

Another Intensive Planning Application in Sanderstead

Over the previous months Croydon Council has granted permission for a number of single houses to be redeveloped into multiple dwellings in this area against the wishes of a majority of residents who have objected to them and the Council has consistently ignored the views of residents.

The latest application is for No. 12 The Ridge Way to be demolished and replaced by NINE apartments. This may be viewed on the Council's on-line planning register www.croydon.gov.uk/planningandregeneration/view-application and clicking on `Planning Applications`. Enter the reference 18/05896/FUL to view the proposal.

We believe that the proposal should not be approved for some very relevant reasons mainly because the proposal does not comply with the following requirements of the Croydon Local Plan 2018¹

Policy DM 43.3 and Table 11.11 Proposals for uses of land of specific sites in Sanderstead

This area of Sanderstead is not included in the plan and therefore the proposed development is not compliant with the published Croydon Local Plan.

Policy SP2 – Homes

The plan includes the following requirements:

Item SP2.8[b] - Ensuring that all new homes designed for families meet minimum design and amenity standards set out in the Croydon Local Plan's Detailed Policies and Proposals and other relevant London Plan and National Technical Standards (2015) or equivalent.

Item 6.29 - The Council recognises that the built environment and landscape play a vital role in creating and reinforcing positive perceptions, and engendering a sense of place. Croydon Local Plan Strategic Policy SP4, 'Urban Design and Local Character' supports the creation of places that are well designed, safe, accessible, inclusive and enrich the quality of life for all those who live in, work in and visit the borough. To achieve this, the Council will encourage and continue to work with developers to ensure that all developments are of high quality. Croydon has strategic objectives to ensure that high quality new development both integrates respects and enhances the borough's natural environment and historic environment, to create spaces and buildings that foster safe, healthy communities.

Item 6.30 A fundamental part of achieving high quality built environments is through understanding the local character and the qualities which contribute to local distinctiveness.

The proposed development fails to respect the above and specifically does not comply with the following requirements:

DM10.11 - Areas of focussed intensification

Only in the locations described in Table 6.3 and shown on the Policies Map as areas of focussed intensification may new development be significantly larger than existing.

The proposal [one dwelling superseded by nine dwellings is significant larger in respect of the number of dwellings in this area of Sanderstead. As it is not within a designated area for intensification, the proposed development is therefore not compliant.

DM10.1 Policy DM10: Design and character

Proposals should be of high quality and should respect:

b. The scale, height, massing, and density;

Where a conversion or house in multiple occupation is proposed the Council will also consider the effects of noise, refuse collection and additional car parking on the character of an area. For this reason, the Council will seek proposals to incorporate parking within the rear, to the side or underneath the building.

Table 10.1 Car parking in new development

To promote sustainable growth in Croydon and reduce the impact of car parking new development must reduce the impact of car parking in any development *located in areas of good public transport accessibility or areas of existing on-street parking stress.*

London Plan ²- Table 6.2 Car parking standards

Maximum residential parking standards			
<i>number of beds</i>	<i>4 or more</i>	<i>3</i>	<i>1-2</i>
<i>parking spaces</i>	<i>up to 2 per unit</i>	<i>up to 1.5 per unit</i>	<i>less than 1 per unit</i>

In outer London areas with low PTAL³ (generally PTALs 0-1), boroughs should consider higher levels of provision, especially to address ‘overspill’ parking pressures.

Policy 6.3 Assessing effects on development on transport capacity

Planning decisions

A Development proposal should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed.

B Where existing transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans exist for an increase in capacity to cater for this, boroughs should ensure that development proposals are phased until it is known these requirements can be met, otherwise they may be refused. The cumulative impacts of development on transport requirements must be taken into account.'

In a report to Croydon London Borough Council by Paul Clark MA MRTPI MCMI an Inspector appointed by the Secretary of State for Communities and Local Government dated 16th January 2018, concluded [paragraph 135] that:

'the Setting of Sanderstead..... where the PTAL rating at 1b is one of the lowest accessibility ratings in London and so falls below the lowest end of the range which should be considered for intensification, according to the Council's own criteria.

No enhancement to the existing bus services [403 and 412] is proposed to improve the PTAL rating and currently there is a proposal to restrict these routes to terminate/start on the fringe of Croydon Town Centre thereby making the use of them even more unattractive resulting in a potential PTAL rating of 1a – the lowest possible.

Policy DM30: Car and cycle parking in new development

To promote sustainable growth in Croydon and reduce the impact of car parking, new development must reduce the impact of car parking in any development *located in areas of good public transport accessibility.*

Item 10 of the Design and Access Statement

The proposal includes 6 x parking spaces to the front of the property, and will in turn increase the amount of parking roadside, and

The findings within the Transport Statement show that the proposal will have an insignificant impact on the highway.

These statements conflict.

Ridgeway Primary School and Nursery

Applicants for school in Croydon are able to express a preference for up to six maintained primary schools or academies within the Local Authority area. Because of the high regard in which this school is held it results in the need to travel into the area. The low PTAL results in many attendees having to travel by car which causes severe traffic congestion with resultant delay and exhaust pollution both to school children and to residents.

The resultant street parking as a result of the proposed development will only make this situation worse.

As Croydon is an outer London area with low PTAL the requirements in the London Plan table 6.2 requires the planning authority to consider higher levels of provision, especially to address 'overspill' parking pressures.

The proposed off-street car parking provision is totally inadequate and should be increased as required by the London Plan requirement and the congestion to traffic generated by Ridgeway school.

¹ Croydon Local Plan 2018 : A Development Plan Document forming part of the development plan for Croydon - 27 February 2018

² THE LONDON PLAN : THE SPATIAL DEVELOPMENT STRATEGY FOR LONDON CONSOLIDATED WITH ALTERATIONS SINCE 2011- MARCH 2016

³ PTAL – Public Transport Accessibility Level. A calculated approach based on the distance from any point to the nearest public transport stop and service frequency at those stops. The result is a grade from 1–6 (including sub-divisions a and b), where a PTAL of 1a indicates extremely poor access to the location by public transport and a PTAL of 6b indicates excellent access by public transport.

If you agree with the conclusions that this proposed re-development is inappropriate, please exercise your right to say so, using the issues in the commentary on the Associations' web-site and/or adding your own views.

Comments may be made quoting the reference No. 18/05896/FUL either on line or in writing to:

Development Management,
London Borough of Croydon,
Bernard Wetherill House,
8 Mint Walk,
CROYDON CR0 1EA

THE CLOSING DATE FOR COMMENTS IS

THURSDAY 17TH JANUARY 2019