

PLANNING COMMITTEE
Thursday 25 April 2019

-ADDENDUM TO AGENDA-

Minutes of the Planning Committee on 11 April 2019

The minutes of the developer's presentation on the following scheme have been updated.

18/05433/PRE: 26 -52 Whytecliffe Road South CR8 2AW and 64-74 Whytecliffe Road North CR8 2AR

Redevelopment of site in two parts to provide 34 Units (Site A) and 99 Units (Sites B and C) together with parking and amenity space.

Ward: Site A is in Purley Oaks and Riddlesdown Ward whilst sites B and C are in Purley and Woodcote Ward

The main issues raised during the meeting were as follow:

- There was positive feedback on the proposal from Members who noted it was developing well and that the sites would lead to more homes which will support and revitalise the local economy.
- The applicant should explore additional height across the sites and must optimise the numbers of units subject to daylight and sunlight.
- There was some debate about the stepping down of the scheme and whether this was an appropriate design solution.
- Members welcomed the 30% affordable housing offer with the split favouring social rent.
- The masterplan approach is supported. With regards to activating the ground floor units, in particular in Blocks B and C, the applicant's suggestion of front doors to duplex units is welcomed.
- The balconies must be useable and recessed. Glass balconies and screens are not supported by Members.
- The building rhythm is working well with the height and massing. The applicant should explore distinct brickwork and detailing to help with the architecture and rhythm.
- Members are satisfied with the level of parking given the accessible location.
- The play areas should not be segregated between market and affordable housing and the access to these areas must be well considered.
- Mitigation for the site from railway noise must be designed at an early stage.

Ward Members Councillor Simon Hoar of Purley Oaks and Riddlesdown Ward and Councillor Simon Brew of Purley and Woodcote Ward shared their comments on the application.

The Chair thanked the applicants for their presentation. It was noted that the Committee looked forward to the application returning at a later stage.

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Item 6.1: 19/00490/FUL - Development site at 97 Pollards Hill South, Norbury, SW16 4LS

Within Paragraph 3.5, the Council confirm that application 18/01182/FUL was approved by the Planning Committee on 08 November 2018.

Within Paragraph 8.8, with regards to proposed play space, the communal area to the rear of the front building would provide 64sqm which would conform to the play space requirements as required by Policy DM10.4d of the Croydon Local Plan 2018. Detailed will be secured by planning condition relating to landscaping.

Within Paragraph 8.20, there was a typographical error which states: 'the fact that land upon which development is proposed may be unstable and could lead to later subsidence is a planning consideration.' The sentence should read: 'the fact that land upon which development is proposed may be unstable and could lead to later subsidence is **not** a planning consideration.'

Within Paragraph 8.22, there was a typographical error which states: 'the proposal involves replacement loaning to compensate for the loss of trees.' The sentence should read: 'the proposal involves replacement **planting** to compensate for the loss of trees.'

Item 6.3: 19/00198/FUL – Former Plumb Centre

Paragraph 8.12 should be revised to state:

The site has a PTAL rating of 4 which indicates that the site has good accessibility to public transport. The site is in close proximity to the train station, the high street and bus routes. The applicant has provided 7 parking bays in the consented scheme and no further parking would be provided on site for the additional units. The additional 5 units would generate a need for only 6 parking spaces. Parking permit restrictions would be secured by condition given the site's location within a Controlled Parking Zone. An additional 20 cycle parking spaces are provided for the additional units. Given the location with a PTAL 4 within the Coulsdon District Centre, the fact 4 of the units are 1 bedroom, the need to promote sustainable travel and provide homes, this is acceptable.

Item 6.5: 18/05580/FUL – 13 South Drive, Coulsdon, CR5 2BJ

Following publication of the officer's committee report:

- 2 further letters of objection received. No new issues raised.

- Email correspondence with neighbour at 14 South Drive who is concerned that the parking considerations have been erroneously reported with the officer's report. To clarify:

Paragraph 8.26 of the officers report outlines the information that the applicant has provided which demonstrates that parking stress is very high in the area (94% stress).

Paragraph 8.27 notes that the submitted parking stress survey is erroneous as does not take into account the loss of the three existing street parking bays that would be removed by the development. To clarify there are 66 parking spaces in total in the surveyed area (which accords with Lambeth Methodology the industry's standard parking assessment). At the time of the highest parking stress 62 spaces were occupied indicating that there were only 4 space available (94% stress). The loss of the three spaces removed by the development would mean during the peak period only be one space would be available. The parking stress would therefore exceed 100% when the new development is in place. The officer report states that the parking stress would be more severe than highlighted by the applicant.

It is noted that there have been other large developments in the Coulsdon town centre area on Leaden Hill and Station Approach. These developments are located over 200 meters from the application site and are outside of the area requiring survey by the Lambeth Methodology. The parking survey whilst providing a standard indicator of parking situation is only a snapshot in respect to the area during a time of change, and cannot speculate on whether or not other developments will overspill into this area, especially when these are over 200m away.

Paragraph 8.29 recognises the high parking stress in the area. Highway colleagues have been consulted as part of the application and have assessed the submitted information including the parking stress survey are satisfied that the inclusion of mitigation measures (restricting future occupiers access to parking permits and the provision of a car club) which are considered sufficient to restrict any additional pressures in the area.

Measures to mitigate parking stress and the need for reliance on the private car include removing residents rights to obtain a parking permit and provision of a car club bay on South Drive. The restriction of the parking permits would be a condition that prevents any new residents of the proposed scheme from applying and obtaining parking permits for the CPZ in Coulsdon and will prevent parking in this zone or parking in any possible extension to this CPZ in future. This will deter any future residents who own a car.

The car club scheme provides an alternative to every resident owning their own vehicle. A vehicle would be available to use in very close proximity. Not only would the future residents of the development have access to it but it would also be available for all other residents in the area. The applicant has agreed to pay one year member costs for the future residents of the development. The aim being that the residents would see the benefits that the car club provides and with no alternative parking in the area, they would then pay for themselves in the future.

It has been suggested by the objector that underground parking would be suitable given the lack of parking provision. Officers have considered the application as submitted. An underground car park has not been proposed and as such we can only consider the scheme that is before us. Notwithstanding this, it is considered that such an approach could harm the visual amenities of the street scene. The development has been designed to respond to the prevailing topography and building levels and forming an underground car park could be very visible and detract from the overall appearance of the scheme. The measures proposed have been found as acceptable by the case officer and the transport engineers hence the recommendation to Committee for approval.

The overarching aim of London and Local planning policy is to reduce the reliance on the private vehicle. At Policy 6.1 of the London Plan, the strategic aim is to encourage patterns and nodes of development that reduce the need to travel, especially by car and support measures that encourage shifts to more sustainable modes. Policy 6.13 seeks to see an appropriate balance struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use. Policy DM30 of the Croydon Local Plan seeks to promote sustainable growth and reduce the impact of car parking. It is acknowledged that this is ideal, however all planning considerations need to be weighed up and in the background of housing need, officers consider that the proposal is acceptable within this area.

25th April 2019 Planning Sub-Committee Addendum

Item 5.1: 19/00320/FUL - Development site, 15 Woodplace Lane, Coulsdon, CR5 1NE

Following committee notification, an objection from Chris Philip MP was received on 23rd April making the following representations

- Overdevelopment due to scale, height and appearance of proposed dwelling
- Design and siting would be out of character with surrounding properties and detrimental to streetscene
- Detrimental impact to amenities of neighbouring properties due to overlooking, visual intrusion, loss of outlook and sunlight
- Concreting over garden space, loss of natural vegetation and natural habitat
- Not policy compliant

These comments have been addressed in Section 6 and 8 of the report.

Within Paragraph 2.2, an additional condition is proposed requiring parking and access arrangements to be completed prior to occupation of the dwelling.

Within Paragraph 3.6, with regards to recent planning history, an additional application is relevant:

18/01460/CONR: SECTION 73 APPLICATION: Erection of 2 four bedroom and 1 three bedroom houses two with integral garages; formation of access road and provision of associated parking (to vary condition 1 of 18/00670/NMA - drawing numbers in conjunction with application 11/01552/P). The changes proposed include minor external changes in respect to eaves; simplification of chimneys; fenestration changes; simplified gardens levels and alterations to landscaping. APPROVED on 17/05/2018 and is currently being implemented.

Within Section 5, English Heritage were consulted as the site is located within an Archaeological Priority Area. English Heritage raised no archaeological objection to the proposal and recommended that no further assessment or conditions are necessary.

Within Paragraph 6.2, the table outlines representations were made relating to inaccurate drawings. The officer's comment should read: 'The applicant has confirmed that the drawings submitted are correct and accurate. The submitted existing and proposed site plans show land levels to the site.'

The location plan has been updated to outline the adjoining development land in blue to show that this is also in the applicant's ownership.