

ACTION REQUIRED! Over-development – Block of 40 Flats on Higher Drive.

A new planning application has been registered with Croydon Council proposing to demolish 3 family homes at 59-63 Higher Drive and build a 5 storey block of FORTY flats.

The proposal provides 40 Flats:, 9x 1 bedrooms, 27x 2 bedrooms, 4x 3 bedrooms with a potential to sleep 150 people in total. On site parking will be provided for just 24 cars.

Please submit objections to this proposal to Croydon Council. We need the council to recognise the strength of the residents' feeling on this and therefore prevent the further urbanisation of this leafy area.

The front of the block of flats



ALL OBJECTIONS SHOULD BE LODGED WITH THE PLANNING OFFICE NO LATER THAN 22nd AUGUST 2019!!

You can see the details of the planning application with documents by going to:

<http://publicaccess2.croydon.gov.uk/online-applications>

Enter the reference **19/03282/FUL** or type in **Higher Drive**

Once you have found this planning application, you can submit comments on line. OR

- Write to Jan Slominski at Development Management, London Borough of Croydon, Place Department 6th floor, Bernard Weatherhill House, 8 Mint Walk, Croydon CR0 1EA.
- or email your objections to dmcomments@croydon.gov.uk

Please ensure you include the planning reference 19/03282/FUL on all correspondence.

You can also let your local councillors Simon Brew, Badsha Quadir, and Oni Oviri know of your objection by copying:

simon.brew@croydon.gov.uk

badshir.quadir@croydon.gov.uk

oni.oviri@croydon.gov.uk

There are several reasons why you would consider this application unacceptable. This affects **all local residents**. You are encouraged to word your reasons in your own way, but please be aware of:

Design / massing/layout/ character

- The design of the flats in terms of width, size and depth is out of character. Much larger than all consented flats on the road- 9 flats
- The “boxy” square building is typical of an office block and is totally out of keeping with the local street scene which, apart from St Barnabas church, consists ENTIRELY of gabled houses.
- Grey design is not in keeping with local houses. Apart from St Barnabas, the dominant colour of all local buildings is red brick. The predominantly grey brick façade is TOTALLY out of keeping with the local area.
- The Croydon plan makes no allowance for 5 storey developments in residential areas. It does say 1 additional storey to the prevailing building height. There is no case for suggesting that 4 storey buildings are “prevailing” in this area of Higher Drive.
- The plan tried to justify the extra (5th) storey in the middle as it provides visual differentiation with the sides. But differentiation can equally be provided via use of different facing materials and the proposal can be limited to 4 storeys which would be in line with the CLP.
- SPD2 requires that buildings are not built to complex contorted designs to comply with the 45-degree rule. This building is very highly contorted with angled frontage, very complex roof design)
- The curved frontage serves to emphasise the middle 5 storey block and makes the design more imposing/dominant on the street scene

Loss of trees and damage to leafy scene

- A very large number of trees will be removed to provide this design – this is contrary to acceptance in SPD2 that this is a leafy area and that trees are part of the “character”.
- The proposal is for trees to be planted close to the front and rear windows. These trees serve to soften a very blocky design. Future residents will likely seek to prune/remove the trees as they block the light to their living spaces. The design should be moved back from the road and the depth of the building reduced so that there is sufficient space to soften the design with trees and shrubs.
- Similarly, the landscaping to the front proposes car parking under trees. These cars will be susceptible to bird-faeces and tree-debris falling onto their paintwork. The owners of these cars will all seek to prune/remove the trees in an effort to safeguard their cars.

Traffic and Highways:

- The proposal provides 24 off-road parking spaces for 40 flats. Cumulative impact of parking when combined with consented applications at 76 and 78 Higher Drive have not been taken into account
- The transport survey allows for 108 on-road parking spaces but this was only carried out overnight. Highest parking stress in the immediate area probably occurs on Sundays during church services at St Barnabas. The parking space calculations are therefore invalid and should be redone.
- The parking stress fails to take account of the topography of the road, which has a blind crest to the hill. The junction with Bencombe is already dangerous for cars and pedestrians.
- It allows 24 spaces on the basis of recommended levels for “good/ excellent PTAL” ratings, but concedes the PTAL rating is 1a which is the worst rating, so is therefore flawed.
- Only 57% of possible parking has been provided; this is inadequate given the local

topography which results in a much higher incidence of car ownership. This is particularly true for the elderly/disabled would otherwise be marooned at the top of the hill.

- The parking stress survey assumes parking on both sides of the street, yet the same document admits that parking on both sides will cause congestion. This is another example of how this unwelcome development will damage the local environment.
- Delivery drivers are likely to double-park and block traffic on Higher Drive because all available street parking will be occupied. With 40 flats there will be a significant number of such deliveries each day
- With the significantly higher level of demand for on-street parking, drivers will park close to the proposed driveway entrances/exits. It is clear from this proposal that the significant number of cars exiting from the site will have very limited sight-lines on pedestrians and vehicles on Higher Drive. The application provides no indication of sightlines to show that cars will be able to safely egress from the site.
- **Interestingly, the council completed a wide-area traffic survey in Nov 2018 – one of the sites for the survey being right in front of the proposed development. The council's own data indicates that there are excessive levels of speeding in front of the development site. This is very dangerous and with increased onstreet parking will increase the risk of fatal accidents.**

We need as many residents as possible to show support so that we can stop this overdevelopment.

Foxley Residents Association – foxleyra@gmail.com