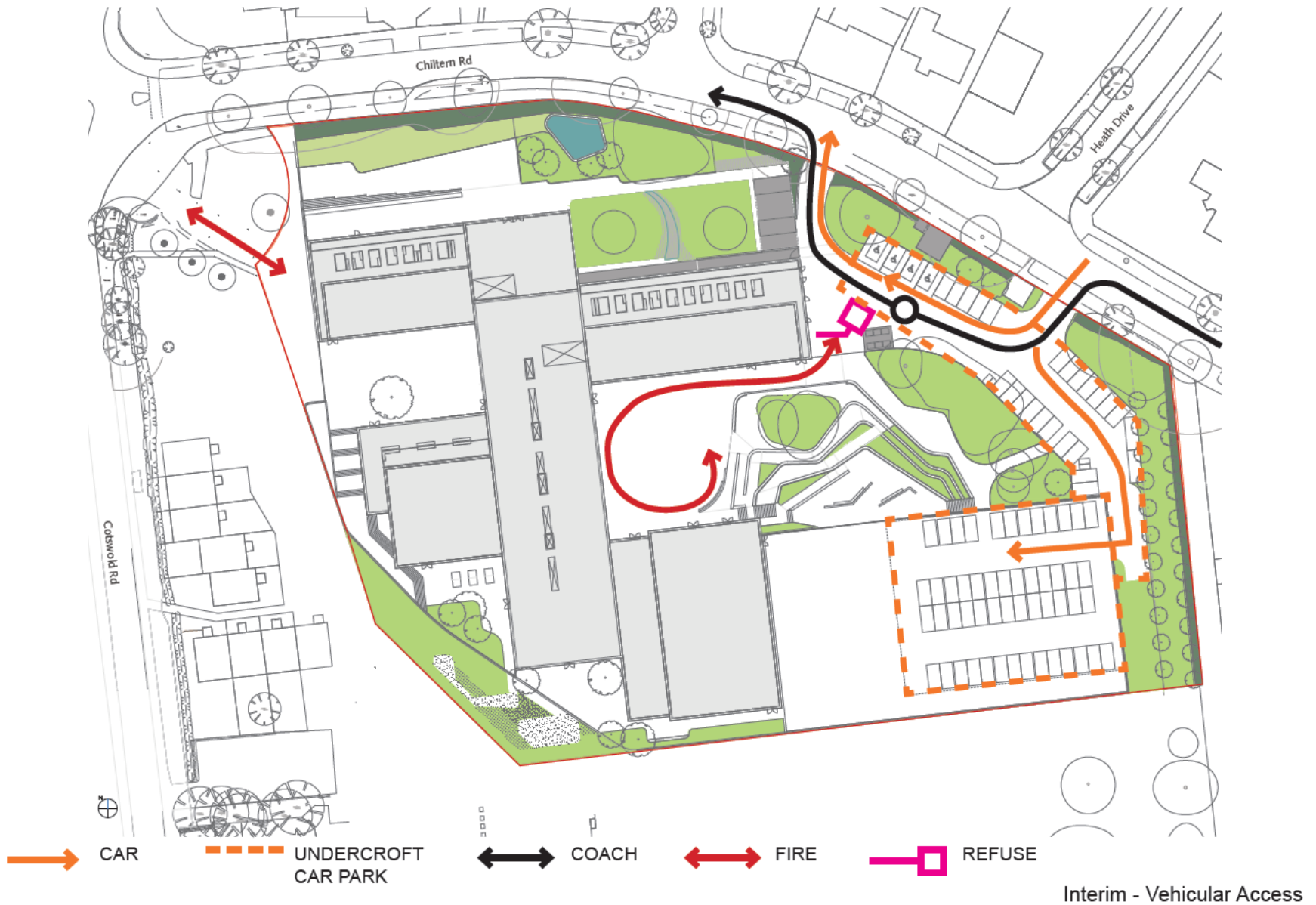
### **Summary of Transport Assessment undertaken by WSP**

- Access arrangements
- Traffic Modelling/Junction Capacity Analysis
- Road Safety Audit of proposed access
- Safety Audit of proposed pedestrian crossing
- Safer routes to school review
- Personal Injury/Accident Review
- Speed Survey, Chiltern Road
- Visibility Splays
- Swept Path Analysis
- School Travel Plan
- Servicing Management Strategy
- Aligned with LCH Transport Assessment (also carried out by WSP)



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## Vehicular Access



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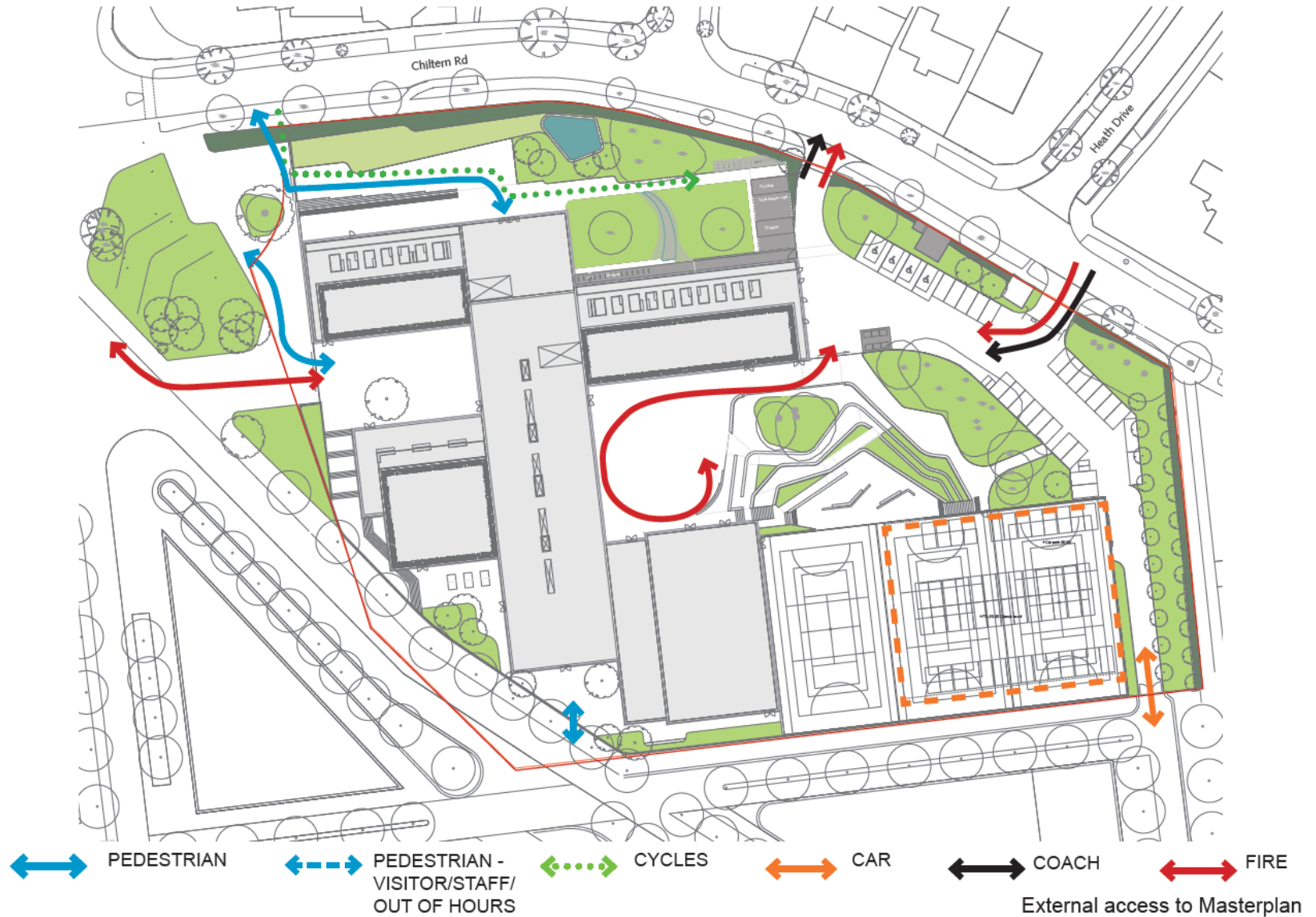
## Interim Pedestrian Access



Interim - Pedestrian & Cycle Access

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## External Access to Masterplan



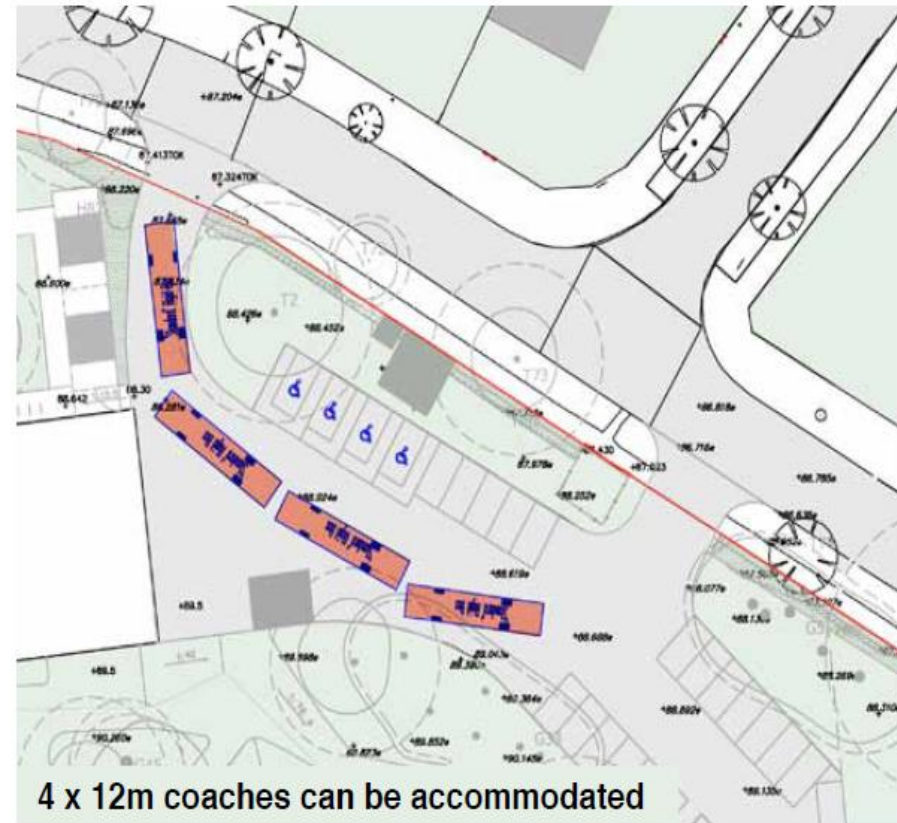
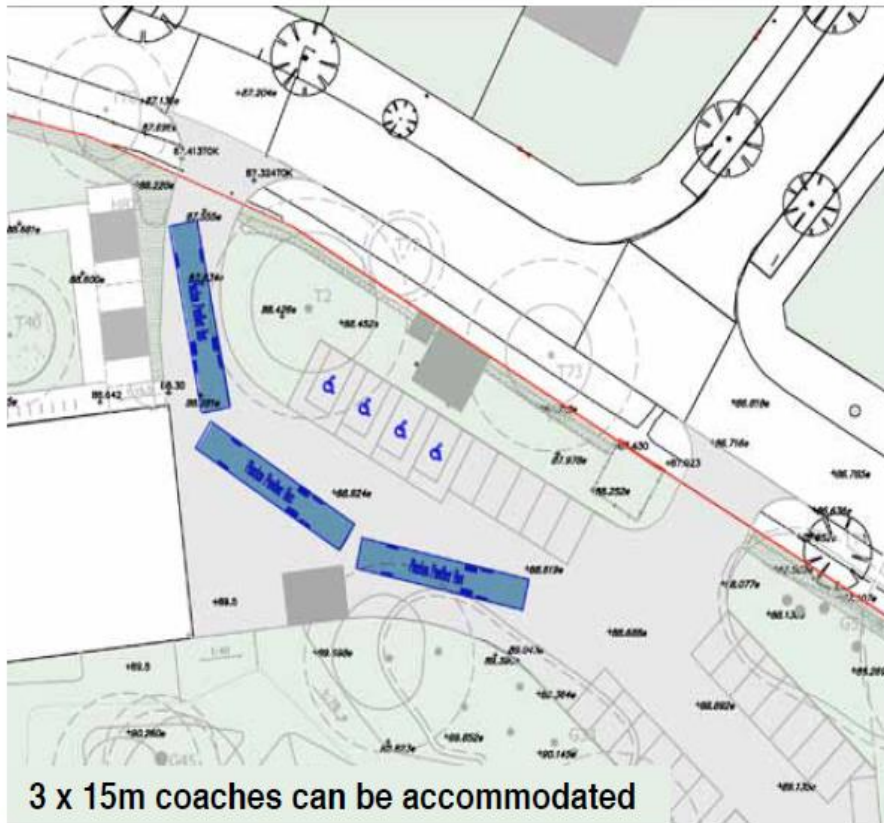


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## Coach Access

Although this is likely to be relatively infrequent, the below diagrams demonstrate that;

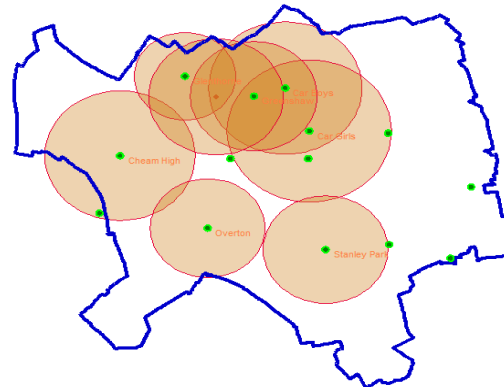
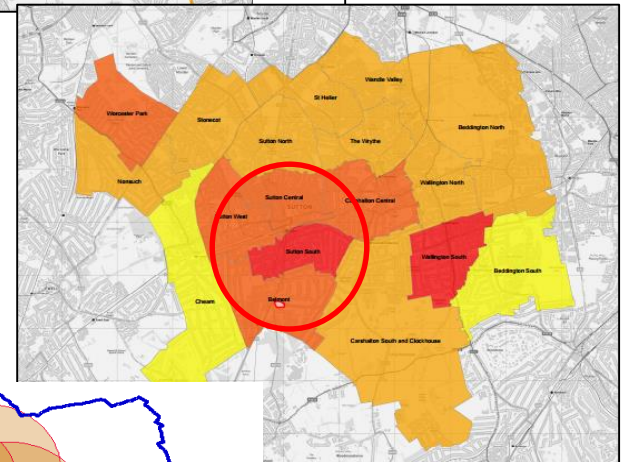
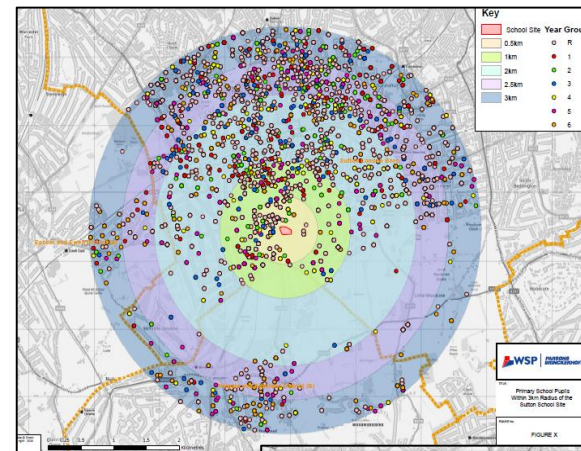
- 3 x 15 metre coaches (70 seats) with a capacity for a full school year can be accommodated on site at once (blue).  
■ 4 x 12 metre coaches (55 seats) with capacity for a full school year can be accommodated on site at once (red).  
(Please note that a full school year equates to 195 pupils)



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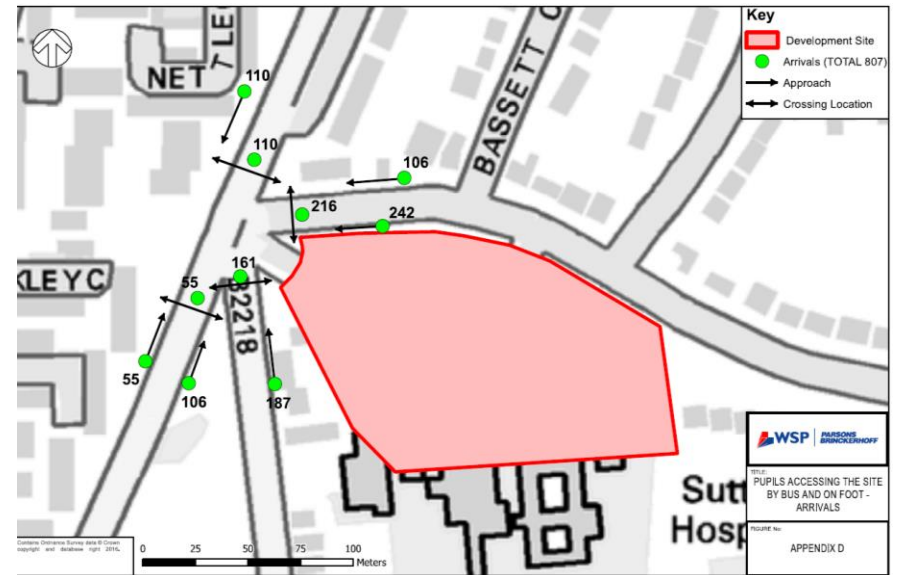
## School Catchment Analysis

- 7208 primary age pupils live within 3km of the proposed site
- 6080 (90%) have a Sutton address with 1128 (10%) being located in Surrey (mainly Banstead area but also Epsom).
- This reduces the closer to the school you get – within 2km it is 98% Sutton pupils and 2% Surrey.
- The South of the Borough is less dense than other parts of the Borough, however the greatest level of growth is in the centre of Sutton – roughly 8 additional FE coming through indicated area.
- Given significant housing is planned for central Sutton, there is a reasonable expectation that the school will serve largely indicated area

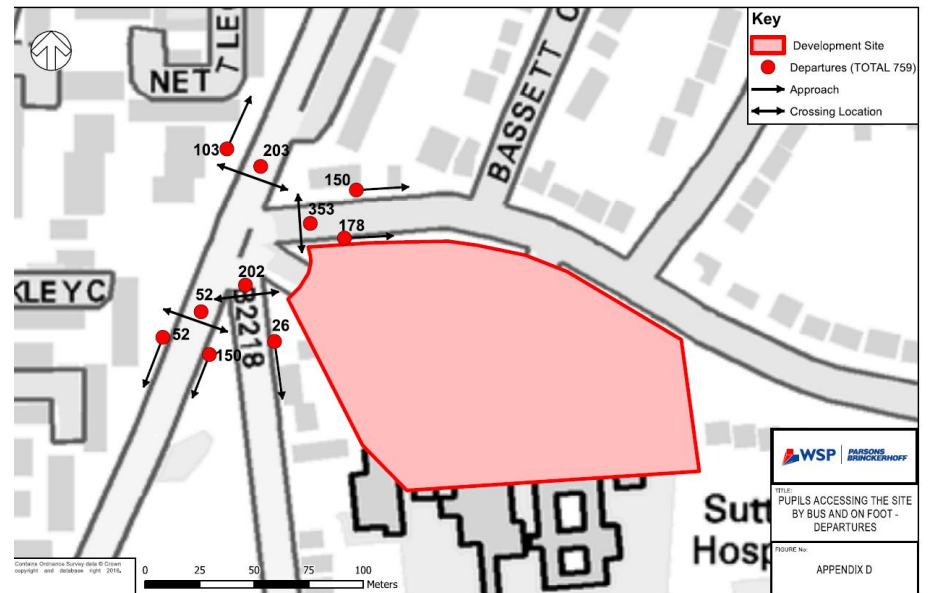


- Pedestrian movements to the site have been analysed based on the catchment analysis. The total movements to the site on bus and foot have been distributed onto each pedestrian route. The pedestrian crossings can accommodate these pupils subject to the improvements identified in the next slide

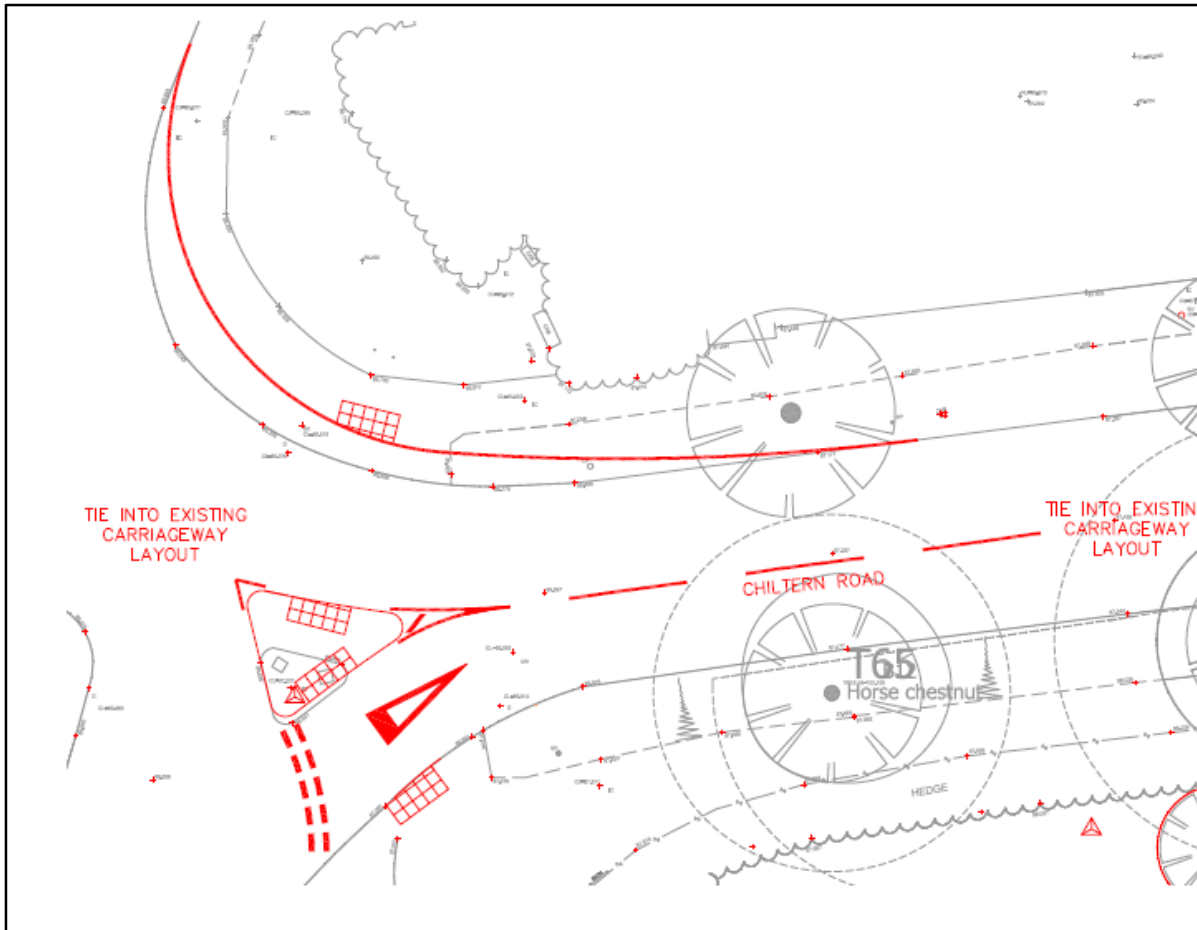
AM



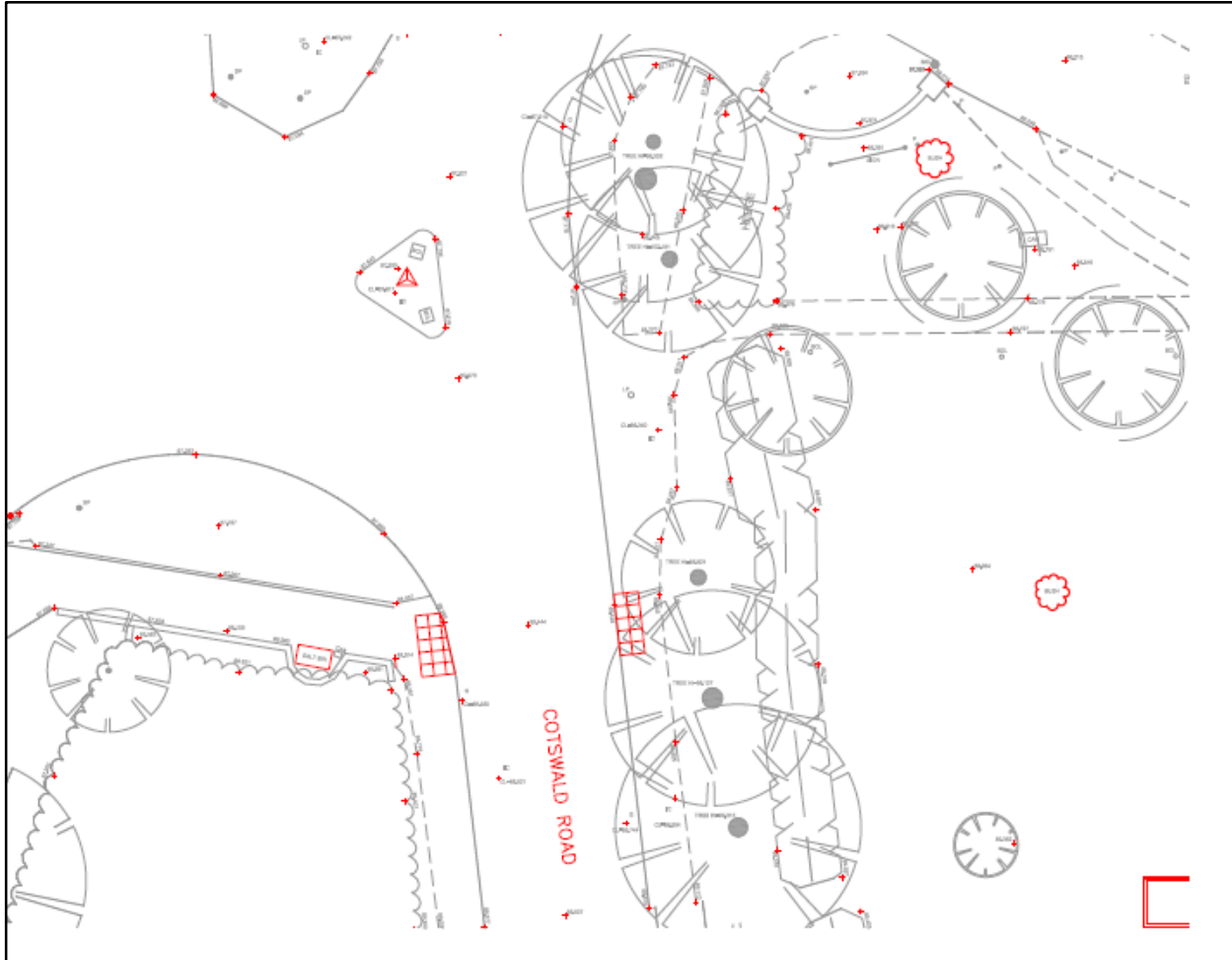
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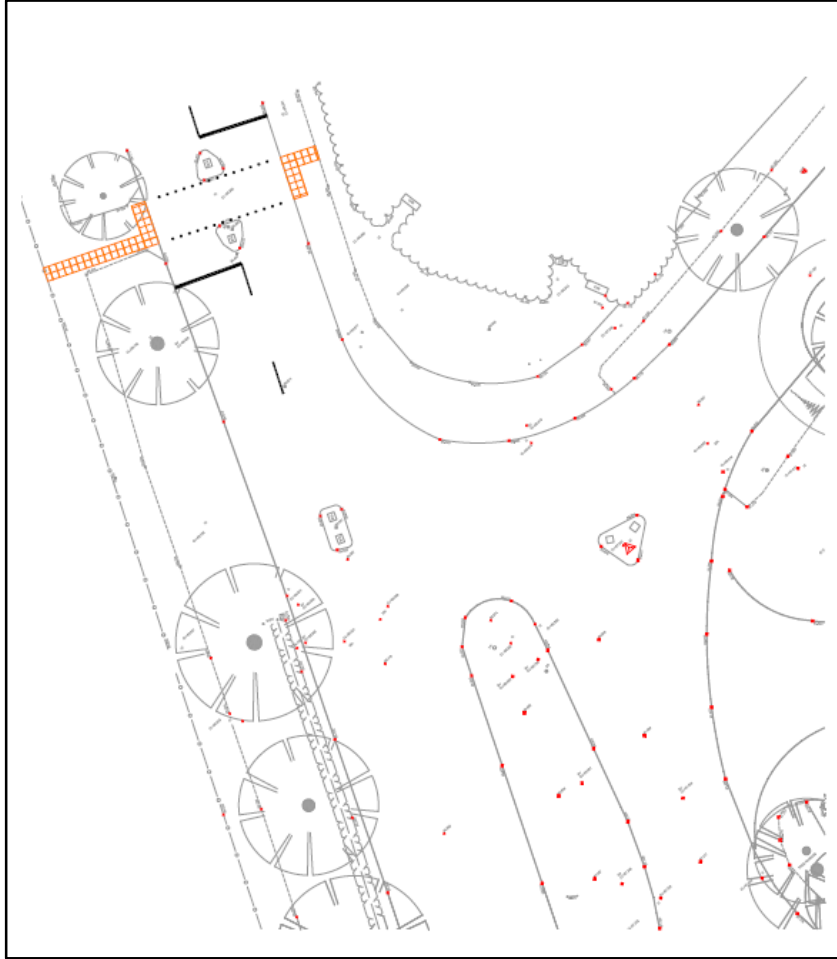




**An improvement to the uncontrolled crossing on Chiltern Road to include a pedestrian refuge island at the junction with Brighton Road and Cotswold Road which will allow students to cross the carriageway in two movements**



**Improvements to the uncontrolled pedestrian crossing on Cotswold Road at the junction with Brighton Road and Chiltern Road to include widened dropped kerbs and tactile paving.**



**Upgrade the uncontrolled crossing on Brighton Road to the north of the junction with Cotswold Road and Chiltern Road to a pelican crossing facility**

Independent safety audits undertaken on all pedestrian proposals



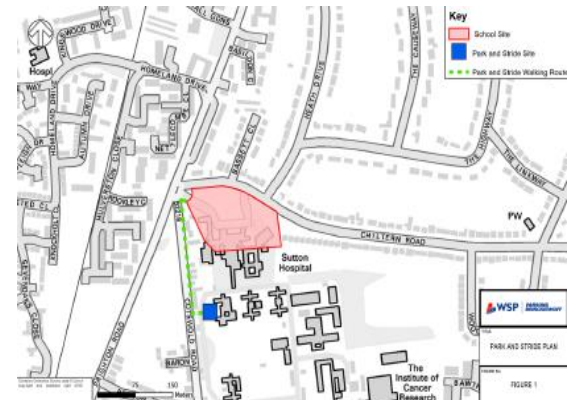
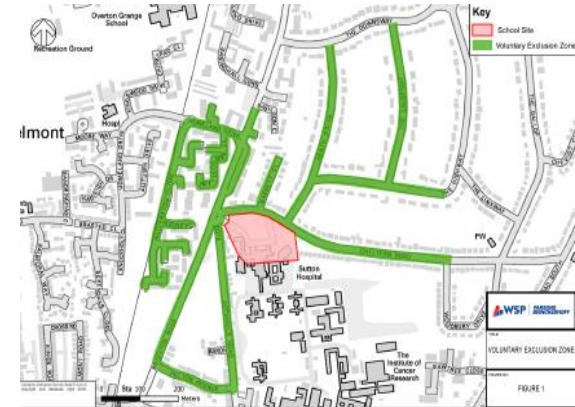
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Brighton Road / Cotswold Road /  
Chiltern Road Junction

- Traffic counts have been undertaken at the Brighton Road/ Chiltern Road junction (April 2016). This has been used to model the current operation of the junction during peak hours and validated using queue survey data and live video footage.
- The model demonstrates that whilst queues are shown to form on Brighton Road as a result of the signalised pedestrian crossing the junction is currently operating with 'spare capacity'.
- Forecast development flows associated with the new secondary school generated through TRICS data do not indicate that the junction needs to be significantly adapted to cater for the school. It is appreciated that this does not accord with residents views of the junction and LBS remains keen to improve junction.
- LBS has secured Local Infrastructure Plan (LIP) funding to undertake detailed feasibility on improvements to the junction – will be complete end of FY.
- LBS will also propose to put in place no waiting restrictions on Cotswold Road to improve the way the junction currently operates (subject to a TRO)



- NS3 will have a School Travel Plan that will promote health and wellbeing both for the students and staff, and the wider community by encouraging sustainable travel behaviours through a range of targeted activities.
- NSSS will work towards Gold accreditation by the TfL STARS Scheme within 5 years of opening the school in 2018 (Bronze by 2020, Silver by 2022).
- Park and Stride option agreed in principle with Epsom St Helier Trust
- Voluntary Exclusion Zone
- Staggered start times with Overton Grange agreed 'in principle' with providers



YOU SAID...	WE HAVE...
Particular concerns about parking and road infrastructure	<ul style="list-style-type: none"><li>• Proposed <u>maximum</u> parking on site despite costs of undercroft parking and TfL preplanning advice</li><li>• Secured funding to investigate improvements to Brighton/Chiltern/Cotswold Road Junction</li><li>• Proposed improvements to Pedestrian Crossings</li><li>• Proposed effective School Travel Plan including Park and Stride</li><li>• On site coach pick up and drop off proposed</li></ul>
Concerns around size and massing of buildings on site – particularly with respect to Chiltern Road	<ul style="list-style-type: none"><li>• Reduced maximum number of storeys from 5 to 4</li><li>• Reduced massing of building at front of the site from 4 to 3 storeys</li><li>• Reduced massing further on Chiltern Road to 2 storey step up</li></ul>



YOU SAID...	WE HAVE...
Concerns regarding access from Chiltern Road	<ul style="list-style-type: none"><li>• Moved proposed pedestrian entrance onto NW corner away from Chiltern Road</li><li>• Master planned future vehicular access from the South (not currently possible to deliver now)</li></ul>
Concerns about floodlighting on the MUGA	We are not proposing floodlights
Retention of trees and screening	<ul style="list-style-type: none"><li>• Significant efforts to retain high value trees on site</li><li>• Effective landscaping proposals including screening</li></ul>

### GLA / TfL

- In principle support for the scheme
- Positive about design principles and sustainability credentials of proposed buildings
- Positive about landscape proposals
- Concerned about number of parking spaces being provided – would wish to see number of spaces reduced to 40 in total.

### LPA (on preferred option as at mid August)

- Current massing concept supported and well considered.
- Massing distribution and building heights are supported.
- Moderation / reduced visual impact on Chiltern Road is successful
- Massing reflects a civic character that would complement the future uses at the London Cancer Hub without dominating the residential properties on Chiltern Road.
- Proposed materials are appropriate subject to quality of finishes – further info required
- Two further meetings with planning team scheduled to complete pre-app process

- We **are not** formally requesting feedback in this phase of development as the plans will not significantly change from here.
- What is presented at the meeting on 15th September represents the FINAL proposals following a period of consultation since May 2016.
- The design team will complete the technical information required to submit the application with the anticipation of a submission in mid October
- The Local Planning Authority (LPA) will register and validate the application
- The LPA will then write to immediate local residents to notify them of the application and setting out the process by which residents can inform the LPA of their views as part of the planning consultation
- The design team will post a link to the application on the NS3 webpages and will email out to consultees on the database.
- The LPA will set out how interested parties can make their views known and the timescales involved
- The Design Team expecting the application to be considered at committee January 2017
- Some investigation and maintenance works will continue on the site, including a sample archaeological excavation.



