



1 SUMMARY OF APPLICATION DETAILS

Ref: [17/03709/FUL](#) (*Link to associated documents on Planning Register*)
 Location: Rees House, Morland Lodge and 6 Morland Road, Croydon
 Ward: Addiscombe
 Description: Demolition of existing buildings and the erection of a part four/part five storey building for use as a 1200 place secondary school (with Sixth Form) with associated rooftop MUGA and provision of car/cycle parking areas and landscaping
 Drawing Nos: Site Location Plan (553087-JCW-ZZ-ZZ-DR-A-00001 Rev:P01), Existing Site Plan (553087-JCW-ZZ-ZZ-DR-A-00002 Rev:P01), Proposed Site Plan (553087-JCW-ZZ-ZZ-DR-A-00003 Rev:P01), Proposed Elevations East and West (553087-JCW-ZZ-E2-DR-A-03002 Rev: P01), Proposed Elevations North and South (553087-JCW-ZZ-E2-DR-A-03001 Rev: P01), Proposed Ground Floor Plan (553087-JCW-ZZ-01-DR-A-01000 Rev: P01), Proposed First Floor Plan (553087-JCW-ZZ-01-DR-A-01001 Rev: P01), Proposed Second Floor Plan (553087-JCW-ZZ-01-DR-A-01002 Rev: P01), Proposed Third Floor Plan (553087-JCW-ZZ-01-DR-A-01003 Rev: P01), Proposed Fourth Floor Plan (553087-JCW-ZZ-01-DR-A-01004 Rev: P01), Proposed Roof Plan (553087-JCW-ZZ-01-DR-A-01005 Rev: P01), Proposed Sections (553087-JCW-ZZ-E1-DR-A-04001 Rev: P01) 3D Illustrative Visual (553087-JCW-ZZ-VS-DR-A-06601 Rev: P01), 3D Illustrative Visual (553087-JCW-ZZ-VS-DR-A-06602 Rev: P01), 3D Illustrative Visual (553087-JCW-ZZ-VS-DR-A-06604 Rev: P01), Illustrative Masterplan (EFAAB-ALA-00-XX-DR-L-0002 Rev P02), Site Sections (EFAAB-ALA-00-XX-DR-L-0001 Rev P02), Planting Plan (EFAAB-ALA-00-XX-DR-L-0001 Rev P02) Fencing General Arrangement (EFAAB-ALA-00-XX-DR-L-0003 Rev P02), Landscape General Arrangement (EFAAB-ALA-00-XX-DR-L-0001 Rev P02), Tree Removal/Retention Plan (EFAAB-ALA-00-XX-DR-L-0005 Rev P02), Asbestos Survey Plan (SK.01), Electrical Services External Lighting Layout (6313:SP1)
 Applicant: Wates Construction
 Agent: Alan Gunne Jones, Planning and Development Associates Ltd
 Case Officer: Matthew Carney

Type of floorspace	Amount proposed	Amount retained	Amount lost
Education	9171sqm	0sqm	4960sqm

Number of car parking spaces	Number of cycle parking spaces
2 disabled spaces and 2 Minibus bays	88 spaces to be provided on full occupation of the school and 10 Visitor spaces

- 1.1 This application is being reported to Planning Committee because objections above the threshold in the Committee Consideration Criteria have been received.

2 BACKGROUND

- 2.1 This scheme was presented to this Committee during the pre-application process on 6th July 2017. The following comments were made by the committee during this presentation:
- The committee were supportive of the approach to redevelop the site and liked the double height entrance and approach to the central core but raised some concerns with the design requesting that further architectural quality should be introduced into the front elevation;
 - The committee noted the initial details of the proposals highway impact and requested that further analysis should be carried out including a detailed travel plan being submitted as part of the application;
 - The committee requested that the applicants consider the sports provision for the proposed school and establish available facilities within the local area should they be required.

3 RECOMMENDATION

- 3.1 That the Planning Committee resolve to GRANT planning permission subject to:
- A. That the Director of Planning and Strategic Transport has delegated authority to issue the planning permission and impose conditions [and informatives] to secure the following matters:

Conditions

- 1) In accordance with the approved drawings.
- 2) Submission of a Construction Logistics Plan prior to commencement.
- 3) Highways Agreements to be agreed with LBC prior to commencement and the agreed works completed prior to occupation.
- 4) The provision of the new vehicular entrance and 'School Keep Clear' and zig zag road markings on Morland Road shall be provided prior to occupation.
- 5) Submission of an updated full SUDS scheme prior to commencement.
- 6) Tree protection to be put in place prior to any works on site.
- 7) Submission of full details of external facing materials prior to above ground works.
- 8) Submission of an updated full Travel Plan prior to occupation.
- 9) Submission of an updated full Delivery and Servicing Plan prior to occupation.
- 10) Submission of a full landscape scheme prior to above ground works.
- 11) The development shall achieve a CO2 reduction of at least 35% beyond Part L of the Building Regulations 2013.
- 12) Unless otherwise agreed in writing with the Council, the development shall a BREEAM 'Excellent' rating. Confirmation that the development has achieved the agreed standards have been met prior to occupation.
- 13) Noise level of external plant and machinery to be at least 10dB below existing background noise levels.

- 14) The MUGA and rooftop play deck shall only be used between the hours of 0830 to 22:00 Monday to Friday and 10:00 to 18:00 on Saturdays. The MUGA shall not be used at any time on a Sunday or Bank Holiday.
- 15) No musical instrument or sound amplification equipment shall be used outside of the building.
- 16) Compliance with the recommendations and tree protection measures in the arboriculture and wildlife survey reports.
- 17) Compliance with the recommendations in the noise survey.
- 18) Compliance with the recommendations in the Air Quality Assessment
- 19) Compliance with the submitted lighting plan
- 20) Compliance with the submitted kitchen ventilation information (retained for the lifetime of the development)
- 21) Full details of the obscure glazing used in windows in the east facing side elevation prior to above ground works
- 22) Removal of permitted development rights.
- 23) Permission to be implemented within three years.
- 24) Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport, and

Informatives

- 1) Removal of site notices
- 2) Archaeological potential/significance
- 3) Control of noise and pollution from construction
- 5) Party Wall Act
- 6) Requirements of Traffic Management Act 2004
- 7) Information on the Council's guidance on ventilation
- 8) Any [other] informative(s) considered necessary by the Director of Planning

4 PROPOSAL AND LOCATION DETAILS

Proposal

- 4.1 The proposal involves re-development of the site to provide a permanent secondary school building and associated facilities for ARK. ARK have 35 schools in the UK including ARK OVAL Primary Academy on Cherry Orchard Road to the west of the application site.
- 4.2 With six forms of entry, the school would operate between the core hours of 0730-1800hrs Mon-Fri. The school will increase in capacity incrementally beginning with an intake of Year 7 students and not reach full capacity until 2025. At capacity, the school would accommodate 900 secondary school pupils and 300 sixth form students and have 110 FTE members of staff.
- 4.3 The school would have a gross internal area of 9171sqm, consisting of teaching/learning areas, halls and a sports hall, staff/admin rooms, kitchen and toilets. In terms of outside (play) space, the school would include a playground to the side and rear of the building and a rooftop MUGA (consisting of approx. 1957 sqm and 591 sqm respectively).

- 4.4 The proposed building would be part four/part five storeys high, with a roof-top MUGA set within the fifth storey. The building would principally consist of brick and metal cladding.
- 4.5 The building will run parallel with Morland Road and the main entrance into the building is located centrally although pupils will be expected to enter the site to the east of the building and collect in the playground before entering the building from the rear. The majority of the cycle parking is located in the area east of the building in close proximity to where pupils will enter the site. Vehicular access into the site will be off Morland Road utilising the existing access point nearest the junction with Lower Addiscombe Road, this will provide access for the two disabled parking spaces, 2 minibus bays and allow for deliveries/servicing of the site. It would not provide access to the school for pupils.
- 4.6 To accommodate the development, a number of the site's various shrubs and trees would be removed. Additional/replacement soft landscaping would also be provided.

Site and Surroundings

- 4.7 The site covers an area of approximately 0.575 hectares. It is almost triangular in shape and is generally flat.
- 4.8 The site is situated on the south eastern side of Morland Road. It is currently occupied by three vacant buildings. Rees House is a five storey former office building, built in the 1960's. It was previously used as Council Offices. This building is on the frontage of the site. Morland Lodge, also built in the 1960's is a three storey building that has been used in the past as a care home and by the Council's community mental health team for older adults. This building is located to the rear of Rees House. 6 Morland Lodge is a Victorian building and was formerly an NHS clinic and is located on the frontage of the site adjacent to Rees House. It is part single storey and part 3 1/2 storey (with a part basement level). Services that were previously offered at the site (both Council and NHS) have been relocated elsewhere.
- 4.9 There are two vehicular access points off Morland Road. There is some car parking to the front of Rees House and both car parking and an amenity area located to the rear of the site.
- 4.10 The surrounding area is predominantly residential, with a mix of 2 and 3 storey residential properties in the locality. Morland Road is a Local Distributor Road. The site is identified by the Croydon Local Plan 2006 as being within an Area of High Density. Under CLP2 (Proposed Submission), the site is designated as a Proposal Site (reference number 116) for a new secondary school. The site is not within a conservation area, nor is it subject to any statutory listings.

Planning History

- 4.11 There is no relevant formal planning history for the application site. This scheme was presented to planning committee in July as a developer presentation.

5 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposal would provide much needed school places in the borough and deliver an allocated site within the Draft Croydon Local Plan: Detailed Policies.
- With mitigation measures secured by condition (including but not limited to a school enforced voluntary 200m parking exclusion zone and a full Travel Plan encouraging reductions in the use of car trips and greater use of more sustainable modes of transport), the proposal would not result in an unacceptable impact on the safe and smooth operation of the local highway network.
- Whilst the proposal would result in some additional noise, disturbance and some loss of light/sunlight in the immediate vicinity, the proposal would not result in significant harm and unacceptable changes to the amenity of adjoining occupiers.
- The proposed building would not harm the character and appearance of the existing area.
- The proposal would incorporate sustainable urban drainage and not increase flood risk in the surrounding area.
- The benefits of the proposal outweigh the harm, much of which will be mitigated by means of mitigation measures and conditions securing further details.

6 CONSULTATION RESPONSE

6.1 The views of the Planning Service are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.

6.2 The following were consulted regarding the application:

Transport for London, TfL (statutory consultee): do not object to the proposal subject to conditions securing a full Travel Plan promoting sustainable forms of transport.

Lead Local Flood Authority, LLFA (statutory consultee): following the applicant's submission of additional details, the LLFA removed their initial objection subject to conditions)

6.3 The issues raised in the consultees' responses to the application are covered in Section 8 below.

7 LOCAL REPRESENTATION

7.1 The application has been publicised by way of one or more site notices displayed in the vicinity of the application site. The application has also been publicised in the local press. The number of representations received from neighbours, local groups etc. in response to notification and publicity of the application were as follows:

No of individual responses: 64 Objecting: 63 Supporting: 1

7.2 The following issues were raised in representations. Those that are material to the determination of the application, are addressed in substance in the MATERIAL PLANNING CONSIDERATIONS section of this report:

- Objections:
 - Over development
 - Inadequate play space for the pupils
 - Impact on transport

- Exacerbating existing parking pressure
 - Poor and overcrowded public transport links
 - Impact of pick up/drop off on local residents
 - Overlooking
 - Rubbish/litter problems
 - Anti-social behaviour
 - Loss of trees
 - Substandard design
 - Noise generated by the use
 - Site should be used for affordable housing
- Support:
 - Development results in the loss of existing buildings that are an eyesore
 - General need for more schools

7.3 Councillor Sean Fitzsimmons does not wish to formally object but has made the following representations:

- Road safety (Morland Road in this location needs better traffic calming)
- Bus capacity within the local area (bus routes within this area are very crowded in peak hours)
- Impact upon street parking, given lack of space for staff parking
- Congestion on the local road network
- School travel plan fails to set out effective actions

8 RELEVANT PLANNING POLICIES AND GUIDANCE

8.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2015, the Croydon Local Plan: Strategic Policies 2013 (CLP1), the Croydon Replacement Unitary Development Plan 2006 Saved Policies 2013 (UDP) and the South London Waste Plan 2012.

8.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in March 2012. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- Promoting healthy communities, including ensuring sufficient provision of school places are available to meet the needs of the community and giving great weight to the need to create, expand or alter schools.
- Requiring good design.
- Promoting sustainable transport and requiring transport assessments.
- Achieving sustainable and low carbon development to meet the challenge of climate change and flooding.
- Encouraging the effective use of land by reusing land that has been previously developed.

8.3 The main policy considerations raised by the application that the Committee are required to consider are:

8.4 Consolidated London Plan 2015 (LP):

- 3.18 (Education facilities)
- 5.1 (Climate change mitigation)
- 5.2 (Minimising carbon dioxide emissions)
- 5.12 (Flood risk management)
- 5.13 (Sustainable drainage)
- 5.21 (Contaminated Land)
- 6.3 (Assessing effects of development on transport capacity)
- 6.9 (Cycling)
- 6.13 (Parking)
- 7.1 (Lifetime neighbourhoods)
- 7.4 (Local character)
- 7.6 (Architecture)
- 7.8 (Heritage assets and archaeology)
- 7.14 (Improving air quality)
- 7.15 (Noise)
- 7.21 (Trees and woodlands)

8.5 Croydon Local Plan: Strategic Policies 2013 (CLP1 and CLP1.1):

- SP4 (Urban Design and Local Character)
- SP5 (Community Facilities)
- SP6 (Environment and Climate Change)
- SP8 (Transport and communication)

8.6 Croydon Replacement Unitary Development Plan 2006 Saved Policies 2013 (UDP):

- CS1 (Development of New Community Facilities)
- EP1 (Control of Potentially Polluting Uses)
- EP2 and EP3 (Land Contamination)
- NC4 (Woodland, Trees and Hedgerows)
- T2 (Traffic Generation)
- T4 (Cycling)
- T8 (Car parking standards)
- UC11 (Development Proposals on Archaeological Sites)
- UD2 (Layout and Sitting of New Development)
- UD3 (Scale and Design of New Buildings)
- UD8 (Protecting residential amenity)
- UD13 (Parking Design and Layout)
- UD14 (Landscape design)
- UD15 (Refuse and recycling storage)

8.7 The draft Croydon Local Plan: Detailed Policies and Proposals (CLP2) (Proposed Submission):

- DM11 (Design and character)
- DM14 (Refuse and recycling)

- DM17 (Promoting Healthy Communities)
- DM19 (Heritage assets and conservation)
- DM20 (Providing and protecting community facilities)
- DM24 (Sustainable Design and Construction)
- DM25 (Land contamination)
- DM26 (Sustainable Drainage Systems and Reducing Flood Risk)
- DM29 (Trees)
- DM30 (Sustainable travel and reducing congestion)
- DM31 (Car and cycle parking)
- DM35 (Positive character of the Places of Croydon)

Due to the Croydon Local Plan being in draft form, only limited weight can be given to them.

9 MATERIAL PLANNING CONSIDERATIONS

9.1 The main planning issues raised by the application that the committee must consider are:

1. Principle of development
2. Transport/highways
3. Amenity of adjoining occupiers
4. Townscape and visual impact
5. Trees and ecology
6. Flooding and drainage
7. Sustainability

Principle of development

9.2 The school would have a gross internal area of 9171sqm, consisting of teaching/learning areas, halls and a studio, staff/admin rooms, kitchen and toilets. In terms of outside (play)space, the school would include an outdoor play area at the rear of the site and a rooftop MUGA on the fifth-floor. With six forms of entry, the school would accommodate 900 secondary school pupils, from year 7 to year 11 and 300 sixth form pupils aged 16-18. At capacity the school would have 110 FTE members of staff.

9.3 Given the number of pupils and staff that would attend the school, and combined with the site's constraints and size, the proposal could raise some issues. This particularly relates to the potential impact on transport and the local highway network and the amenity of adjoining occupiers. These and all other material planning considerations are covered in detail below, and need to be found acceptable for permission to be granted.

9.4 The principle of development includes the following aspects:

Proposed use:

9.5 The provision of new educational facilities is encouraged by the development plan and National Planning Policy Framework. The proposed school would address an identified need for new educational facilities within the Borough and is identified for a school in the emerging Local Plan and in the Infrastructure Delivery Plan. This application proposes a community use of the application site (under Use Class D1) which would replace the site's previous use as a mixed B1a (Offices) and D1 (Medical Centre). The

proposal would not result in the loss of any protected uses and given the site is allocated for a new secondary school within the emerging Plan, it is therefore acceptable in land-use terms and is supported by policy.

Size of site and outdoor space:

- 9.6 The proposed school is undoubtedly a large building within the application site however, outdoor space for pupils is provided within the rear of the site and the rooftop MUGA. The applicants have confirmed that for a 6FE school with a 300 place 6th Form the proposed building exactly meets the ESFA baseline design / Building Bulletin 103 (BB103¹) standards for internal floor space.
- 9.7 In terms of outdoor space, the site is considered to be a “restricted site” as the site does not have enough outdoor space to meet recommended level on site. On restricted sites, where space will be at a premium, a flexible approach to the site area and the management of the use of that area is expected to be incorporated. Given the restricted nature of the application site, the school is unable provide the minimum requirement for BB103 hard informal social space. Therefore to increase the flexibility of hard informal social space the school have a large enough space to mark-out a games court and half basketball court. Furthermore, the school will provide a rooftop MUGA to add to the hard outdoor PE calculation. At present, no formal agreement has been entered into with any off-site sporting facilities, however, Ark School have identified suitable local options to complement the existing on-site provision and will consider entering into agreements when the need for additional provision arises.

Teaching environment:

- 9.8 The air quality assessment by HRS Services Ltd (dated July 2017) concludes that the development will not have an unacceptable impact upon air quality in the borough and the use of the site for a school is acceptable. The air quality assessment sets out some recommendations that the Pollution Team consider appropriate to secure via a condition.
- 9.9 The submitted noise impact assessment provides details on existing noise levels in and around the site. The assessment sets out that the noise climate to teaching areas will be acceptable subject to the provision of a building envelope and ventilation strategy various. Environmental Health reviewed the report and have confirmed that the applicant should follow the recommendations of report and this will be secured via condition.
- 9.10 Subject to the proposal being found acceptable with regards to material considerations, particularly in relation to transport/highways issues and adjoining occupiers’ amenity, the proposal is supported in principle.

Transport/highways

- 9.11 The site is accessed via Morland Road, which is a local road operated and managed by the Council. The site is close to the junction of Lower Addiscombe Road, Cherry Orchard Road and Morland Road. Lower Addiscombe Road forms part of the Transport for London Road Network (TLRN). Transport for London is the highway

¹ ‘Building Bulletin 103: Area Guidelines for Mainstream Schools’ (BB103) sets out simple, non-statutory area guidelines for minimum internal and external areas for school buildings and sites for age ranges from 3 to 19. It covers all state schools, including mainstream academies and free schools, except special schools and alternative provision.

authority for the TLRN, and are therefore concerned about any proposal which may affect the performance and/or safety of the TLRN. There are 6 bus stops within 200m of the site, generating a Public Transport Accessibility Level (PTAL) of 3 (on a scale of 1 to 6b, where 6b is the most accessible).

- 9.12 The application is supported by a Transport Assessment, Construction Logistic Plan, a draft Delivery and Servicing Plan and a School Travel Plan Framework. An addendum to the Transport Assessment has been submitted to clarify matters raised during the application by the Strategic Transport Team and Transport for London. The Transport Assessment provides a worst case assessment of highway, pedestrian and public transport impact with a fully occupied school of 1,200 pupils. The applicant predicts that by providing a comprehensive package of measures, the proposed development to provide a new Secondary School Academy has been demonstrated to be both viable and sustainable in transport terms.
- 9.13 To mitigate the proposal's impact on the local highway network, various measures are proposed. These include: 'School Keep Clear' and zigzag markings along a section of the Morland Road frontage, a School Travel Plan (monitored annually), promoting (amongst other aspects) alternative non-car modes of transport for parents and staff and the enforcement of a parent supported voluntary 200m parking exclusion zone agreement around the school. If the application is approved, these measures (and other relevant issues) would be secured by condition to ensure they are provided prior to occupation.
- 9.14 The school's main vehicular entrance would be off Morland Road at the western end of the site's frontage, this would allow access to the 2 disabled car parking spaces, minibus spaces and for servicing of refuse and deliveries to the school. The main entrance to the school is located centrally within the building and this will be used by staff and visitors, whilst pupils will enter the site from the eastern end of the frontage and be directed to the rear of the building. This entrance to the site will also allow access for emergency vehicles. A highway agreement will be required for this entrance and the works to the Morland Road outside the school.
- 9.15 The application proposes 88 secure cycle parking spaces for staff and pupils and 10 short stay spaces for visitors at the front of the site. This is considered an acceptable level of provision by TFL and the Strategic Transportation Team, however, details are requested for the adequate separation between pupil and staff parking. Cycle parking will be provided incrementally as the school's pupil numbers increase.
- 9.16 The main vehicular access off Morland Road would be limited to users of the two disabled parking spaces, 2 minibus parking bays and delivery and service vehicles. Concern has been raised by the Strategic Transportation Team regarding the constrained nature of this space for movement and turning of the minibuses and service vehicles, however, it is accepted that sufficient space exists and detailed drawings are conditioned to ensure that this area is laid out efficiently.
- 9.17 The scheme's main impact on the transport network will be travel by car and the impact of pick-up/drop-off of pupils and staff car parking. The amended data submitted by the applicants demonstrates that 50% of staff and 11.6% of pupils will be travelling to/from the school by car. The school would provide no facilities for staff car parking or the dropping-off and picking-up of pupils and would rely solely on available on-street parking. The Transport Assessment has demonstrated via a parking beat survey of the adjoining road network, that there is a spare capacity of at least 487 spaces during

peak school hours. This therefore indicates that there is capacity to accommodate the numbers of staff and children predicted to travel to and from the school by car.

- 9.18 Taking into account the increase in the number of vehicle movements, TFL and the Strategic Transport Team have reviewed the impact on the roundabout junction of Morland Road with Lower Addiscombe Road. The Strategic Transport Team are satisfied that generated traffic associated with new School can be accommodated on the highway network without any severe or material residual cumulative traffic impacts on the network within close proximity of the School.
- 9.19 Concern has been raised regarding highway safety given the forecourt area at the front of the school and the need for pupils to enter via the entrance at the east of the site's frontage. The school has proposed that it will undertake active management of this area before and after the school day to ensure that pupils are dispersed and do not congregate in the schools frontage. It is considered that this management process can be secured via the School Travel Plan and secondly the landscaping condition allows for a detailed consideration of the school frontage layout which is intended to be carefully designed to filter pupils to the rear of the site to await the school day.
- 9.20 The Transport Assessment sets out that it is expected that a high proportion of pupils will travel to and from the school using public transport in particular bus services. Local residents have raised concerns as it is considered that capacity on bus services is an existing issue in the area. TFL consider that based on the information provided in the Transport Assessment, the number of trips generated are relatively low for a school of this size and consider that should the trips be as per the assessment (i.e. across a peak hour rather than concentrated into a smaller time frame) then they would not expect any significant issues on the bus network. The School's Travel Plan commits to reducing the number of short walkable bus trips taken by staff and pupils, however, should bus capacity prove to be an issue after the school reaches full capacity, The Education Skills and Funding Agency have provided a letter from the Department of Transport that sets out a commitment for TFL to support new free schools in the event that additional services required. On this basis, it is considered that development is acceptable in this regard.
- 9.21 The School Travel Plan Framework sets out the general aims and objectives of the plan, how it will be monitored and targets for reducing car travel. Whilst the framework is acceptable in general terms, full and updated/amended details are required (via the submission of a full Travel Plan prior to occupation). A robust full Travel Plan is an important aspect in ensuring the school's impact on the surrounding road and transport network is mitigated from the start and over the longer term. The submitted Framework proposes the bronze level accreditation of TfL's STARS programme. TfL have stated that the school should however be seeking to improve the level of accreditation. The targets for reducing car trips are unambitious and should be revised upwards; this will assist with ensuring that the school's impact on the local highway network is reduced in the long term. Targets for reducing car trips by staff should also be included. These should all be resolved in the updated full Travel Plan, which should also cover (as set out above) the potential provision of additional cycle storage should demand arise.
- 9.22 Given the scale of the development and the potential for construction works to harm the safe and smooth operation of the surrounding highway network, a Construction Logistics Plan will need to be submitted for approval by the Council and TfL before commencement of any work on site. This should be secured by condition. Likewise a

detailed Delivery Service Plan will be requested to ensure that deliveries to the site are carried out at suitable times.

Amenity of adjoining occupiers

9.23 The school is located in close proximity to numerous residential properties. The proposal could potentially therefore harm the amenity of adjoining occupiers, particularly in Morland Road, Gordon Crescent and the flats located off Lower Addiscombe Road through overlooking/loss of privacy, loss of outlook/visual intrusion, loss of daylight/sunlight and overshadowing, pollution and noise disturbance.

9.24 Taking each of these in turn:

Loss of outlook/visual intrusion and overlooking/privacy:

9.25 Given the proposed building's location, orientation and the separation distances to residential units to the north, west and south of the site (of at least 13 metres), the main potential impact on neighbour amenity through overlooking/loss of privacy and loss of outlook/visual intrusion relates to the immediately adjacent residential units to the east of the site in Morland Road and Gordon Crescent. However, it is considered that given the existing situation (a three storey building in close proximity to the boundary of the site), a separation distance of approx. 13 metres from the east facing flank wall of the proposed school to the boundary with the neighbouring residential property and the design of the proposed building including a set back of the top floor, the proposal is not considered to cause an unacceptable loss of outlook/visual intrusion to neighbouring occupiers. Turning to overlooking, the east facing windows in the side elevation of the building are designed to avoid an unacceptable level of overlooking by utilising diffused glass within the lower levels. The separation distance between windows in the other elevations of the building and neighbouring occupiers. The roof top MUGA is set within the building and therefore does not permit any overlooking from the site.

Daylight/sunlight/overshadowing:

9.26 The applicants have submitted a comprehensive daylight and sunlight study demonstrating the impact of the proposed building on the properties adjoining the site.

9.27 This impact of the proposed building would be the greatest on the properties in St James Lodge to the south west of the application site, finding that 6 windows would marginally fail to meet the BRE standard of a Vertical Sky Component of 27% and less than 0.8 times its former value. However, this assessment fails to take into account the presence of existing mature trees in close proximity to St James Lodge which have the potential to distort the impact upon the properties. Taking into account the trees in the assessment, the applicants found that of the 6 windows that marginally failed the BRE guidelines, five windows passed when the existing impact of the trees was taken into account. The one window that didn't meet the standard in both cases, marginally fails to meet the BRE standard with a Vertical Sky Component of 24.5% and importantly a change of 0.79 less than its former value of 31.1%, fractionally less than the recommended change of 0.8.

9.28 Two windows on properties facing the application site on Morland Road fail to meet the BRE standard, again with marginal failures in relation to the level of change from the existing position to the proposed level of vertical sky component to 25.5 and 25.2%, 0.78 times their existing value. The Daylight and Sunlight Study also assesses Annual

Probable Sunlight Hours for any windows that face within 90 degrees of due South, these 2 windows have been assessed and both pass the recommended requirement for receiving the required amount of annual sunlight hours.

- 9.29 In assessing the acceptability of the proposed impact upon the neighbouring residents it is crucial to take into account firstly the impact of the trees on properties in St James Lodge and the improvement in outlook for occupiers of these properties given the proposed building is sited further into the site than the existing structures. Secondly, the recommended targets of 27% and 0.8 in the BRE guidance is derived from a low density suburban model, this site is allocated in the CRUDP as being in an Area of High Density and given its location in close proximity to the centre of Croydon, a lower VSC value in an urban environment should not be considered unacceptable.
- 9.30 In relation to overshadowing, the Daylight and Sunlight study has considered the impact upon the rear gardens of properties in Gordon Crescent, it is considered that the gardens meet the requirement for direct sunlight exposure.
- 9.31 Overall, it is considered that for the reasons given above the proposal would not have a significantly detrimental impact upon the amenity of neighbouring residents and taking into account the strong presumption to support education development the proposal is considered acceptable in this regard.

Pollution:

- 9.32 Light: the roof top MUGA would be floodlit however it is set down within the centre of the building and the applicants have submitted an assessment of the impact of the external lighting. This is considered acceptable by the Environmental Health Team for nuisance control purposes.
- 9.33 School kitchen ventilation: details of the school's kitchen ventilation strategy has been provided and is considered that it would mitigate the impact of the on-site cooking to ensure that it would not harm the amenity of adjoining occupiers through noise and odours. This will be secured via condition and retained for the lifetime of the development.
- 9.34 Air quality: whilst the school would result in some increase in vehicle movements, it is not considered that the application would result in a significant change from the existing situation with regards to air quality.

Noise disturbance:

- 9.35 Use of the school: the submitted noise impact assessment confirms that the operation of the new building will not adversely affect the existing noise climate. This includes the external play area at the rear of the site and use of the roof top MUGA both during and after school hours. Environmental Health are satisfied with the report's findings subject to the only external area being used outside normal school hours being the rooftop MUGA and no amplified music or speech being allowed in any external area.
- 9.36 External plant: the submitted noise impact assessment confirms that noise limits for external plant (such as A/C units etc) are based on Croydon Council's requirement of 10dB below existing noise levels. This is acceptable and compliance will be secured by condition.

9.37 Construction: there is the potential for construction to cause disturbance to adjoining occupiers. However, such disturbance can be controlled and suitably limited via a Construction Logistics Plan (CLP). A CLP should therefore be secured by a pre-commencement condition.

Townscape and visual impact

9.38 The existing three buildings on the site would be demolished and would be replaced by one part four/part five storey building. The existing buildings are of mixed architectural quality and are in a poor state of repair. The site has been the subject of anti-social behaviour in recent years. There is therefore the opportunity to enhance the streetscene through a high quality re-development of the site and there is no in-principle objection to demolition of the existing building.

9.39 The proposed replacement building has gone through a number of iterations and design improvements during pre-application discussions. The original proposal incorporated a wholly five storey building and a palette of materials that were not considered acceptable by Officers. The scheme has also been reviewed by Croydon's Place Review Panel and by members at a Developers Presentation. This has resulted in, amongst other aspects;

- The palette of materials being amended, in particular, the use of facing brickwork as opposed to render;
- The double height entrance, set back to fourth floor, introduction of greater colour and increased levels of glazing have been added to the front elevation to provide additional architectural interest;
- Improvements in hard and soft landscape design including opening up the school frontage, setting back the fencing to the north east corner and increasing tree retention;
- Internal improvements to introduce additional glazing into corridors.

9.40 The massing and part four/part five-storey height is considered acceptable with regards to the general form of built development in the surrounding area, particularly in relation to the height and scale of the taller blocks of residential development access from Lower Addiscombe Road and taking into account the scale of the existing buildings on the site. The solid rectangular form of the proposed school is designed to provide a continuous street frontage and respect the building lines of the existing development of Morland Road. The overall form and fenestration of the building is straightforward with generous window apertures. The scheme relies on its material palette and use of colour in order to generate interest and townscape character.

9.41 The use of two different bricks as a facing material helps to offer material continuity between the proposed and the surrounding buildings, whilst the use of two different types and colours of metal cladding add interest to the elevation. The cladding to the fourth floor has a corrugated texture and helps to contribute towards a more slender appearance and break up the massing of what is undoubtedly a large building. The gold cladding is used to add playfulness and interest to the streetscene this is wrapped around the central core of the building where the building is cut away at the rear and used sparingly across the other facades to ensure continuity. The quality and detail of the proposed materials is essential to ensure the success of the scheme and details of each material will be conditioned to ensure high quality delivery.

9.42 The landscaping of the scheme has been designed in order to capture a good design interface between the school grounds and the public realm, an outline strategy of the approach taken has been submitted and is generally supported. At the rear of the site, the massing of the hard standing is broken up with areas of seating for pupils and parcels of soft landscaping including some replacement trees. Further details on landscaping will be secured via condition and the applicant will be encouraged to focus on ensuring the interface is successful and the overall quality of materials is high.

Trees and ecology

9.43 The site has a number of trees situated within its boundary, a number of which are proposed to be felled to accommodate the development. Most significant is T2 which is located to the western boundary of the site and is in good condition and the loss of two trees (T14 & T16) located centrally at the front of the site that contribute to the 'boulevard' on Morland Road. The Council's Tree Officer has concerns over the proposal in relation to the loss of these trees. The applicants have acknowledged this level of concern and have proposed to undertake further analysis of whether trees T14 & T16 can be retained when groundworks begin on site, as the assessment that has been submitted in support of the application is an above ground assessment of the existing situation once works begin further consideration can be given. Suitably worded planning conditions are recommended to ensure this is undertaken and further detail in the form of landscaping plans and tree protection measures for the other trees being retained on site will be submitted. Unfortunately, in relation to T2, given the proposed design of the building its retention is not possible and whilst this is disappointing, the tree is not subject to a TPO and given the strong need for educational facilities within the borough, on balance, its loss is considered acceptable.

9.44 A Phase I habitat survey report was submitted with the application. The survey found no designated or non-designated conservation sites within sufficient proximity of the site to be harmed by the proposed development. No protected species were identified or found during the survey. The report's findings and recommendations are considered acceptable and its recommendations can be secured by condition.

Flooding and SUDS

9.45 Within Flood Zone 1, the Flood Risk Assessment (FRA) identifies the site as: having a very low chance of fluvial and surface water flooding (less than 1 in 1000); being safely accessible during a flood event; having no record of sewer or ground water flooding; and being at no risk of reservoir flooding. The FRA sets out that the development would increase the amount of impermeable area compared to the existing situation. The development therefore has the potential to increase off-site flood risk without mitigation. However, it is considered that a suitable SUDS scheme would ensure the development would avoid increasing off-site flood-risk.

9.46 The LLFA reviewed the proposed SUDS scheme. The initial details were found to be inadequate and deficient in a significant number of areas. The applicant therefore submitted an updated SUDS scheme to overcome the LLFA's objection. Following reviewing the updated details, the LLFA removed its objection and confirmed that the proposed SUDS scheme is sufficient to support the planning application. For permission to be granted, a condition is however required to secure full details prior to commencement on site.

Sustainability

- 9.47 The development would achieve a CO2 reduction of 36.5% beyond Part L of the Building Regulations 2013. The Energy Statement sets out the applicant's approach to reducing carbon emissions, following the 'Be Lean Be Clean Be Green' energy hierarchy. This meets the London Plan standard of 35% and as a result no financial contribution is required.
- 9.48 The proposed building would achieve a BREEAM score of 73.9%, equating to an 'Excellent' rating. This meets the required 'Excellent' rating, as per CLP1 Policy 6.3. On this basis the development is considered acceptable, subject to a condition requiring that evidence is submitted to show that the target is met.

Other Planning Issues

- 9.49 The applicant intends for the school to also be available for community use outside of school hours, in particular, the use of the rooftop MUGA. It is intended that the MUGA would be available for use until 22:00 weekdays and 10:00-18:00 Saturdays, with no use on Sundays and bank holidays. The principle of the use of the school for wider community use is acceptable and the Environmental Health Team are satisfied that subject to the external use of the school grounds outside of normal school hours being restricted to the rooftop MUGA, residential amenity will not be harmed. This will be secured by condition.
- 9.50 The proposal includes the provision of sufficient refuse/recycling storage at the side of the site, accessible off Morland Road. The Council's Waste team have confirmed they are content with the submitted details.

Conclusions

- 9.51 The proposal would provide much needed school places for the Borough and provide a purpose-built high-quality permanent building. It would also provide wider social/economic benefits in the form employment opportunities and additional community facilities. These benefits weigh strongly in favour of the application.
- 9.52 However, the site's constraints and proposal's potential harm, particularly in relation to transport/highway considerations and the impact on adjoining occupiers, have required a thorough and detailed assessment. Mitigation measures such as the highway works proposed to Morland Road, the voluntary 200m parking exclusion zone for pupil drop offs and the submission of a detailed Travel Plan are considered critical to ensuring the proposal avoids significant and unacceptable harm.
- 9.53 The recommendation is to therefore grant planning permission subject to the conditions listed above.
- 9.54 All other relevant policies and considerations, including equalities, have been taken into account.