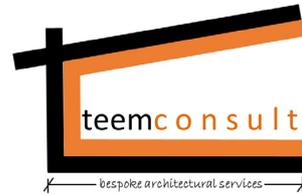




PLANNING STATEMENT

518 LONDON ROAD



Construction of staff lock up garage on existing adjacent
car park at

518 London Road,
Thornton Heath,
CR7 7HQ
For

North Croydon Medical Centre

ISSUE 1

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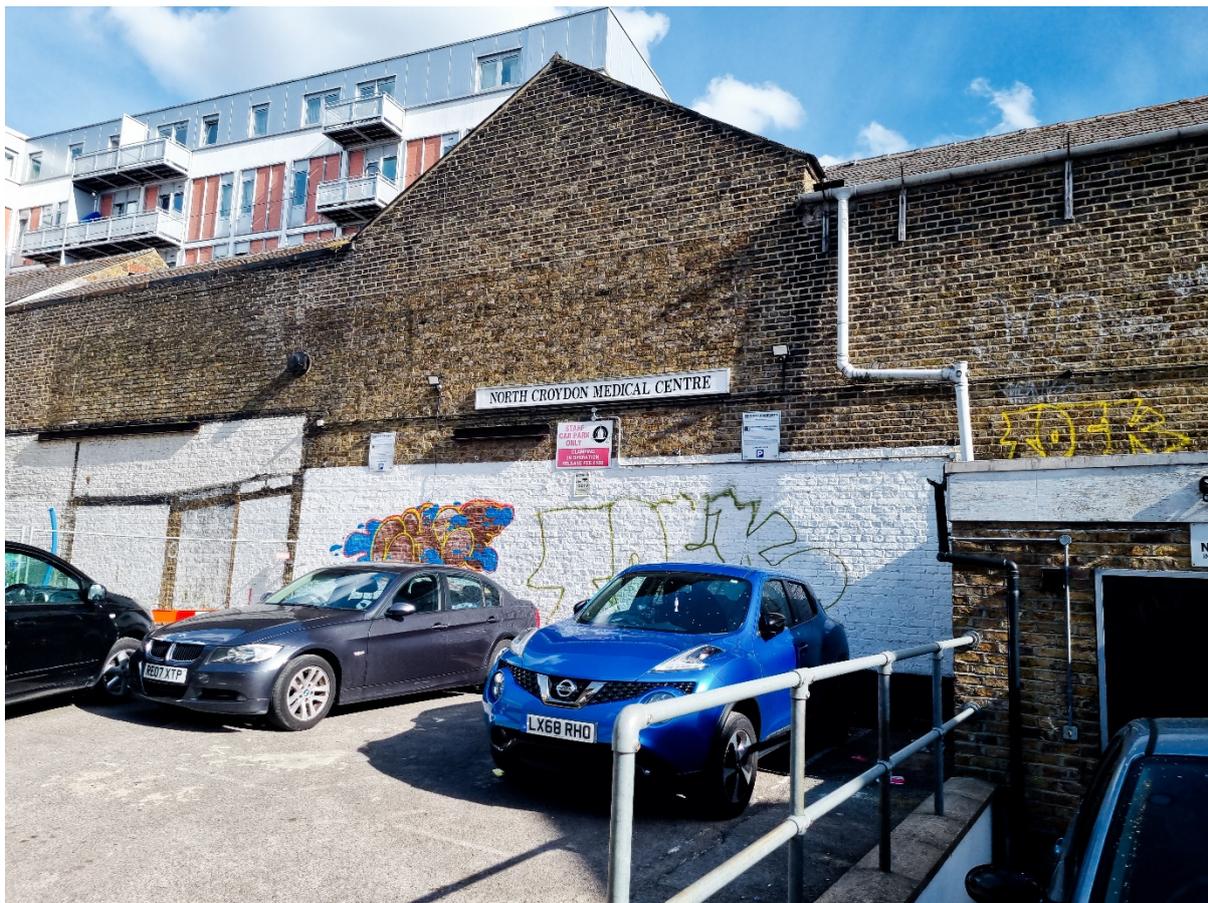


1. INTRODUCTION

This statement has been prepared by Teem Consult Ltd on behalf of **North Croydon Medical Centre** to support the Planning Application for the Construction of staff lock up garage on existing adjacent car park at 518 London Road. The site is situated behind the medical centre on Crossland Road. The site is currently used as a car park.

This document lays out the proposals aspirations and development considerations in context with relevant planning policies and guidance. It is concluded with a summary of evidence as highlighted in the main body of the report.

This document provides background research material, the planning strategies and illustrative information to be read in conjunction with the Planning Drawings submitted to Croydon Council.



2. SITE DESCRIPTION

LOCATION

The proposed site is located on Crossland road at the rear of the medical centre at 518 London road. It also lies adjacent to a recently approved scheme, the erection of five storey building comprising car repair workshop on ground floor and 3 one bedroom, 2 two bedroom and 2 three bedroom flats.

DESCRIPTION

The site has had a history of vandalism, littering and defecation due to it being open and easily accessible to the public and its location. There is a separate disabled bay sited closer to the annex building of the centre. This bay is on a lower platform compared with the rest of the car park and is partially bordered with a dwarf brick wall and metal railings.

The existing car park ground conveniently holds 5 cars and is of a tarmacadam finish ramped off Crossland road.



PLANNING HISTORY

With regards the Croydon Council planning portal database, there are 4 planning applications that relate to the application site. These are listed below:

1987 - Use of part of ground floor from residential accommodation to additional facilities for doctors surgery and for the provision of first floor residential accommodation – Application Permitted

1993 - Use of first floor as offices ancillary to medical practice on ground floor – Application permitted

1994 - Illuminated front canopy sign – Application permitted

1994 - Erection of front canopy – Application permitted

1995 - Demolition of existing building; erection of single/two/ three storey building to provide doctor's practice; provision of 4 parking spaces– Application permitted

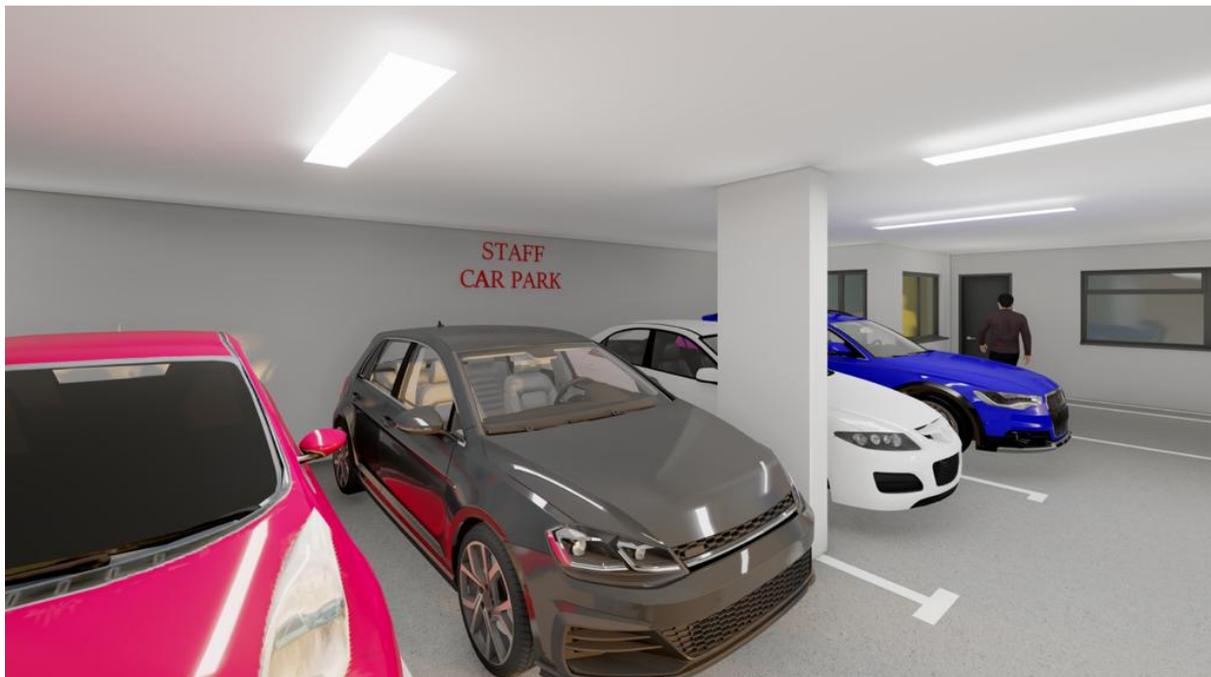
2002 - Erection of two storey rear extension– Application permitted

2006 - Illuminated fascia and wall mounted signs– Application permitted

3. PROPOSAL

PROPOSED LOCK UP GARAGE

This application seeks to provide a lock up garage on the same grounds used as the existing parking. The garage will be for the exclusive use of staff at the North Croydon Medical Centre though one unit will be reserved as a disabled parking bay for patient use in compliance with equality act. The garage will be built with a solid brick wall and flat timber roof. The doors will be sectional steel fabricated doors.



OPENING HOURS

The proposed garage is for the sole use of medical staff and as such the opening times are linked with that of the medical practice:

Monday	8.00am - 8.00pm
Tuesday	8.00am - 8.00pm
Wednesday	8.00am - 8.00pm
Thursday	8.00am - 8.00pm
Friday	8.00am - 8.00pm
Saturday	CLOSED
Sunday	CLOSED
Bank Holidays	- Closed

4. PLANNING POLICY CONTEXT

The adopted development plan and key policies relevant to the site are listed below:

National Planning Policy Framework (2019)

Croydon Local Plan (2018)

NATIONAL PLANNING POLICY FRAMEWORK (2019)

The NPPF emphasises in Paragraph 14 on the “presumption in favour of sustainable development”. This means that development proposals that accord with the development plan should be approved and, where the development plan is absent, silent or relevant policies are out of date, planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits or specific policies in this Framework indicate development should be restricted. In the Core planning principles **Paragraph 17**, the NPPF requires the planning system to “Proactively driving and supporting sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs...”. **Paragraph 117** of the NPPF comments that planning should “*make effective use of land*”.

Paragraph 187 of the NPPF also states that “Local planning authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible. Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area.”

Paragraph 124 identifies that “Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”,

CROYDON LOCAL PLAN (2018)

Parking

SP8.12 The Council and its partners will enable the delivery of electric vehicle charging infrastructure throughout the borough to improve air quality and decarbonise private transportation over the plan period.

SP8.15 The Council will encourage car free development in Centres, where there are high levels of PTAL and when a critical mass of development enables viable alternatives, such as car clubs (while still providing for disabled people).

SP8.16 The Council and its partners will seek to limit parking spaces in the borough and aim to reduce the overall amount of surplus car parking spaces in the Croydon Opportunity Area in accordance with the Croydon Opportunity Area Planning Framework parking strategy.

DM29 10.19 Parking in the Croydon Opportunity Area requires rationalisation; to ensure car parks are where they need to be to serve the business and residential community. Specific details are set out in the Croydon Opportunity Area Planning Framework.

DESIGN PRINCIPLE

The proposed lock up garage forms part of the commercial curtilage associated with the medical practice and will be providing limited parking spaces for staff of the facility. The garage will be safe and secure in accordance with Designing for community safety SPD. The vandalism currently experienced will be eliminated with the erection of this garage.

The proposed garage will conform with all local and national policies on the basis of providing a staff lock up garage building that is appropriate and proportionate in scale, siting and appearance to all the main dwelling, the immediate site and wider landscape scene.

The garage doors are 2 large sectional up and over doors opening up to 5 bays inclusive of a disabled bay. The existing disabled bay is on a lower platform, however it is proposed that the entire garage grounds will be adjusted to sit on one level. The colour of the garage door will be carefully selected from approved NHS colour palate to blend in with and match the host building.

Access through the sectional doors will either be via remote electronic facilities in the reception or via a mobile device attached to users' vehicles.

Local Amenity

The proposed lock up garage will be sitting on the existing car park so that no other commercial or residential space is lost or gained. Thereby leaving no adverse impact on Highways or local neighbouring amenity. This will also ensure the character of the immediate setting remains unaffected.

Furthermore, with the garage remaining at single storey, the existing and retained boundaries separating the two existing properties and one proposed property will naturally provide a degree of screening.

Transport and Parking

The proposed lock up garage will provide 5 parking spaces which is commensurate with the size of the practice and will not impact upon the existing highway network. It is unable to cater for all customers, however there are nearby parking facilities available if required. The proposed site is in a PTAL rating 3 which means that there is a decent public transport network available locally.

Drainage

The proposed garage would not affect the existing drainage situation on site. Additionally, the proposal site lies within Flood Zone 1 which has the lowest risk of flooding.

Sustainability/Energy

5.15 Paragraph 8 of the NPPF supports the transition of development to a low carbon future. A Pod Point Solo Electric Vehicle Charging Solution will be installed in the lock up garage.

CONCLUSION

This statement has demonstrated that the proposed development is acceptable in principle and makes an efficient use of land.

Material planning considerations have been carefully considered and analysed, as evidenced in the supporting plans and documents. It is considered that the proposed scheme complies with relevant Development Plan Policies and is further supported by National Guidance.

Therefore, it is respectfully requested that planning permission is granted.