

Dear Luke Taylor MP,

Thank you for the questions raised by residents at the meeting with the applicant for the potential Motspur Park Gas Works housing scheme. We have supplied answers below. I will take this opportunity to reiterate that Sutton Council is a consultee only; Kingston Council is the determining planning authority; and Sutton Council is focused on working with Kingston Council to ensure that Sutton residents' concerns are fully considered by Kingston during the planning process.

Answers are supplied to the questions below in purple.

- Despite a reduction in proposed height, the largest building is still proposed to be 16 storeys tall. What assessment has the developer made of the acceptability of that for nearby residents? And what does this mean for the construction work considering that this is shorter than the existing tallest gasholder?

The Kingston Local Plan identifies the site within Metropolitan Open Land (MOL), which as a policy is restrictive. The London Mayor takes the view that 'Grey Belt' does not apply to MOL. Kingston policy CS8 says that "tall buildings may be appropriate in the borough's town centres...". The site is not within a town centre. The plan dates back to 2012, so may be argued to be out of date.

Notwithstanding the policy background noted above it would be expected that the applicant has undertaken a Townscape and Visual Impact Assessment (TVIA) whereby to identify and assess the likely effects of a proposed development on the surrounding townscape and visual amenity.

A construction logistics plan will be provided with the application requested and is something we will raise in our consultation response.

- What is the arrangement for road access for construction traffic, is this from the South via Green Lane or is this from the North from Motspur Park? How will the developer minimise the disruption this traffic causes?

In discussions the developer has stated that construction access will be from the north, i.e. from Motspur Park, and the details outlining how this will operate will be set out in a Construction Logistics Plan. Since construction access is expected to be from the north, there are unlikely to be any significant impacts on LBS roads, as HGVs should be directed along the primary road network to the A3 etc. However, Sutton Council will review this information when it is supplied and make representations as needed.

- The S106 and CIL contributions will be paid to Kingston Council, but all the road access for residents living in the development comes through Sutton. So how will the developer ensure the increased wear and tear on Sutton Roads won't be paid for by Sutton residents? Can the developer work with us to ensure these contributions are shared with Sutton in the appropriate manner too?

The Transport Assessment will include traffic data to show how the anticipated journeys will be distributed. If it demonstrates an adverse impact on Sutton's highway network this will be raised as a matter that needs to be addressed as part of any package of highway mitigation measures.. If the outputs indicate a legal agreement is needed to secure mitigation then Sutton would need to be a co-signatory to the Kingston legal agreement, or reach some other formal agreement with Kingston to secure any obligations.

- What baseline traffic data collection and modelling has been done to understand the existing congestion on Green Lane and other Worcester Park Roads to verify whether the additional traffic can be accommodated by the existing road network? Are any changes required or proposed for the phasing of the traffic lights at the corner of Green Lane and Central Road in Worcester Park to accommodate the additional traffic? Will enforcement of the yellow box at the junction be improved to ensure traffic exiting from Green Lane is not blocked?

This is a matter that has been specifically raised with the developer for which we are awaiting further information. The Council currently enforces the yellow box by traffic camera. The extents of the yellow box could be redesigned to assist traffic flow; however it would be better for this to be considered as part of a potential wider package of highways mitigations.

- The documentation shows 26 vehicle journeys out of the site in the morning peak hour between 8am and 9am in the normal distribution, what is the maximum expected in this time period, what is the maximum baseline demand on Green Lane? What demand for journeys is expected at other times of the day, for example 7am to 8am?

The Transport Assessment will include traffic data to show how the anticipated journeys will be distributed throughout the day, and this information will be available once the application has been submitted.

- Do the projected vehicle journeys to and from the site in the morning and evening peaks include taxi and ride share journeys for people who don't own their own cars? Does this include parcel and food deliveries, trades, site maintenance?

This matter has been raised with the applicant, in particular servicing and delivery arrangements which will inevitably be significant in number. The applicant is investigating this with the aim of minimising these trips through on site consolidation (e.g. through provision of a concierge) and also discussions with key delivery companies, for which we await further information in the Transport Assessment and the Servicing and Delivery Plan.

- What will the expected impact be on traffic speeds and journey times on Central Road in Worcester Park and north into New Malden from the additional traffic as these roads are already heavily congested? Has TfL modelled these impacts?

The Transport Assessment and any associated modelling will show the traffic impacts on the surrounding road network. It is noted that TfL will have a keen interest to minimise disruption on the main road network through Worcester Park since a number of their bus services utilise this route.

- What discussions have been had with SWR over the additional demand for peak hour train services after the development is complete? Have they committed to increasing capacity or frequencies?

The Council has raised this matter with SWR. We understand the developer has not yet engaged with SWR but they would expect to do this when a planning application and associated Transport Assessment has been received by the local planning authority.

They also advised that with SWR having just passed into national ownership, there are no proposed consultations on changes to timetabled services in the immediate future. Any future alterations to services on the line through Motspur Park will be made in the context of wider demand on the entire line from Guildford, Dorking and Chessington South. The anticipated passenger numbers in the developers' Vision document suggest a modest increase and would therefore be unlikely to trigger any significant capacity upgrades in their own right. However, this will be a matter for the Transport Assessment and we will review the information presented in that.

- There is a reduction from 640 to 590 units, but parking spaces are maintained at 90, how will these spaces be allocated to residents? How many spaces are reserved for disabled residents? What parking enforcement actions will be taken on site to ensure spaces are used correctly? What is the proposed number of visitor parking spaces, how will these be managed by the development?

The Transport Assessment and Parking Management Plan submissions will provide the detail on the matters raised. However, the application will need to meet the minimum adopted standards for disabled car parking provision, and it will also need to demonstrate an appropriate level of on site parking and servicing management to ensure that available spaces are used correctly.

- What car clubs will be supported on site, or will it just be existing off-site locations?

Provision of new car clubs should be investigated by the applicant as part of their submission, however, the car club operators will need to determine the viability (or otherwise) of any potential new initiatives in the area.

- Will there be designated parking areas on site to stop hire bikes being littered on pavements?

It is assumed that this means in relation to the e-Bikes, and the Transport Assessment will include the relevant detail on these matters. The council will be seeking the provision of dedicated on -street e-bike parking bays, to avoid bikes being left on the footway. In terms of on-site cycle parking facilities is a matter that we have requested the applicant to further investigate, including hire bike provision, which should be reported in the Transport Assessment. We will review this as part of our consultee response.

- Will the rainwater storage be better or worse than existing? Is this reducing the overall rate of runoff from the site into the Beverley Brook, and is this a net improvement

compared to the current situation? What adjustments will be made to the Beverley Brook capacity, will this reduce the risk of flooding upstream?

Rainwater storage will be better. This information will be contained in the applicant's flood risk assessment and sustainability statement but any negative impacts would need to be mitigated against. It is a policy requirement that development should not increase flood risk elsewhere (NPPF, 170) and should aim to greenfield run-off rates (London Plan, SI 13; Local Plan, 32b).

Residents Questions;

- What arrangements will be made for dust control during construction works?

This would be the decision of Kingston of how they would mitigate this but normally a Dust Control Management Plan can be requested. A Dust Management Plan (DMP) is a document outlining measures to control and minimize dust emissions from a site, particularly in industries like construction, demolition, mining, and waste management. It is something that we can request as part of our consultee response.

- How will the existing HGV bans on surrounding roads be enforced, can CCTV enforcement be implemented during the construction period as has been done elsewhere in Sutton Borough?

The control of site traffic is managed through the Construction Logistics Plan, which is a key planning document. As has been highlighted above, the construction site access will be from Motspur Park, so it is not anticipated that site traffic will use our roads. We will, however, ensure that there are measures included in the CLP that restrict site workers from parking their vehicles in the local roads around the site, albeit there is a permit zone in place on Green Lane and Longfellow road that will restrict the opportunity for this to happen.

- How will safe walking routes through the site from Worcester Park to Motspur Park be provided? Will all walkways be illuminated and monitored by CCTV to ensure they are safe to use at night?

It is expected that the applicant will consider routes through and around the site as part of embedding TfL's Healthy Streets in new Development, Planning Applications & Transport Assessments, which involves looking at key routes and journeys and identifying opportunities for enhancements/improvements. Initial discussions have taken place with the developer regarding these matters, and they are aware of the need to provide this information, which the Transport Assessment should deal with accordingly.

- The road access from the south looks extremely restricted between the Beverley Brook and the rear of houses on Kingshill Avenue, how will two way traffic , and safe pedestrian access be provided?

Initial information and overview drawings have been provided by the applicant. However they will need to make further submissions in their application to demonstrate that acceptable traffic movement can be achieved along with safe access for pedestrians and cyclists

- The section of green lane beyond the rear of 138 and 120 Lancaster Way, beyond the edge of Green Lane Primary School parking is unadopted road, how will parking restrictions be imposed on this area? How will parking demand in front of Green Lane school be enforced and controlled?

The Council will be seeking financial contributions from the developer towards the introduction of new parking controls and/or the extension of existing restrictions, also for the associated enforcement. Unadopted roads will need to be further investigated (including matters such as existing ownership/management etc) and dealt with accordingly.