

ADDENDUM For PLANNING COMMITTEE-

18th May 2023

Item 5.1 22/01580/PRE Royal Russell School, Coombe Lane, Croydon, CR9 5BX

Place Review Panel

Formal comments have not yet been received from the PRP panel following PRP meeting on 4th May 2023. Notwithstanding this, PRP comments (as noted by officers), have been summarised within the officer report.

Greater London Authority Pre-app

The applicant undertook a pre-application meeting with the Greater London Authority (GLA) on 16.5.23. Written comments have not yet been provided, however officer comments from the meeting are summarised as follows:

Land use principles

- The GLA share the LPAs concerns with regard to inappropriate development in the Green Belt and agree that Very Special Circumstances (VSC) need to be demonstrated.
- Some the submitted information is quite anecdotal and the GLA would like to see the statistics to support statements made.
- The condition of the building (end of its life) is a compelling VSC. Structural information should be submitted as part of the formal application.
- With regard to circular economy principles – the application will need to demonstrate why retrofitting is not an option.
- The proposed phasing of development makes sense.
- What are the wider community benefits? GLA asked the applicant to provide further information on this.
- The GLA are less nervous about the quantitate uplift. More concerned with the quality of accommodation in comparison to what is there at the moment e.g. efficiency/energy efficiency/ accessibility.
- Overall, in land use terms the GLA can be comfortable as long as VSC case is compelling.

Urban design

- Architectural language – movement away from the red brick is a good move, however the information provided is limited with regard to the relationship with the rest of the campus. The materiality is worth further review.
- The moves to separate the building into 3 blocks is beneficial.
- The south west corner is quite a heavy element with the crown around the top and blank upper floors. Further refinement and enlivening of this element would be beneficial.
- The use of levels is good and provides added interest.
- The proposed access path could be quite torturous and it is suggested that a more direct route is provided as well.

- The GLA is encouraged that only 3 separate trees are required to be removed to facilitate the development.
- Overall the GLA is comfortable in terms of the buildings impacts, especially from the access road. Limited information is provided in terms of relationship with the rest of the campus. Additional views would be beneficial.

Transport

- The uplift in capacity is small and it is not expected that there would be any strategic transport impacts as a result.
- A Transport Statement will be provided as part of the formal application which seems reasonable.
- It would be beneficial to understand how the existing pupils and staff travel to the site e.g. reliance on private car, use of minibuses. What opportunities are there for sustainable/active travel - tram stop/bus stops.
- Travel plan - what measures are currently promoted?
- What is the provision for parking, drop off, cycle parking.
- Expectation that cycle parking for the replacement school to be provided to London Plan requirements.
- Servicing access - provide details of as part of submission.

“Demolition of existing dwellinghouses at 34a and 34b Arkwright Road and the construction of 9 dwellinghouses 3 storeys in height together with associated parking, access and landscaping.”

Table at the top of page 2 should read as follows:

Housing Mix					
Size (bedrooms)	1	2	3	4+	TOTAL
Existing (market)	-	-	2	-	2
Proposed (market)	-	-	4	5	9

Paragraph 8.69 should be replaced with the following paragraph

8.69 This would include securing £13,500 contribution to be secured by way of a section 106 legal agreement towards sustainable transport measures. This could fund initiatives such as on street car clubs, general expansion of the EVCP network in the area or improvements to walking and cycling routes in the area. A condition will be attached to require submission of a construction Logistics Plan (CLP) and a condition survey of the surrounding footways and carriageway prior to commencement of works on site.

Planning Conditions

An additional compliance condition is recommended to ensure that all floor to ceiling heights would be policy compliant and would be 2.5m.

The LLFA have requested additional information such as greenfield runoff rates and maintenance features. These details would be secured as a pre-commencement condition.