**CHESSINGTON DISTRICT RESIDENTS ASSOCIATION 20th Sept 2021**

**Comments on planning application No 21/02459 - King Edward Drive**

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We note this is an outline planning application with all matters reserved except for **access** to establish the principle of the development and as such there is a lot more detail required before any meaningful decision can be made in respect of the suitability of these proposals.

As the documents presented are only in outline we will keep our comments brief in respect of what we consider are the main issues in moving forward to making a full decision on its suitability or otherwise when the detailed application is submitted.

A] Transport and car parking. A priority issue:-

* It is stated that the works will employ some 70-80 full and part time staff for the unit. It is intended to be a Care Home but it is also very much a business and residents do not take kindly to outsider non-resident cars being parked in their roads for long periods of time. So it is essential that staff and visitors and possibly any occupants cars are adequately contained within the confines of the site and do not spill out onto the surrounding roads. At the moment with only 20 No car parking spaces we wait to be convinced on this point.
* We are rather skeptical of travel plans and feel as soon as the travel plan coordinator disappears then so does the disciplines of the travel plan. We will need assurance on it implementation, ongoing longevity, scrutiny and enforcement.
* On access and especially egress as the exit has been moved further down Kelvin Close away from the Hook Road junction we consider makes it safer especially for large vehicles such as refuse lorries..

B] From the Planning Statement:-

* *1.13- In addressing a pressing need for specialist accommodation for older people in Kingston-upon-Thames;*
1. Is there actually a significant level of demand and shortage of Care Home places in Kingston? Will this unit be predominately for local need?
2. Does it actually contribute towards the local five-year housing supply and the housing target for Chessington and Lower Surbiton?
3. Does a development such as this contribute any Affordable Housing Subsidy.

C]Pre-application Community Engagement

* If there was then the Chessington and District Residents Association were not notified directly which is disappointing as it

 covers the whole of the South of the Borough and is well known by Kingston Planers.

D] Biodiversity and Environmental

* It looks like the Applicant is making efforts to maintain the biodiversity of the site and we will await to see what is finally proposed. Inevitably there will be a net loss as there will be more buildings and hard standings to that that currently exists and would draw attention to the following
* In the 2021 New local Plan - The Government is proposing a mandatory Biodiversity Net Gain (BNG), requiring development to deliver at least a 10% improvement in biodiversity value, with a legacy of 30 years. The BNG will support the delivery of existing planning policy and ensure a consistent national approach to securing net gains for biodiversity”.
* We again await to see what carbon offsetting measures are to be adopted but would hope the works will be carbon neutral without the need for a carbon offset payment.
* Does a unit such as this come under BREEAM or “Code for Sustainable Homes”?

E] Air Quality and Noise

* Having recently gone through these issues at the “Cap in Hand” on the opposite side of the Hook Roundabout we consider pollution levels are at a level in the area where it would be prudent for Kingston’s own pollution officer to scrutinize the applicants “Air Quality Report”. During peak times traffic does stack back south at the junction of the A243 with the Hook roundabout.
* The area will be noisy particularly at night from traffic noise from the A3. Fortunately it is in a cutting where it passes the works which will help to reduce a lot of the noise. The big unknown is if the TFL proposal to construct a slip way off of the Hook Roundabout to provide access to the south bound A3 will go ahead and how much additional traffic it will attract to that roundabout exacerbating both noise and pollution levels. This will be done in an effort to divert traffic away from the very congested Tolworth interchange.
* We are given to understand that there is no safe minimum level prescribed for PM 2.5. We note the noise level survey was done in November and December 2020 which possibly, due to Covid, did not reflect normal traffic levels.

F] Spatial Separation and Privacy

* There could be issues with the 7.5m garden separation requirement and the 21m distance to the end flank of No1 Kelvin Close which could require screening.

G] Roof

* Roof configuration proposed covering to be metal and although nothing like the parade of shops opposite does have a similar theme as the shopping parade on the opposite diagonal corner running east down from the shell garage. We reserve judgment but this new build elevation will be far more prominent than the houses it is proposed to replace as it is a level higher. We like brick which is the predominant facing material for the area but the roof cladding needs careful consideration as it will be quite conspicuous compared with all the surrounding tiled pitched roofs.
* Take a trip to the recently completed respite centre to the rear of the old Moor Lane school to get a good idea of what we do not want to see.

H] NHS

* Will this 76 bed unit put any additional strain on the surrounding doctors practices particularly the Orchard Practice

END