

# **MEETING - CANE HILL + LION GREEN ROAD - Friday April 4th 2014**

## INTRODUCTION + AGENDA

### **Strategic Planning Committee on 3-4-14**

A few days after the arrangements for this meeting were finalised, the council announced that the Cane Hill and Lion Green Road planning applications would be considered by the Strategic Planning Committee on Thursday April 3, the day before this meeting.

This has made planning tonight's meeting more complicated, as we do not know until the day before what the SPC will decide.

### **Consultation Events**

Events over the last year began in February 2013 with the release of the Coulsdon MasterPlan for consultation, with the public consultation event in March.

That was followed in April with a public consultation into the Lion Green Road scheme, and then the Cane Hill plans followed in May.

There were various subsequent invitation meetings in August, September and then in March. There have also been a Council Question Time event, and a community meeting.

However there has been no previous public meeting to discuss these applications.

### **Purpose of the meeting**

**To consider where we are, and give the public a chance to express their views on where next.**

Over the past 14 months, it has been obvious that there is major public concern over these schemes. This has focused around traffic and parking, though there are various other issues as well.

There is widespread though far from universal support for the principle of new housing on Cane Hill, and for a supermarket at LGR. The big issue is how to manage the traffic, and how much parking LGR should have.

**The Coulsdon MasterPlan consultation** generated huge numbers of objections, with hundreds relating to Cane Hill, dominated by traffic and access issues, and hundreds more about Lion Green Road, very much dominated by parking and traffic issues.

Then when the planning applications themselves were submitted last summer, again a similar pattern emerged.

It is also noteworthy how little support there has been for the Coulsdon MasterPlan, or these two controversial applications.

Cane Hill has 546 individual objections, with just 5 supporting, and 10 commenting.  
Lion Green Road has 401 individual objections, with just 12 supporting, and 11 commenting.

There are also petitions with hundreds of signatures, and objections from all local RA's and other local groups.

Following a legal challenge, the Coulsdon MasterPlan was withdrawn by the council. However the council also said it remained relevant.

The 4 local resident associations – CWRA, ECRA, HADRA and OCRA, along with Chipstead RA, have taken a leading line in opposing these applications on traffic and parking grounds. However opportunities for the wider public to take part have been limited.

## Where we are now

The general public have been able to make comments to the council through the planning process, but this is the first opportunity for people in general to express their views and listen to those of others.

Notes will be taken of the meeting, and these and the results of any votes will be passed to the council.

## THE KEY ISSUES

**In terms of Cane Hill**, the main issue is traffic and there is currently proposed to be:

- a NORTHERN ACCESS direct onto the Marlpit Lane roundabout, and
- a WESTERN ACCESS onto Portnalls Road near The Postern.

Barratts have produced traffic data which projects on various assumptions how much traffic would be generated in the am and pm MF peaks.

Barratts have also proposed changes at the Post Office junction which they say will ensure traffic is no worse than at present.

However, there is no journey time data - current and future provided.

Questions have been raised about

- C1 are their projections of volume and destination reasonable and reliable
- C2 are their assessments of the effects of this new traffic reasonable and reliable
- C3 are their changes at the PO workable, and will they deliver the benefits they claim.

The question is then whether there should be an additional direct access between Cane Hill and the A23, and if so where.

The current options are for

a SOUTHERN ACCESS onto the roundabout on the A23 at the southern end of the Coulsdon Bypass, and

an EASTERN ACCESS onto the A23 Coulsdon Bypass itself at the brow of the hill just north of where footpath 744 crosses the bypass.

C4 Which if either of these options is better and why, and what form should they or a combination of them take

C5 There is also a question as to the need for the WESTERN ACCESS onto Portnalls Road, and

C6 a question as to how much parking is being and should be provided.

C7 will the mitigation proposed work?

C8 what about pedestrian movement, notably crossing the Bypass – also applies to LGR and signals

It should be noted that the council leader has said the council would be prepared to pay for the EASTERN ACCESS, however it is not clear on what basis, for example how much or where the money would come from, nor is it clear if there is any actual guarantee of this by the council, for example a decision of Cabinet, nor whether Barratts would accept this access and if they would on what basis, nor what TfL's response to this plan would be

Is the council leader saying that he will oppose the current scheme at Planning Committee if it is not modified to include an A23 access?

**In terms of Lion Green Road**, there is currently proposed to be a Waitrose supermarket about 5 times the size of the current one (53 spaces), and about 20% bigger than the one at Banstead (170-180 spaces), and half this size of Tesco Purley (450 spaces):

190 car parking spaces for the supermarket - these would be shortly term only, with a likely 3 hour limit, possibly with charges - these also to include the only public parking for the town centre (**more verbally**)

48 cycle parking spaces for the supermarket - these would be free and with no time limit

12 car parking spaces for the health centre - it is unclear how these would be managed - whether there would be any charges or time limit

There would be no other public parking on the site.

The scheme would mean a significant intensification of traffic flow along LGR.

Projected data for am and pm MF peaks and for Sat am peak has been produced.

The applicants claim the effects of any traffic increase will "not be noticeable to the driver"

However there is no journey time data - current and future provided.

Questions around this development on parking include:

- L1 whether 190 spaces is sufficient for the supermarket
- L2 how many would be left over for short term parking for the town - and how much would be needed
- L3 what about any need for half day or all day parking in Coulsdon - there would be none for the public with the current scheme apart from in residential side streets and a few industrial estate roads.
- L4 whether 12 spaces is sufficient for the health centre - which would be larger than the one in Foxley Lane in Purley which has 18 spaces and a large spill-over into the roads outside.
- L5 what about staff parking for the supermarket and for the health centre
- L6 what time limit should apply to parking for the supermarket and for the town - and for the health centre
- L7 should there be any charges to park for these uses
- L8 will the car park cope with predicted flows into and out of the car park
- L9 is there really a need for as many as 48 cycle parking spaces
- L10 why is there no prediction of traffic for the health centre - they claim it will be no different to current car park use
- L11 what about parking for the recycling centre
- L12 what about coach parking for trips

Questions around this development on traffic include:

- L13 is the traffic assessment credible, which includes the issues below
- L14 will the Barratts mitigation work - LGR adopt the same options
- L15 what about traffic at other times than those assessed
- L16 will the site entrance work satisfactorily
- L17 is it reasonable to assume that 60% of supermarket shoppers will already be using LGR and will add a supermarket shop to their current trip
- L18 do people really just go to the nearest supermarket, or do they go to the brand they prefer
- L19 is it desirable to increase traffic capacity along LGR and at the PO, for example by widening the road

## **PUBLIC MEETING - CANE HILL + LION GREEN ROAD - Friday April 4th 2014**

### **STATEMENTS FROM LOCAL POLITICAL PARTIES**

As part of the preparation for the Public Meeting, I wrote to each of the 5 main parties in Coulsdon asking for a statement of their position on the Cane Hill and Lion Green Road schemes.

I have received the replies below from the Conservative and Labour parties.  
I have not had any formal written statement from either the LibDems, UKIP or the Green Party.  
However I anticipate that each will make a statement at the meeting of their position.

PETER MORGAN

### **CONSERVATIVE STATEMENT**

Provided 29-3-14

In principle, I support both applications and will be speaking in favour of the Cane Hill application at the Strategic Planning Meeting next week with either Cllr Bains or Cllr Lenton speaking in support of the Lion Green Road application.

I have read the submissions made by residents' associations and others and have taken an 'on balance' view to support.

My submission to the Planning Department expressed support for the Cane Hill application but with reservations in relation to the impact on the Marlpit Lane roundabout and a request for mitigating measures to relieve pressures on an already busy Portnalls Road

With regard to the Lion Green Road application, I have particular concerns about the impact on Coulsdon parking, the car park management plan (which is a condition of the application) and also the impact of the development on, particularly, the Lion Green Road/Chipstead Valley Road junction.

On balance, however, I support both applications as catalysts to the regeneration of Coulsdon and I will be speaking in support of the Cane Hill application.

**Cllr Ian Parker**  
**Coulsdon West (covering part of Purley)**

Provided 28-3-14

As you know, both the Cane Hill and Lion Green Road developments are in Coulsdon West Ward. As such, I will not be requesting to speak on either of the applications if the Coulsdon West Councillors are able to speak, as their views are the same as mine.

I am in favour of both applications albeit with reservations. My reservations – access to the Cane Hill development and parking for the Lion Green Road development are well known to Coulsdon East residents. Council Officers are also very well aware of my views since I have lobbied them ad nauseam about the need for an additional access to the Cane Hill development and additional parking for the Lion Green Road development.

**Cllr Terry Lenton**  
**Coulsdon East Ward**

## **LABOUR STATEMENT**

Provided 28-3-14

Labour supports the development of Cane Hill. We believe the new development can provide much needed homes for local people, which is important for the shops and businesses in Coulsdon town centre.

However we believe that with this amount of new housing, the council should ensure that there is adequate infrastructure in place, such as schools and health provision to support the growth in population. Labour is committed to ensuring that at least 30% of all new developments consist of affordable housing, and we share concerns that the mix at Cane Hill may not be right.

The exit out onto the Coulsdon by pass is clearly essential - traffic is already an issue for the town - so this really is common sense. However, I think we should be told why local council tax payers may have to foot the bill for this, rather than the developers who will after all be making a tidy profit from the scheme.

Labour also supports the development of the Lion Green Road site, which local residents are tired of seeing treated as a rubbish dump. We would welcome a larger supermarket into the town centre. As always, it's about getting the balance right, and Labour is clear that the concerns about parking must be listened to. We say there needs to be 3 free hours available for shoppers and visitors to the town, and full day parking options for commuters and local traders. Labour are committed to bringing investment to Coulsdon and regenerating the town, but worries that rushing ahead with half-baked plans risks snatching defeat from the jaws of victory. The people of Coulsdon deserve better. And don't forget, what's good for Coulsdon is good for Croydon.

**Cllr. Tony Newman**  
**Leader Croydon Labour Group**