

PLANNING COMMITTEE

30th November 2017

Addendum report

Item 5.1 (b) – Land to the North East of Barrie Close (Coulsdon Community Centre), Coulsdon, Chipstead Valley, Coulsdon CR5 3BE

The proposed car parking provision has been erroneously noted as 48 off-street spaces this is in fact 29 spaces. As such the table on page 4 should read as follows:

	1 bed	2 bed	3 bed	TOTAL	%
AFFORDABLE	2 (AR)	6 (AR)	0 (AR)	8	24%
	2 (SO)	6 (SO)	0 (SO)	8	24%
PRIVATE	0	0	17	17	52%
TOTAL	4	12	17	33	
FAMILY UNITS	12%	36%	52%		

Number of car parking spaces	Number of cycle parking spaces
29 residential car parking spaces	Unknown at this time

Also the paragraph 5.23 should be amended to read as follows:

- 5.23 Whilst the site is in an area with a poor Public Transport Accessibility rating of 2, it is within close walking proximity of bus service routes. The applicant proposes to provide 29 car parking spaces which is general acceptable to Strategic Transport although removal of some of the garages (highlighted above) might well have some implications on the on-site car parking capacity.

The NHS healthcare facility will be provided on the west portion of the site, rather than southern area of the site as stated at paragraph 3.4 and will form its own standalone outline application rather than a hybrid application as stated. The paragraph therefore should be amended to read:

- 3.4 The western section of the CALAT site (fronting Woodcote Grove Road) has been identified as a healthcare facility and NHS have expressed an interest in a purpose-built unit at this location, although precise details are unclear at this time. The NHS element would be likely to form an outline planning application for the CALAT site. A subsequent application for reserved matters for the health related facilities would be need to be submitted at a later date, once further details are released by the NHS and associated health providers.

Item 5.2 – Part of Car Park, Wandle Road, Croydon CR0 1DX

Further information has been received from the applicant as part of ongoing design development. This is summarised below:

The housing mix has changed slightly:

	1 bed	2 bed	3 bed	TOTAL
TOTAL FLATS	56	59	13	128

Affordable housing: The applicant has further considered the viability implications of providing affordable rent products as part of the overall affordable housing mix. Whilst the applicant and officers are exploring the impact of including affordable rent as part of the overall affordable housing mix, the applicant has indicated that providing 40% of units as affordable housing at a 40:60 (affordable rent/intermediate mix) could well render the scheme unviable and would not generate sufficient return to be able to purchase the land. These issues will continue to be discussed to ensure an affordable housing provision which maximises overall provision, meets local housing needs and maintains overall scheme viability.

Housing mix: The slight change to housing mix is not considered to be significant.

Massing: The applicant has provided more information with regards to the massing impact on heritage assets and townscape, which is being considered by officers.

Design and appearance: Ground plane significantly updated through the introduction of a colonnade, reconfiguration of internal layout to provide much more activity to Scarbrook Road through an enlarged residential lobby and moving bike and bin stores to the side and reducing plant areas. This is welcomed and provides a much more active frontage to the street. The colonnade needs to be looked at in more detail to ensure it doesn't separate the building from the street but it appears to be a positive solution. Some detailed design work is required at points where it meets the footway to ensure adequate pavement widths and no trip hazards. The facade design of bin and bike stores to the front and side needs to be carefully considered.

The landscaping design has been updated so that the area at the junction of Scarbrook and Wandle Road is more open, which is welcomed. The pedestrian route under the flyover has not been straightened; further analysis of this is required to investigate whether this would be possible with surrounding land ownerships.

Residential amenity: Communal amenity space has been introduced in the form of an enlarged residents lounge at ground floor level and a communal roof garden at the 22nd floor. These are positive revisions which are welcomed. Further analysis of child yields is needed and identification of an on or off site solution.

Item 6.1 51 Selcroft Road CR8 1AJ

There is an error in the description of development which should read as follows

Demolition of existing building and erection of a two storey building including accommodation within the main roof slope and creation of basement level to form 7 flats (2x1 bedroom, 4x2 bedroom and 1x3 bedroom) provision of 6 parking spaces, refuse storage and cycle stores).

Item 6.3 - Former Essex House, George Street, Croydon CR0 1PJ

Further GLA response: an email was received on 27th November 2017 confirming that the GLA accept that the offer of 20% made is the maximum reasonable in this instance. They state that early, clawback and late stage reviews must be secured in accordance with their Stage 1 report.

Corrections to Report: the following corrections should be made to the report:

- Page 96, Informatives, Point 6 – First line – replace ‘*condition(s)*’ with ‘*informative(s)*’.
- Page 96, Paragraph 3.4, First line – replace ‘*30th February 2018*’ with ‘*1st March 2018*’.
- Page 97, Paragraph 4.1, Fifth bullet point, Fourth line – replace ‘*435sqm*’ with ‘*607sqm*’.
- Page 119, Paragraph 9.78, Fourth line – replace ‘*184m*’ with ‘*193m*’.
- Page 121, Paragraph 9.88, Second last line - replace ‘*49%*’ with ‘*45%*’.
- Page 121, Paragraph 9.89, Fourth line – replace ‘*430sqm*’ with ‘*607sqm*’.

Item 6.5 - 49-51 Beulah Hill, Upper Norwood, London SE19 3DS

Amendment to Affordable Housing Offer: since the committee report was published the applicant has revised their affordable housing offer from 7 shared ownership units (21% of the total) to 12 shared ownership units (36% of the total). This would include 1 x 1-bedroom; 10 x 2-bedroom; and 1 x 4-bedroom unit all within Block A.