

Miss Rachel Dickson comments

Page: [Policy H1 Increasing housing supply](#)

Section: [N/A](#)

Everyone should agree that more housing is required, although one can question whether the surrounding councils and counties (such as those in Surrey which neighbour my Borough) are taking on an appropriate share of the housing supply shortfall in the south east. I would also question the housing supply targets for Croydon in comparison with other outer London Boroughs such as Sutton and Bromley. I understand that Croydon's burden in the new plan now requires it to meet its 20-year target within 10 years. Croydon has an urban central area which is adequately served by public transport, but it also has more suburban outer areas with poor transport provision. The entire borough is served by poor-performing Southern Railway and I would question its ability to increase capacity sufficiently to meet the needs of over 29,000 new homes, many of which will be built without any parking provision and therefore offering its occupants no choice but to use public transport. Given the enormous amount of development already underway in central Croydon, the council will inevitably look to the outer areas of the borough in an attempt to meet the housing target. While this will irretrievably alter and damage the character of these areas and their flora and fauna, my more concrete concern is that the local infrastructure (roads, sewers, drainage, transport) is simply unable to cope with such a significant increase in housing and I see no realistic plan to improve it. Flooding is already a fairly regular occurrence and the decrease in trees and increase in hard standing as a result of over-development will only worsen the flood risk. I have also made comments in the 'residential parking' section of the plan regarding the maximum residential parking standards. Areas such as Kenley with low or non-existent PTAL cannot cope with such an increase in housing when public transport provision is poor, people have no choice but to own a car, and developers are allowed to maximise the number of housing units by providing little or no parking. On-street parking is already at maximum levels on our steep and narrow roads. While I appreciate that housing is in very short supply, I am sad that the plans that are being proposed largely serve to line the pockets of both developers, who will be able to legitimately over-develop every plot with the sole aim of maximising profits (not serving the quality of life of residents), and buy-to-let profiteers who will pounce on all the new flats that will inevitably be built instead of houses as a way of attempting to meet the target. Flat developments are not the best option for families, they are all bought up by investors looking to make a profit from ridiculous London rents and as a result the developments are not cared for as they should be.

Given the unacceptable levels of pollution in London, no right-minded person could object to sensible policies aimed at reducing the use of cars in the capital. However, the maximum residential parking standards can only contribute towards convincing people that they don't need a car (because their home has little or no parking provision) if the local transport infrastructure is able to cope with the resulting increase in demand. Tubes, trains and buses are already at capacity in many areas. I used to live near the Canning Town transport hub, which is very well served by buses, tubes and DLR but, even there, services were stretched by the increasing population as a result of enormous flat developments. I now live in the London Borough of Croydon, which is served by poor-performing Southern Railway. East Croydon is already incredibly busy - what realistic chance is there of Southern being able to increase capacity through East Croydon to cope with all the flat developments currently underway in the centre of Croydon, let alone those that will be undertaken as a result of this Plan? I live in Kenley in the south of the Borough, which is served by Southern and infrequent bus services. As a result, the PTAL for Kenley is around 0, or a maximum of 2 near the station. It is therefore unrealistic to allow developers to build housing with so little parking provision, in an area where there is no realistic alternative to a car for many people. Many roads are narrow and steep (some without pavements) and on-street parking is already at a maximum on most streets where it is allowed. We already see in recent developments which are a considerable distance from the station and are not served by any bus routes, that the granting of planning permission without any adequate parking provision leads to unsafe on-street parking on blind bends and the like.