

To: Mr George Clarke - Case Officer
Development Management
Development and Environment
6th Floor
Bernard Weatherill House
8 Mint Walk
Croydon
CR0 1EA

**Monks Orchard Residents' Association
Planning**

3rd March 2021

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Reference	21/00222/FUL
Alternative Reference	PP-09430433
Application Received	Mon 18 Jan 2021
Application Validated	Wed 17 Feb 2021
Address	211 Wickham Road Croydon CR0 8TG
Proposal	Demolition of the existing outbuildings to the rear of the shop and erection of a two-storey building containing four flats, with car parking and other associated alterations
Status	Awaiting decision
Consultation Expiry Date	Fri 26 Mar 2021
Determination Deadline	Wed 14 Apr 2021

Dear Mr Clarke

We do not fundamentally object to this proposed development at this location as its character blends well with the surrounding existing properties. However, there are still areas of concern on access that need to be resolved prior to a decision which could be the subject of amendments or conditions for acceptability.

Parameters Relevant to the proposal:

211 Wickham Road		Ref: 21/00222/FUL											
Site Area		0.03 ha											
	Floor	Bedrooms	Bed Spaces	Habitable Rooms	GIA Provided	GIA Required (Table 3.1)	Built-In Storage Provided	Built-In Storage Required (Table 3.1)	Communal Amenity Space Provided	Private Amenity Space Provided	Private Amenity Space Required	Play space	Car Parking Provision
Flat 1	Ground	3	4	4	74.3	74	3.4	2.5	Nil	34.3	7.0	?	4
Flat 2	First	1	1	2	44.2	39	1.4	1.5		5.0	5.0		
Flat 3	Ground	1	1	2	37.0	37	0.3	1.5	Nil	120.0	5.0		
Flat 4	First	1	1	2	44.2	39	1.4	1.5		5.0	5.0		
Total		6	7	10	199.7	189	6.5	7	0	164.3	22	?	4
Average hr/unit		2.5 hr/unit											
Residential Density		233.33 Bed-spaces/ha											
Residential Density		333.33 hr/ha											
Housing Density		133.33 units/ha											
PTAL	2011	2											
PTAL	2031	2											
Car Parking Provision		4											
Car Parking per person		0.57 spaces/occupant											

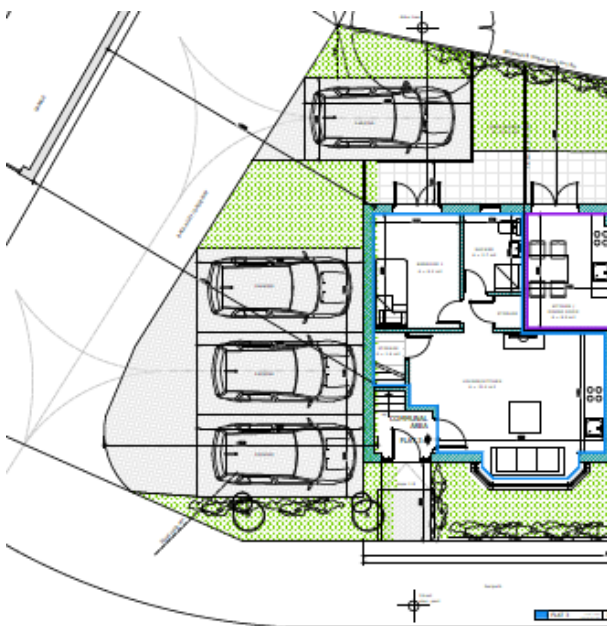
Outstanding Comment #1:

Accessibility of Parking Bays numbers one to four.

The Applicant Design and Access Statement states:

“The proposal would benefit from four off-street parking bays created to the side and rear of the development, utilising the existing road access. The bays will be available for blue badge holders and/or electric/PHEV vehicles as both spaces will be served by an electric charging station. Wall-mounted charging stations will also be provided within the cycle storage area for any occupiers who have electric bikes. The site has a PTAL of 2. The proposal would have no impact on highway safety in comparison to the existing situation. Visibility splays and swept path have been provided on the drawings.”

Accepting that the vehicles are parked as shown on the plans provided, in a forward direction, and that the Access Drive is $\approx 4.7\text{m}$ wide, it is still unclear how each would park in a forward direction and then exit from the parking bay (if all other Bays were occupied) and then exit the driveway across the footpath safely with adequate sight lines, in a forward gear.



The indication on the ground floor plans show the swept paths of a 'point of zero dimensions' rather than 'the path of a vehicle' and especially the path of the forward and rear wheels. The depicted paths appear to assume on the first reversal, that the front wheels jump from $\approx 40^\circ$ to $\approx 80^\circ$ without any manoeuvre taking place, which is a physical impossibility.

It is suggested that proper full effective swept path illustrations for entrance and exit to/from each parking bay, with all other bays occupied and avoiding any collision with the boundary fencing, be provided for a family sized car of nominal dimensions and wheelbase, to the case officer for examination prior to a decision being made as these vehicle movements would apply for the life of the

development.

Outstanding Comment #2:

SPD2 Chapter 2 Suburban Residential Developments Section 2.29.4

“Entrances should avoid tall wall or wooden fences either side of a new driveway that close off the development to the street.”

It is noted that the $\approx 1.8\text{m}$ **Close Boarded fencing** on the side boundary of **2 Ridgemount Avenue** precludes any visibility splay of the footpath to the north when exiting the new access driveway for the proposed car parking bays into **Ridgemount Avenue**. It may be possible for the applicant to negotiate a reduction in height of the first fence panel, to less than 0.6m high at the entrance to the side passage to allow safe sight lines to be available for safe exiting from the new parking spaces.

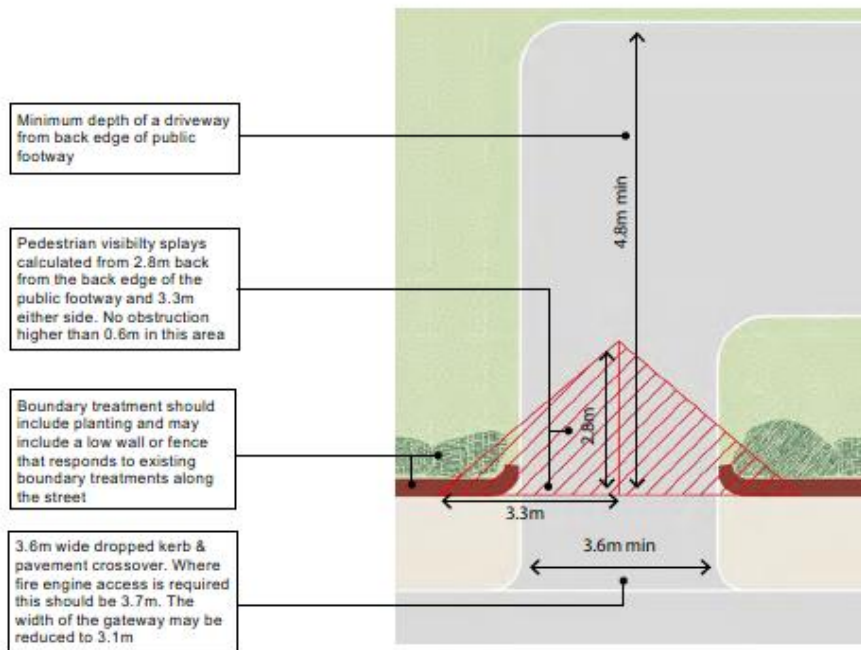


Figure 2.29e: Requirements for entrances and boundary treatments.

SPD2 Policy 2.29 e) states: For “Pedestrian Visibility Splays from 2.8m back from the back edge of the public footway and 3.3m either side **there shall be no obstruction higher than 0.6m**”.



Access Driveway at boundary of #2 Ridgemount Avenue Showing the 1.8m Tall Fencing up to the boundary of the Public footpath, precluding any visibility splays to the North as viewed from the Exit from the New Parking Bays into Ridgemount Avenue.

Please consider these comments as constructive observations which need to be considered prior to a determination.


Please register our submission on the on-line comments for this application as **Monks Orchard Residents' Association (Neutral)**.

Please inform us of your recommendation and decision in due course.

Yours sincerely



Derek C. Ritson - I. Eng. M.I.E.T. (MORA Planning).



Sony Nair – Chairman, Monks Orchard Residents' Association.
On behalf of the Executive Committee, MORA members and local residents.

Cc:

Ms. Nicola Townsend	Head of Development Management (LPA)
Cllr. Gareth Streeter	Shirley North Ward Councillor
Cllr. Richard Chatterjee	Shirley North Ward Councillor
Cllr. Sue Bennett	Shirley North Ward Councillor

Bcc:

MORA Executive Committee
Local effected Residents