

Agenda Item: 6.10

This is a Major Application for which the 13 week period expires on 11/05/2006.

06/00558/P

09/02/2006

Addiscombe

Application for outline planning permission

Agent:
CgMs Ltd
Morley House
26 Holborn Viaduct
London
EC1A 2AT

Applicant:
Goldcrest Homes
(Strategic Land) Ltd

Location: Land at Cherry Orchard Road (Opposite Oval Road), Cherry Orchard Road, Croydon, CR9

Description: Erection of a six storey building comprising 14 two bedroom flats; formation of vehicular access and provision of associated parking spaces

Drawing No(s): P/1.1, P/1.2

Recommendation: **Refuse Permission**

Reason(s) for refusal :-

1. The proposed scheme would result in the piecemeal development of an area of land available for redevelopment. As such the proposed building fails to maximise the potential of the land for housing purposes and fails to contribute to the promotion of sustainable patterns of development. As such, the proposal would be contrary to policies BE1, BE3, BE6, BE10, H10, SP23 and CC13 of the Adopted Unitary Development Plan and policies UD2, UD8, UD18, SP20, SP21, H10, SP16 and T30 of the Second Deposit Draft Replacement Unitary Development Plan (the Croydon Plan), and Adopted Supplementary Planning Guidance 11 'Croydon Vision 2020'.
2. The application site has the potential to provide a residential development of more than 15 units which would normally require the provision of affordable housing. In the absence of such provision, the proposal would be contrary to policies SP24 and H13 of the Second Deposit Draft Replacement Unitary Development Plan (the Croydon Plan) and Supplementary Planning Guidance 6 'Affordable Housing'.
3. The site is located within an area identified as 'very high accessibility to public transport' and would therefore be suitable for zero on-site parking provision. The proposed provision of 8 car parking spaces would therefore fail to support the promotion of sustainable transport choices and to reduce growth in the number of motorised journeys. As such, the proposal would be contrary to policies SP23 and T6 of the Adopted Unitary Development Plan and policies SP16 and T30 of the Second Deposit Draft Replacement Unitary Development Plan (the Croydon Plan).

New Trial Report Format

Ward: Addiscombe

DEVELOPMENT CONTROL COMMITTEE

Lead Officer: Head of Planning Control

30 March 2006

Application Number: 06/0558/P, Land at Cherry Orchard Road (Opposite Oval Road), Cherry Orchard Road, Croydon

SUMMARY

1.1 Outline application for :

- Erection of a six storey building for use as 14 x 2 bedroom residential units
- Formation of vehicular access from Cherry Orchard Road
- 8 on-site parking spaces

2. RECOMMENDATION

2.1 Refuse outline permission for the reasons set out in the agenda.

3. BACKGROUND

3.1 Site Description

The site:

- Is located on the western side of Cherry Orchard Road, slightly north of the junction with Oval Road opposite
- Site area is 0.048 hectares
- Is currently vacant with hoardings

3.2 Surrounding Area

- The site immediately abuts the railway line and East Croydon Station to the west
- Immediately to the south of the site are two vacant parcels of land fronting Cherry Orchard Road
- Further south, is Amy Johnson House, a vacant 7 storey office building
- To the north is a car park associated with the commercial use of number 41 Cherry Orchard Road.
- To the east, on the opposite side of Cherry Orchard Road is a small area of open space fronting the highway and 4 storey residential mansion block (Cherry Orchard Gardens) beyond this.

Designations

- The site is located within Central Croydon

- The western (rear) portion of the site is designated as an area Suitable for High Buildings
- Cherry Orchard Road is a London Distributor Road

3.2 Relevant history

- There is currently an application pending consideration on land further to the south. The application has been submitted by the same applicant and is for the 'erection of an eight storey building comprising 14 x 2 bedroom residential units, formation of vehicular access and associated parking spaces. (06/0559/P). This application is also contained on this agenda.

3.3 Proposal

Outline application (only access and siting for determination at this stage, all other matters reserved) for:

- Erection of a six storey building comprising 14 x 2 bedroom residential units fronting Cherry Orchard Road
- Residential accommodation located at first to fifth floor levels
- Building would be sited 6 metres from front boundary of site
- Illustrative drawings show the building a total of 16 metres in height
- 8 on-site parking spaces (including 2 disabled spaces) along rear boundary of site
- Vehicular access via an undercroft at ground floor level
- Refuse and cycle storage are located at ground floor level
- Private balconies/roof terraces for each unit

4 PLANNING POLICIES:

- Unitary Development Plan:

SP1, SP2, BE1, BE2, BE3, BE4, BE5, BE6, BE8, BE9, BE10, BE11, BE12 , BE15, BE16, BE17, BE18, BE21, BE23, BE26, SP9, R015, SP12, SP13, SP14, SP16, EP10, SP18, SP23, SP25, T2, T6 ,T23, T31, T37, SP30, SP31, SP32, H2, H11, H15, SP41, SP 42, SP43, SP 44, CC31

- Second Deposit Draft Replacement Unitary Development Plan (the Croydon Plan):

SP1, SP2, SP3, UD1, UD2, UD4, UD5, UD6, UD8, UD10, UD11, UD14, UD16, UD18, SP8 , RO15, SP11, SP12, EP6, EP7, EP8, EP9, EP15, SP16, T2,T6, T10, T14, T30, SP20, SP21, SP22, SP 24, H2, H10, H13 H13a, IMP1

- Supplementary Planning Guidance

SPG 6 – Affordable Housing
 SPG 11 – Central Croydon
 PGN 1 – Planning Obligations

5. CONSULTATIONS

- The application was advertised in the local press as a major application
- 67 adjacent occupiers notified. No replies have been received.
- Network Rail have been consulted on the application. They have no objections subject to conditions on any planning permission including a requirement that all buildings be set back 2 metres from the boundary with the operational railway.

6 CONSIDERATIONS

6.1 Use policies

- Use of the site for residential purposes is encouraged and supported. The land is not protected by any other policies in the UDP and the proposal would develop a vacant brownfield site in an urban area that is highly accessible to the shops and services of Croydon Town Centre. It is located in an area of very high accessibility to public transport (PTAL level 6b), the site being in walking distance to both East and West Croydon Stations, Tram Link and numerous bus routes. In this respect residential development of the site would accord with government guidance to re-use previously developed land, in order to promote regeneration and minimise greenfield land being taken for development. It would also support policies relating to sustainable patterns of development in terms of reducing the need to travel, particularly by car. However, the proposal would fail to fully support sustainability aims as set out in policies UD2, UD18 and H10 of the second deposit draft UDP in respect of encouraging higher density development in areas well served by public transport. The proposal does not maximise the use of this highly accessible site, and does not accord with policies to maximise housing development at such locations. The site is clearly suitable for a higher building and could also make better use of the rear of the site, in view that a car-free development should be encouraged on this site.
- The proposal is also a piecemeal development of a potentially larger development site (which includes the two adjacent parcels of land to the south; one of which is also proposed for residential development). The integrated development of these sites would increase the potential to make more efficient use of the land.
- The site is located within an area deficient in local open space. A contribution of £16,472 would be required towards the enhancement of a nearby recreational space to comply with Policy RO15 of the Second Deposit Draft UDP and PGN1.

6.2 Affordable housing

- The number of units proposed falls just below the threshold of 15 which would require an element of affordable housing in compliance with policy H13 of the Second Deposit Draft UDP. As the proposal represents an underdevelopment of the site the failure to provide affordable housing would be contrary to the Council's normal policies.

6.3 Townscape issues

- Whilst the bulk, mass and height of the building is not unacceptable in terms of the impact on the streetscene, given that the site is considered suitable for higher densities, it is not considered that these issues are appropriate in terms of achieving sustainable development. It is considered that the site should accommodate a higher building that would not have any adverse impact on the streetscape or visual amenities.
- The proposal would also result in a 'dead frontage' at ground floor level with the cycle and refuse store and undercroft vehicular access fronting the street.

6.4 Amenities of adjoining and nearby occupiers:

- No adverse impact on levels of daylight/sunlight received, privacy or outlook to any existing occupiers opposite the site.
- The site could accommodate a higher building without detriment to the amenities of any adjacent occupiers.

6.5 Amenities of future occupiers

- The standard of accommodation is considered acceptable with all units providing an adequate internal floor area.
- All units would have access to a private balcony or roof terrace.
- The proposal would provide satisfactory internal noise levels subject to mitigation measures set out in acoustic report submitted by the applicant.

6.6 Highways and parking

- Given the accessibility of the site, the Council would support and encourage zero parking provision in line with Policy T30 of the Second Deposit Draft UDP. 8 parking spaces is therefore an overprovision of spaces and fails to promote sustainable transport choices. One/two disabled persons parking spaces is the maximum that would be considered appropriate.
- The proposed refuse and cycle storage areas are considered acceptable.
- A contribution of £9,800 would be required towards Sustainable Transport in line with PGN1.

Security

- The Council's Crime Prevention Officer has no objections to the proposal subject to prevention of casual access to the rear, sides and parking area of the site.

6.7 Other Contributions

- The developer would also be expected to contribute to the implementation of the 2020 Vision by means of a contribution to improvements to the public realm and towards public art in line with PGN 1 and SPG 11. The art should be integrated with the development's architectural elements.

7. ENVIRONMENTAL CONSIDERATIONS

- Although information has been provided on BREEAM/Eco Homes rating and renewable energy, further information can be provided at the reserved matters stage.
- A historical review of the site would be required to assess the potential for contaminated land.

8. EQUALITIES CONSIDERATIONS

- The proposal provides for 2 disabled parking spaces.
- Level access would be determined at detailed design stage
- All units would be designed to Lifetime Home standards. Any application would require 10% of the units to be wheelchair accessible. This would be determined at the reserved matter stage.

Case Officer: Samantha Maxted
Background Documents:
Contact Officer: Philip Mills 020 8760 5419