

PART 6: Planning Applications for Decision

Item 6.0

1. APPLICATION DETAILS – ITEMS 6.1, 6.2, 6.3 AND 6.4

1.1 This overview report seeks to avoid duplication within the individual reports and covers tranche-wide issues of use, phasing and cumulative impact (highways and car parking). This report has been arranged in accordance with the following sections:

Section 1: Application details

Section 2: Relevant planning policies and guidance

Section 3: Uses

Section 4: Phasing

Section 5: Cumulative traffic impact

1.2 It is imperative that Members digest the details contained within this report and preferably, before reading the individual scheme reports (Items 6.1-6.4).

1.3 Items 6.1, 6.2, 6.3 and 6.4 form of a tranche of Brick by Brick applications within Coulsdon which are interlinked. These are:

- **Item 6.1: Car Park at Lion Green Road (LBC Ref 17/06297/FUL)**
Redevelopment of site to provide 5 x five, six, seven storey buildings providing 96 one bedroom, 42 two-bedroom and 19 three bedroom flats; provision of vehicular access, residential and town centre car parking spaces, hard and soft landscaping works and new private and public amenity space.
- **Item 6.2: New Community Facility (anticipated as NHS Health Centre), Land to west of 41 Malcolm Road (LBC Ref 17/06218/OUT)**
Demolition of outbuilding and erection of three storey building for non-residential use (Use Class D1) together with a new access from Woodcote Grove Road, in lieu of the emerging site designation related to the linked scheme at Lion Green Road.
- **Item 6.3: Former CALAT Site, 41 Malcolm Road (LBC Ref 17/06217/FUL)**
Partial demolition and reconfiguration of the existing building, including the erection of a new multi-purpose function hall together with car parking, landscaping and other associated works to accommodate the relocated Coulsdon Community Centre (CCC).
- **Item 6.4 Coulsdon Community Centre (CCC), Barrie Close (LBC Ref 17/06216/FUL)**
Demolition of existing community centre and erection of 33 residential units comprising 4 one-bedroom flats, 12 two bedroom flats and 17 three bedroom

houses, together with provision of car parking, landscaping and other associated works.

2. RELEVANT PLANNING POLICIES AND GUIDANCE

2.1 Rather than repeat this section within each of the following reports, the below provides the relevant planning policies and guidance relevant to each scheme.

2.2 In determining any planning application, the Council is required to have regard to the provisions of the Development Plan in so far as it is material to the application and to any other material considerations. 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 adopted February 2018 and the South London Waste Plan 2012.

2.3 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 several key issues for the delivery of sustainable development, those most relevant to this case are:

- Promoting sustainable transport;
- Delivering a wide choice of high quality homes;
- Requiring good design.

2.4 The main policy considerations raised by the application that the Planning Committee is required to consider are:

2.5 Consolidated London Plan 2015

- 3.1 Ensuring equal life chances for all
- 3.2 Improving health and addressing health inadequacies
- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.7 Large residential developments
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 3.10 Definition of affordable housing
- 3.11 Affordable housing targets
- 3.12 Negotiating affordable housing
- 3.13 Affordable Housing thresholds
- 3.16 Protection and enhancement of social infrastructure
- 3.17 Health and social care facilities
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction

- 5.4 Retrofitting
- 5.7 Renewable energy
- 5.9 Overheating and cooling
- 5.10 Urban greening
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.16 Waste net self sufficiency
- 5.18 Construction, Demolition and excavation waste
- 5.21 Contaminated land
- 6.1 Strategic Approach
- 6.3 Effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing traffic flow and tackling congestion
- 6.12 Road Network Capacity
- 6.13 Parking
- 7.1 Lifetime neighbourhoods
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.5 Public realm
- 7.6 Architecture
- 7.7 Tall and large buildings
- 7.8 Heritage assets
- 7.9 Heritage led regeneration
- 7.13 Safety, Security and resilience to emergency
- 7.14 Improving Air Quality
- 7.15 Reducing and managing noise
- 7.19 Biodiversity and access to nature
- 7.21 Trees and Woodland
- 8.2 Planning obligations
- 8.3 Community infrastructure levy

2.6 Croydon Local Plan (adopted February 2018)

- SP2 – Homes
- DM1 – Housing choice for sustainable communities
- DM4 – Development in Croydon Metro Centre, District and Local Centres
- SP4 – Urban Design and Local Character
- DM10 – Design and character
- DM13 – Refuse and recycling
- DM14 – Public Art
- DM15 – Tall and large buildings
- DM16 – Promoting Healthy Communities
- DM17 – Views and landmarks
- DM18 – Heritage assets and conservation

- SP5 – Community Facilities
- DM19 – Providing and protecting community facilities
- SP6 – Environment and Climate Change
- DM23 – Development and construction
- DM24 – Land contamination
- DM25 – Sustainable drainage systems and reducing flood risk
- SP7 – Green Grid
- DM27 – Biodiversity
- DM28 – Trees
- SP8 – Transport and Communications
- DM29 – Promoting sustainable travel and reducing congestion
- DM30 – Car and cycle parking in new development
- DM37 – Coulsdon

2.7 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG, March 2016
- Homes for Londoners: Affordable Housing and Viability SPG, August 2017
- National Technical Housing Standards, 2015
- National Planning Practice Guidance, 2014
- Play and Informal Recreation SPG
- Accessible London: Achieving an Inclusive Environment SPG
- Sustainable Design and Construction SPG
- Croydon Public Realm Design Guide, 2012
- SPG Note 3 – Designing for Community Safety
- SPG Note 10 – Designing for Accessibility
- SPG Note 12 – Landscape Design
- SPG Note 15 – Renewable Energy
- SPG Note 17 – Sustainable Surface Water Drainage
- SPG Note 18 – Sustainable Water Usage

3. USES

- 3.1 The four sites are reliant on each other to a certain extent, to allow the resolution of various policy issues across the various sites.
- 3.2 Given the location of the four sites and their relationship to the Coulsdon District Centre, under current policy, an increase in residential development is generally supported along with encouragement of community uses and the provision of adequate public car parking for Coulsdon.
- 3.3 On a tranche wide basis, these objectives can be achieved through the provision of a community hub at the former CALAT site, with the existing site occupied by the CCC providing residential accommodation. The Lion Green Road site proposes to re-provide the required public car parking as well as residential units.
- 3.4 The former CALAT site has been identified as a community hub and subject to the provision of a new theatre facility, the site would be able to accommodate the existing uses (with room for some expansion and adaptation).

- 3.4 The southwestern section of the former CALAT site (fronting Woodcote Grove Road) has been identified as a D1 Community facility and the NHS have expressed an interest for a purpose-built unit at this location, although precise details remain limited at this time. The need for the facility has been identified in the Lion Green Road site allocation and expressed by the NHS for additional primary care capacity in Coulsdon. The proposed scheme of circa 1,500 sqm would meet their space requirements and comply with the NHS strategy for location and nominal size. It would also provide the required patient access (transport and vehicular) and the proposed 3 floors would be in line with establish practice for this size of facility.
- 3.5 With the provision of the community hub on the CALAT, both the CCC and Lion Green Road sites can maximise their residential redevelopment potential; 33 and 157 residential units respectively (190 total) of which around 50% would be affordable.
- 3.6 The public car parking at the Lion Green Road site is a high priority for business and residents within Coulsdon. Consequently, the Lion Green Road proposals incorporate 116 public car parking spaces.
- 3.7 It is necessary that all four applications are determined at the same time, with a future legal agreement provided to ensure that specific aspects are delivered and controlled through the town planning process. The Lion Green Road scheme is a referable application to the London Mayor and will be subject to a Stage 2 process.

4. PHASING

- 4.1 In terms of delivery, the phasing of these schemes is important to ensure that the required uses are re-provided sequentially, to mitigate loss of community facilities and ensure that the development is delivered in a suitable and regenerative manner.
- 4.2 As such, the re-provision of the community uses from the CCC site will need to be secured at the former CALAT site prior to any works commencing on the residential redevelopment of the CCC site. Furthermore, the private residential units proposed for the CCC site should not be occupied until such time as the affordable housing has been substantially completed and made available.
- 4.3 Whilst works can commence on the Lion Green Road independently of the other three developments, there is a similar requirement to restrict private occupation of residential units until such time as affordable housing has been substantially completed and made available. The D1 community space (currently earmarked for NHS health related facilities) would need to be safeguarded for the foreseeable future, to ensure the NHS have a defined period within which to commit funding and secure reserved matters.
- 4.4 These phasing of development is envisaged as follows:
 - Phase 1: Re-providing the CCC community use at the former CALAT site

- Phase 2: Redevelopment of the Lion Green Road site (including affordable housing delivery)
- Phase 3: Provision of residential at CCC with the affordable delivery first
- Phase 4: Provision of the new D1 Community use (possible NHS healthcare facility) at site southwest of former CALAT site, ideally prior to completion of Lion Green Road

5. CUMULATIVE TRAFFIC IMPACT ACROSS THE FOUR SITES AND CAR PARKING ISSUES

- 5.1 Concerns have been raised in respect to the cumulative impact of the various proposals and in particular, the impact on the Chipstead Valley Road (B2032)/Woodman Road/Woodcote Grove Road (A237)/Lion Green Road (A237) junction. Respondents have been particularly concerned about the impact that these schemes would have on the junction, alongside other permitted schemes and schemes currently under construction (including Cane Hill).
- 5.2 An additional junction impact assessment has been undertaken to assess these cumulative impacts. Individually, transport assessments have concluded that the trip generation for each site would not have a detrimental impact on the operation or safety of the local highway network. Significantly, a revised junction assessment has been undertaken to consider the impact of the combined schemes against the existing flows at the junction, as well as the net impact of the schemes, compared to previous consented schemes.
- 5.3 As regards the existing traffic flows, the survey results indicate that the traffic flows along the A237 Woodcote Grove Road (south of Malcolm Road) are evenly distributed during the average weekday and Saturday peak hours, as are the traffic flows along the A237 Lion Green Road (north of Brighton Road). The eastbound traffic flows along Malcolm Road are higher than the westbound traffic flows during the average weekday and Saturday peak hours.
- 5.4 Taking the cumulative trip assessment of the proposals, the assessment highlights that the weekday AM Peak would have a net impact of 28 trips (two way) at the junction; with 32 weekday PM Peak and 23 on Saturday PM peak. The existing traffic flows at the junction have been used to assess the traffic impact of the proposed developments – which were obtained from the previous 2014 Lion Green Road Transport Assessment (which includes surveyed flows plus traffic associated with Cane Hill, Pinewood and Red Lion developments).
- 5.5 The results highlighted that the traffic impact on the junction would be minimal, with a maximum increase of 1.5% occurring during the PM peak hour. This increase in traffic generated by the proposed developments during the peak hours again falls well within the standard daily fluctuation of peak hour traffic movements and would not have a quantifiable impact at this junction.
- 5.6 The assessment further looks at the previous 2014 Lion Green Road TA and plots the impact of a) the previously consented supermarket scheme at Lion Green Road and b) the cumulative impact of the current BxB schemes. The figures for the consented scheme a) covered the previously proposed

supermarket store; Cane Hill; Pinewood and Red Lion developments while b) covered the BxB proposals but excluded the previously proposed supermarket element whilst retaining the Cane Hill; Pinewood and Red Lion developments.

- 5.7 The comparison between the consented schemes and the proposed schemes highlighted a reduction in vehicles during the weekday PM Peak and Saturday Peak hour passing through the junction. However, there was an increase of 7 vehicles during the weekday AM Peak hour which occurred along Chipstead Valley Road. Strategic Transport accepts that the 7 additional AM trips passing through the Chipstead Valley Road/Lion Green Road junction can be accommodated in view of the completed right turn pocket on the western arm of the Chipstead Valley Road for right turners entering Lion Green Road
- 5.8 A mitigation measure identified in the Cane Hill Transport Assessment was to increase the size of the right turning pocket from Chipstead Valley Road (western arm) onto Lion Green Road, which has now been completed. This improves the functioning of the junction during all peak hours.
- 5.9 The submitted TA confirms that the impact of the proposed developments on the junction would be minimal, compared to existing traffic from the 2014 figures, with a maximum increase of 1.5% occurring during the PM peak hour. It is noted there is slight increase in traffic generated in the AM peak by the proposed developments, but it falls well within the standard daily fluctuation of peak hour traffic movements and would not have a quantifiable impact.
- 5.10 The TRANSYT modelling outputs from Appendix M of the Lion Green Road Waitrose TA (Fig 1) shows a maximum degree of saturation for the full scheme and committed developments to be: 91% during the AM peak hour, 93% during the PM peak hour and 92% during the Saturday peak hour.
- 5.11 The submitted TA confirms that the BxB development proposals would have the same degree of saturation during the AM peak hour as the modelled outputs. However, the proposals would have a lower degree of saturation during the weekday PM and Saturday peak hours. This is due to the proposals having a lower level of traffic passing through the junction than the approved scheme during the PM and Sat peak hours.
- 5.12 Officers therefore accept that the proposals would not have a material increase on the percentage saturation levels identified in the 2014 Lion Green Road TA for the approved schemes.
- 5.13 Furthermore, benefits from Green Travel Plans and Sustainable Travel Information Pack for residents; community centre users and potential patients (as a planning condition) should facilitate reductions in car use and should therefore improve the functioning of the junction during the peak hours. Therefore, the traffic impact of the proposed schemes would be negligible.
- 5.14 Consideration of on street/on site car parking is a common theme across all these planning applications and there has been a strong push to retain a reasonable level of public car parking at Lion Green Road, in order to support the continued

viability and vitality of Coulsdon District Centre and to allow it to compete successfully with rival centres (located situated beyond the GLA boundary). The schemes propose a reduction in existing (albeit temporary) on-site car parking provision at the former CALAT site (to make way for the proposed NHS facility) and all proposals have assessed capacity for on street car parking which suggests that any further car parking pressure can be adequately accommodate on-street (albeit located a short distance from main commercial activities).