

1.0 APPLICATION DETAILS

Ref: 21/00274/FUL
Location: Riddlesdown Car Park, Riddlesdown Road, Purley, CR8 1DF
Ward: Purley Oaks and Riddlesdown
Description: Installation of 2 x 500mm x 500mm x 500mm concrete plinths for the erection of 2 x Hectronic Citea car park ticketing machines
Erection of 2 x pole for the siting of ANPR cameras and associated signages; poles and wooden structures (retrospective)
Drawing Nos: Wydels 4 Meter root mount column, Hectronic Machine Drawings, Hectronic Specification, Riddlesdown car park ticket machine location received 20/01/2021.
Entrance sign type 1, Entrance sign type 2, Wooden sign, Proposed plan indicating all works received 28/05/2021
Agent: N/A
Applicant: Hadyn Robson, Open Spaces Department
Case Officer: Justin Reid-Weekes

1.1 This application is being reported to Planning Committee in accordance with the following committee consideration criteria:

- Objection and referral to planning committee by Councillor Simon Hoar

2.0 RECOMMENDATION

2.1 That the Planning Committee resolve to GRANT planning permission subject to the following condition:

CONDITIONS

1. Development to be carried out in accordance with the approved drawings.

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The applicant seeks full planning permission for the following:

- Installation of 2 x 500mm x 500mm x 500mm concrete plinths for the erection of 2 x Hectronic Citea car park ticketing machines
Erection of 2 x pole for the siting of ANPR cameras and associated signage; poles and wooden structures (retrospective).

Site and Surroundings

- 3.2 The application site comprises a car park (36 spaces) on Riddlesdown Road, Purley. The access road leading to the car park is characterised by residential properties which are semi-detached in nature.
- 3.3 The application site is situated within Metropolitan Green Belt Land, Sites of Nature Conservation Importance (SNCI), Sites of Specific Scientific Interest (SSSI) and within an archaeological priority area.



Planning History

- 3.4 There is no planning history associated with the application site.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The development would not harm the character, appearance and openness of the Green belt land.
- The development would not result in any unacceptable highway/parking impacts.

5.0 CONSULTATIONS

- 5.1 The views of the Planning Service are listed below in MATERIAL PLANNING CONSIDERATIONS

6.0 LOCAL REPRESENTATION

- 6.1 The application was publicised by 12 letters of notification to neighbouring properties and erection of a site notice. The consultation period expired on 25.06.2021.
- 6.2 No of individual responses: 11; Objecting: 11; Supporting: 0
- 6.3 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.

| Objection | Officer comment |
|--|--|
| <i>Character and design</i> | |
| Out of character | Addressed in paragraphs 8.3-8.6 of this report |
| Poor design | |
| <i>Highways impacts</i> | |
| Increase of traffic and parking on surrounding roads | Addressed in paragraph 8.11-8.14 of this report |
| <i>Neighbouring amenity impacts</i> | |
| Increased traffic noise | Addressed in paragraphs 8.7-8.10 of this report. |
| <i>Refuse and recycling</i> | |
| Increase in litter | The proposal relates to car parking spaces, this matter is not considered to be a material consideration in this instance. |

- 6.4 The Riddlesdown Residents Association objects to the proposal on the following grounds:
- The proposal will discourage people to use the open space and therefore discourage healthy activity.
 - Adverse impact on openness
 - Increase in vehicle movements
 - Increase in noise
 - Unsuitable turning circle
- 6.5 Councillor Simon Hoar objects to the proposal on the following grounds:
- Additional traffic
 - Out of keeping with the protected green space

7.0 RELEVANT PLANNING POLICIES AND GUIDANCE

- 7.1 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 New London Plan (2021), the Croydon Local Plan (2018) and the South London Waste Plan (2012).

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF) (2019). 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.

7.3 The main planning Policies relevant in the assessment of this application are:

London Plan (2021):

- D1 London's form, character and capacity for growth
- D4 Delivering good design
- D5 Inclusive design
- D8 Public realm
- HC1 Heritage conservation and growth
- G1 Green infrastructure
- G2 London's Green Belt
- G3 Metropolitan Open Land
- G4 Open space
- G6 Biodiversity and access to nature
- T6 Car parking

Croydon Local Plan (2018):

- SP4 Urban Design and Local Character
- DM10 Design and character
- DM18 Heritage assets and conservation
- DM26 Metropolitan Green belt and Metropolitan Open land
- DM27 Protecting and Enhancing our Biodiversity
- SP8 Transport and communications

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The main planning issues relevant in the assessment of this application are as follows:

- Principle of development
- Design and impact on the character of the area/green belt
- Impact on neighbouring residential amenity
- Access, parking and highways impacts

Principle of Development

- 8.2 The site is located within Metropolitan Green Belt Land. In these areas, national, London and local policy sets out that all development, other than those for very limited purposes, are inappropriate and harmful to the purposes of the Green Belt designation and should be refused except in very special circumstances. The instances when development is not considered to be inappropriate include the provision of “*appropriate facilities ... for outdoor sport, outdoor recreation... as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it*”.
- 8.3 The application is submitted for works in conjunction with the use of the Green Belt for outdoor recreation – the car park has traditionally, and continues to be, well used for walking in the area and other informal recreation. The facilities that they would provide – namely the provision of signage, screens and parking controls, are considered to be “appropriate facilities” in that they are reasonably necessary in connection with ensuring the appropriate use of the carpark. The fact that they are to enable car parking charges does not have an impact on their appropriateness with regards to the impact on the Green Belt. As such, the development is considered to be appropriate.
- 8.4 The proposals are also not considered to have a negative impact on the openness of the Green Belt – the structures are non-continuous and so would not have an enclosing effect and, whilst some of them are relatively tall (the pole for the camera and the flagpole) they are not taller than some of the trees found in the local area and the camera pole, whilst in the Green Belt boundary, is similar to the street lighting beyond the Green Belt boundary. The lower structures are designed so that the pay and display machines are screened with materials with a naturalistic finish. Whilst the taller elements could be seen from some positions against the open areas of the Green Belt, they would normally be seen against the tree screen on its northern edge and so are not considered to have an impact on openness in that regard. Small mounds are included around the concrete plinths which would have no significant impact on openness either. The purposes of designating Green Belt are set out in paragraph 138 of the NPPF and relate to the spatial distribution of development and so would not be affected by the proposal.
- 8.5 Therefore, the proposals are considered to be appropriate facilities for outdoor sport and recreation which preserve the openness of the Green Belt and do not conflict with the purposes of including this land as Green Belt and as such are appropriate development in the Green Belt and not harmful to it. The introduction of parking charges are not, themselves, a planning consideration. This proposal would however enable their introduction and so the impact of parking charges do need to be considered to an extent as an impact of the scheme. This however should only be given limited weight as it would be possible to introduce parking charges without these structures and with no requirement for planning permission.
- 8.6 The highways and transportation implications of the proposals are considered below. Consideration has also been given to the impact of parking charges on the purposes for designating this area of Green Belt (above). Parking charges

could have some impact on the take up of recreation and exercise and its associated health benefits, which are material considerations. However, these impacts are considered to be low given that the site is on the edge of a built up area and so reasonably accessible by other modes of transport and that other locations for parking are available. These impacts are also considered to be decreased by the positive impact of encouraging walking and cycling and by the potential fallback position of parking charges being implemented through other measures. As such, these impacts of the proposal are considered to be acceptable.

Design and impact on the character of the area

- 8.7 Policies SP4.1 and DM10.1 of the Local Plan state that the Council will require development of a high quality, which respects and enhances Croydon's varied local character and contributes positively to public realm, landscape and townscape to create sustainable communities.
- 8.8 The application site is situated in a somewhat isolated location, surrounded by open fields and away from properties. Nonetheless the development should be appropriate in design terms and accord with the planning policies mentioned above.
- 8.9 In consideration of the vast scale of the open land, the structures are relatively small in size and are not incongruous or overbearing additions. The 2 poles are 4m and 7m respectively in height, however they are not considered to be a dominating or intrusive additions within their context. The subject machines/camera are not illuminated and are not highly prominent. The camera pole is located relatively closely to street lighting of a similar design and appearance.
- 8.10 For reasons mentioned above, the proposal would preserve the openness of the land as well as the visual amenity of the site.

Impacts on neighbouring residential amenity

- 8.11 Policy DM10.6 of the Local Plan states that the Council will ensure proposals protect the amenity of occupiers of adjoining buildings
- 8.12 The nearest neighbouring properties are situated approximately 150m from the application site. Owing the significant separation distance and the relatively modest of the development, the proposal is not considered to result in any unacceptable neighbouring amenity impacts.
- 8.13 There has been an objection received with respect to additional noise pollution caused by vehicles travelling on surrounding roads, however the noise generated by vehicles are considered to be negligible and not cause significant harm to neighbouring occupants.
- 8.14 For reasons mentioned above, the proposal is in accordance with Policy DM10.6.

Access, Parking and Highway

- 8.15 There are current 36 spaces within the car park. The installation of the machines and cameras did not result in removal of any spaces. Furthermore the provision of machines and cameras help the management of this car park and reduce unauthorised access.
- 8.16 Objections have also been received with respect to the increase of car parking on surrounding roads. Whilst this is acknowledged, a review of surrounding roads indicate there is a large number of on-street car parking spaces available, which could deal with the additional demand generated, which would be spread out across the area. It should also be noted that the parking changes have been in place since early January 2021 and there is no data available to suggest that there has been an increase in disruption or accidents on local roads. Whilst the planning system cannot control the approach taken by motorists to finding parking spaces, nor the decision to implement parking charges, it is likely that visitors to the area, should they find no on-street parking available, would then make use of the car park. As such, the impacts on the local highway are considered acceptable.
- 8.17 It is noted objections have been received from the residents association with respect to insufficient turning space for larger vehicles at the entrance to the Nature Reserve, however the proposal does not involve alterations to the width of the road nor turning spaces. As pointed out by the Residents' Association, large vehicles could need to turn upon seeing the parking charges. This is however considered not to be likely to occur frequently, as this section of Riddlesdown Road is not a through route and most navigation systems avoid areas of unadopted road (as Riddlesdown Road is beyond the entrance to Nature Reserve).
- 8.18 Therefore the proposal does not result in any unacceptable impacts with respect to access, parking and highways.

Conclusion

- 8.19 Overall, the proposal would comply with the relevant policies within the NPPF 2019, London Plan 2021 and Croydon Local Plan 2018.
- 8.20 All material considerations have been taken into account, including responses to the public consultation. Taking into account the consistency of the scheme with the Development Plan and weighing this against all other material planning considerations, the proposal is considered to be acceptable in planning policy terms.

Other matters

- 8.21 All other planning considerations including equalities have been taken into account