
1.0 APPLICATION DETAILS

- Ref:** 20/06661/FUL
- Location:** 27A-29 The Grove | Coulsdon | CR5 2BH
- Ward:** Coulsdon Town
- Description:** Demolition of existing 2 x dwellings and construction of 9 x new dwellings with associated parking and landscaping.
- Drawings:** Site Location Plan; 0061_P01A Rev. A; 0061_P00; 0061_P02; 0061_P20; 0061_P21; 0061_P03D Rev. D; 0061_P04C Rev. C; 0061_P05B Rev. B; 0061_P06B Rev. B; 0061_P07B Rev. B; 0061_P08D Rev. D; 0061_P09A Rev. A; 0061_P10; 0061_P11; 0061_P22B Rev. B; 0061_P23B Rev. B; 0061_P24A Rev. A; 0061_P25B Rev. B; 0061_P26A Rev. A; 0061_P027C Rev. C; 0061_P28; 0061_P29; 0061_P30; 0061_P50A Rev. A; and 37097_01_P -- Existing Site Levels.
- Statements:** Arboricultural Impact Assessment (ref. 2007/36/AIA Rev. A) -- Prepared by Oakwood Tree Consultants (21 December 2020); Arboricultural Impact Assessment Plan (ref. 2007/36/AIA Rev. A) -- Prepared by Oakwood Tree Consultants (December 2020); Arboricultural Method Statement (ref. 2007/36/AMS) -- Prepared by Oakwood Tree Consultants (4 August 2021); Daylight, Sunlight & Overshadowing Report (ref. 20-7636) -- Prepared by Syntegra Consulting (January 2021); Design and Access Statement Rev. B -- Prepared by architecture development + design; Parking Stress Data (ref. NPD/CR52BH/2) -- Prepared by Mickson Hill Survey (December 2020); Parking Stress Survey & Analysis (ref. NPD/CR52BH) -- Prepared by Mickson Hill Survey (January 2020); Planting Schedule -- Prepared by Jeremy Rye Studio (23.12.2020); Preliminary Ecological Appraisal and Preliminary Roost Assessment Survey -- Prepared by Ark Environmental Consultancy Ltd (15.12.2020); Fire Safety Strategy -- Prepared by architecture development + design; Flood Risk Assessment & SUDS Strategy for Planning -- Prepared by ARK Environmental Consultancy Ltd (December 2020); Transport Technical Note -- Prepared by Kronen (October 2021); Tree Protection Plan (ref. 2007/36/TPP) -- Prepared by Oakwood Tree Consultants (July 2021); and Tree Survey and Constraints Plan (ref. 2007/36/TCP Rev. A) -- Prepared by Oakwood Tree Consultants (December 2020).
- Agent:** Donna Walker of ADD/UK Limited
- Applicant:** Donna Walker of ADD/UK Limited
- Case Officer:** Demetri Prevatt

Type of Dwelling Units						
	One Bedroom	Two Bedroom	Three Bedroom	Four Bedroom	Five or More Bedrooms	Totals
Existing	0	0	1	0	1	2
Proposed	0	0	5	4	0	9

Number of Vehicle Parking Spaces	Number of Cycle Parking Spaces
Nine (9)	Twenty (20)

1.1 This application is being reported to Planning Committee in accordance with the following committee consideration criteria:

- Objections above the threshold in the Committee Consideration Criteria.

2.0 RECOMMENDATION

2.1 That the Planning Committee resolve to GRANT planning permission subject to the completion of a legal agreement to secure the following:

- A financial contribution of £13,500 for sustainable transport improvements and enhancements;
- Prevention of future occupants of the approved dwellings from obtaining parking permits within future Controlled Parking Zones in the vicinity of the application site

2.2 That the Director of Planning & Sustainable Regeneration has delegated authority to negotiate the legal agreement indicated above.

2.3 That the Director of Planning & Sustainable Regeneration has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

CONDITIONS

Standard

1. Three-year time limit for commencement.
2. Requirement for development to be carried out in accordance with the approved drawings and reports.

Pre-Commencement of Development Conditions

3. Submission and approval of a Construction Management Plan and Construction Logistics Plan.
4. Submission and approval of a Construction Environmental Management Plan for Biodiversity.
5. Submission and approval of details of a Tree Method Statement and Tree Protection Plan.

Pre-Commencement of Above Ground Work Conditions

6. Submission and approval of details of a Sustainable Urban Drainage System.

7. Submission of detailed drawings of the retaining walls.

Pre-Commencement of Visible Superstructure Conditions

8. Submission and approval of details of the materials specifications including facing materials, joinery and openings.
9. Submission and approval of details of Enhanced Sound Insulation.

Pre-Occupation Conditions

10. Submission and approval of details of on Electric Vehicle Charging Points.
11. Submission and approval of details of a Waste Management Plan.
12. Submission and approval of further details on the Landscaping Strategy including a Biodiversity Enhancement Strategy, landscaping management plan, and details on: boundary treatment design (incl. visibility splays); arrangement of communal amenity space; play space arrangement equipment, and materials/plantings for hard/soft landscaping.
13. Submission and approval of details on lighting.

Compliance Conditions

14. Use restriction to dwellinghouses (Use Class C3).
15. Implementation of cycle storage as shown on plans prior to occupation.
16. Provision and maintenance of off-street vehicle parking spaces.
17. Provision of accessible and adaptable dwellings.
18. Compliance with dwelling emissions rate and water efficiency standard.
19. Installation and maintenance of anti-vibration measures.
20. Provision and maintenance of obscured-glazed and partially non-opening windows in the side elevations.
21. Provision of ultra-low NOx boilers.
22. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

INFORMATIVES

1. Community Infrastructure Levy
2. Code of practice for Construction Sites
3. Highways informative in relation to s278 and s38 works required
4. Compliance with Building/Fire Regulations
5. Construction Logistics Informative
6. Refuse and cycle storage Informative
7. Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3.0 PROPOSAL AND LOCATION DETAILS



Proposal

3.1 The application seeks Planning Permission for the redevelopment of the site involving the:

- Demolition of the existing single-storey detached dwellinghouse (Use Class C3) at 27A The Grove and the two-storey detached dwellinghouse at 29 The Grove (Use Class C3);
- Erection of two (2) three-storey buildings with a combined basement level, and three (3) single-storey buildings with habitable roof levels to provide nine (9) dwellinghouses (Use Class C3);
- Formation of waste storage facilities, nine (9) vehicle parking spaces and eighteen (18) cycle storage spaces within the basement level;
- Provision of associated amenity, hard/soft landscaped, and visitor cycle storage spaces; and
- Various supporting alterations.

3.2 According to the proposed plans listed above, the two (2) existing plots of land (nos. 27A and 29) would be combined into a single plot (nos. 27A-29) upon which the two (2) three-storey terrace buildings proposed would be located to the front. These buildings would rise 11.6m to 12.0m above their 172.5sqm to 172.8sqm

ground level floor plates. They would have designs inspired by the Edwardian architecture typical of houses found along The Grove yet also slightly reimagined through the use of contemporary accents and elements. At the basement level, the two (2) terraces would be linked by a single sub-structure containing vehicular and cycle parking and the refuse store – both vehicular and pedestrian access to this area is proposed.

- 3.3 The contemporary reinterpretation design proposed by this scheme would be reflected by the two (2) main buildings' materiality as the use of traditional red brickwork and clay tiles would be complemented by the use of modern materials such as white brickwork, dark grey PPC metal frames/gutters, and stained timber panels. Similarly, the traditional forms of the building (i.e. pitched roofs, projecting gables and rectangular massing) would be accompanied by modern additions such as projecting window frames and dormers, as well as, relief brickwork.
- 3.4 Each of the two (2) main buildings would form a row of three (3) three-storey terraced dwellinghouses (Use Class C3). Two (2) of these dwellinghouses would be three-bedroom, five-persons units with no less than 111.0sqm of gross internal rea (GIA) while the other four (4) dwellinghouses would be 120.6sqm four-bedroom, six-person units, in accordance with the floorspaces required by the Technical housing standards – nationally described space standard. In addition to the internal space provided within these dwellinghouse, the amounts of which are detailed in Table 3.0, each of the dwellinghouses would benefit from a private rear garden of no less than 24.3sqm.

Dwellinghouse	Floorspace Provided	Floorspace Required	Number of Bedrooms	Type of Bedrooms	Occupancy
Unit 1	110.0qm	99.0sqm	3	2 Doubles & 1 Single	5
Unit 2	120.6sqm	112.0sqm	4	2 Doubles & 2 Singles	6
Unit 3	120.6sqm	112.0sqm	4	2 Doubles & 2 Singles	6
Unit 4	111.2sqm	99.0sqm	3	2 Doubles & 1 Single	5
Unit 5	120.6sqm	112.0sqm	4	2 Doubles & 2 Singles	6
Unit 6	120.6sqm	112.0sqm	4	2 Doubles & 2 Singles	6
Unit 7	96.4sqm	93.0sqm	3	2 Doubles & 1 Single	5
Unit 8	96.4sqm	93.0sqm	3	2 Doubles & 1 Single	5
Unit 9	96.4sqm	93.0sqm	3	2 Doubles & 1 Single	5

Table 3.0: Details of dwellings to be provided.

- 3.5 The dwellinghouses located at the front of the site would have their own private front entrances located behind small semi-private porch areas overlooking The Grove. These front doors would be accessible front street level by either a set of steps leading from the pavement to ground level or a platform lift and stairwell from the basement level accessible via a pedestrian ramp from street level. Both the pedestrian ramp and a nearby vehicle ramp would provide access to a communal bin store room, two (2) secured cycle storage rooms providing a total

of eighteen (18) cycle storage spaces, and nine (8) off-street vehicle parking spaces located within the basement.

- 3.6 At ground level, a ramped footpath located behind a security gate would provide level access between the main buildings to a walled communal gardens. Three (3) single-storey dwellinghouses with habitable loft levels would be arranged around this communal space. Similar to the main buildings, the three (3) dwellings would replicate the traditional architecture of bungalows in a courtyard arrangement yet adopt contemporary forms such as a sculptured roof. In terms of materiality, the red bricks and red tiles would be traditional but arranged in a minimalist modern fashion. These dwellings, as set out in Table 3.0 above also meet the minimum floorspace requirements.
- 3.7 According to the Arboricultural Impact Assessment (ref. 2007/36/AIA Rev. A) and Arboricultural Impact Assessment Plan (ref. 2007/36/AIA Rev. A), the proposal would involve the felling of one (1) group of trees (G22) and fourteen (14) individual trees. Three (3) of these trees (T3, T9 and T14) are in poor condition (Category U) and would be felled for arboriculture reasons rather than to accommodate the proposed development. In contrast, one (1) of trees (T16) to be felled to accommodate the development is a Category B tree while the remaining (incl. G22) are Category C. This loss of a single group of trees and fourteen (14) individual trees would be off-set by the proposed planting of sixteen (16) trees including one (1) focal tree in the walled garden and four (4) feature trees at the front of the site.
- 3.8 The proposed alterations would also involve the formation of a new crossover to the basement level and reinstatement of the kerbs and pavement along the two (2) existing vehicle crossovers.

Site and Surroundings



- 3.9 The application site is the combination of two (2) nearly rectangular residential properties (nos. 27A and 29 The Grove) into a 1,987.0sqm plot. It is located in

Coulsdon on the northwest side of the public highway. The site contains a single-storey detached dwellinghouse (Use Class C3) toward the rear of the southwest half the site and a two-storey detached dwellinghouse toward the front of the northeast half. As with the neighbouring houses on the northern side of the public highway, the existing houses are situated at a higher elevation than street level but benefit from detached garages built into the slope of the otherwise vegetated and sloping front gardens.

- 3.10 The larger of the two (2) dwellinghouses located on the application site is reflective of the scale and siting of the neighbouring two-storey detached houses. It has a traditional appearance of an Edwardian style with its rectangular massing, dual pitched roof, forward projecting gables and white rendered finish. The building has been developed in the past and benefits from a single-storey side extension to its original southeast-facing flank wall and a two-storey side extension to the northeast.
- 3.11 In contrast to the larger dwellinghouse and neighbouring two-storey houses, the smaller dwellinghouse has a bungalow design and deep setback that is an exception to the local pattern of development. Nevertheless, the original 'T'-shaped house is characteristic of the local vernacular with its dark brickwork, gable ends, and reddish brown roof tiles on its dual pitched roofs. It too has been developed in the past and benefits from a single-storey rear extension.
- 3.12 Both of the existing properties are relatively deep plots that ascend significantly from their fronts to their rears. While this means they both have relatively large gardens, the varying setbacks means no. 27A The Grove benefits from a generously-sized front garden and no. 29 The Grove benefits from a spacious rear garden. Nevertheless, the properties have steppes of verdant green space across their varying ground levels.
- 3.13 Although the application site is within walking distance of Coulsdon Town national rail station, it has a 'poor' PTAL Rating of 2. Vehicular access is relatively convenient due to the aforementioned detached front garages and lack of local parking restrictions, such as a Controlled Parking Zone, along the immediate stretch of The Grove.
- 3.14 In regard to other relevant planning constraints, the local area is deemed to be in a Critical Drainage Area. However, the host property is neither located within a Conservation Area, subject to a relevant Article 4 Direction, nor the site of a Listed Building.

Planning History

- 3.15 20/02739/PRE -- Demolition of existing bungalow and house and creation of 9 new dwellings (5 x 3 beds and 4 x 4 beds). Written Advice Given on 22.11.2020.
- 3.16 11/02728/P -- Erection of replacement porch and conservatory. -- Conditionally Granted on 23.11.2011.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of optimising the housing output of the application site is acceptable as it would be a sensitive intensification using gentle and hidden density to provide homes needed locally and nationally.
- The dwellings to be provided would be much needed family-sized homes designed to a high standard incorporating high quality spaces both internally and externally.
- The designs of the proposed buildings are sympathetic to the character and appearance of the local area and would result in structures that would be positive additions to the local street scene and rear garden setting.
- The proposed landscaping and tree planting plans would provide open green spaces that would be usable and also enhance the local street scene and rear garden setting.
- The provision of cycle storage facilities and off-street parking in combination with the proximity to public transport services would ensure the proposed development would have an acceptable impact on the local transport network.

5.0 CONSULTATIONS

5.1 None.

6.0 LOCAL REPRESENTATION

- 6.1 Twelve (12) neighbouring properties were notified of the application and invited to comment. One-hundred and thirty (130) representations were received including objections from local MP Chris Philp, local Ward Councillor Luke Clancy, and the Coulsdon West Residents' Association. Although Cllr. Clancy requested that the application be called into committee, the request was made after the deadline for responses. Therefore, this means that the application is being presented to the Planning Committee solely on the basis of the number of representations from local residents.
- 6.2 Two (2) of the representations received were made in support of the proposal. Both of the supporters stated the proposal would help address the need for more homes while one of them applauded the use of gentle density. In contrast, the remaining one-hundred and twenty-eight (128) representations were objections to the proposal. The concerns raised in the objections are summarised in Table 6.0. The table also contains the Case Officer's response to the objections.

Objection	Officer's Response
Principle of Development	

The local area is saturated with flats. Furthermore, the London Plan (2021) reduced its housing target prior to its adoption.	Acknowledged and addressed in paragraphs 8.2 through 8.6. Furthermore, a reduction in housing targets does not constitute their elimination and the housing targets in the London Plan are higher than those set out in the Croydon Local Plan 2018
The local area is not designated an area of focused intensification.	It is acknowledged that the application site does not fall within an area of focused intensification. However, the proposed development is not seeking to benefit from the provisions of the Croydon Local Plan's focused intensification policy (DM10.11).
The development would not provide sorely needed affordable housing.	As the proposed development is classified as a minor application (i.e. less than 10 units), it does not pass the threshold that triggers a requirement to provide a contribution to affordable housing.
Density	
The increase in the number of dwellings constitutes an overdevelopment that would strain soft and hard infrastructure.	Acknowledged and addressed in paragraphs 8.7 through 8.9.
The cumulative impacts of allowing intensification proposals on the application and nearby properties would be excessive and unsustainable.	The carrying capacity of the application site and surrounding area is acknowledged and addressed in paragraphs 8.7 through 8.9. Similar assessments for intensification proposals on neighbouring sites would be completed prior to Planning Permission being granted. As such, cumulative impacts within the entire area would be taken into consideration.
Impact on Character & Appearance	
As there are currently no blocks of flats on The Grove, the proposal's introduction of flats would be out of keeping with the character of the single-family area.	Acknowledged and addressed in paragraphs 8.13 through 8.17.
The appearance of the development (e.g. contemporary-style, materials, height and openings) would be incongruous with the appearances of neighbouring buildings that define the character of the street scene.	Acknowledged and addressed in paragraphs 8.13 through 8.19.
The development would constitute an overdevelopment of the host	Acknowledged and addressed in paragraphs 8.10 through 8.19.

properties that would appear overbearing, excessive and out of keeping with the character, form and scale the quiet, leafy street and semi-rural street/area.	
The development would constitute an overdevelopment of the host property that would result in an excessive amount of waste bins being added to the street scene.	Acknowledged and addressed in paragraphs 8.57.
The loss of the existing buildings would be detrimental to the contribution they make to the historic character of the area (incl. uniqueness)	As the existing buildings are neither locally or statutory Listed Buildings, they are not especially protected from demolition. The merits of replacing the dwellinghouses are acknowledged and addressed in paragraphs 8.11 through 8.26.
Impact on Local Amenity	
The increase in the number of units and inhabitants would result in an increase in activity and noise that would constitute an undue nuisance.	Acknowledged and addressed in paragraph 8.31.
The design and scale of the proposed building would appear overbearing and result in undue losses of light, outlook, and privacy.	Acknowledged and addressed in paragraphs 8.28 through 8.30.
The construction of the proposed development would generate dust, noise and pollution.	Building works to complete development must take place in accordance with the Council's requirements for construction that have been designed to fairly manage noise and disturbance during building works. In addition, a condition has been proposed requiring a Construction Management Plan and Construction Logistics Plan to manage these impacts.
The increase in density and introduction of flats proposed would result in an increase in crime.	There is no evidence to support this viewpoint and the Croydon Local Plan supports the more efficient use of land.
The excavation required for the development could give rise to structural issues at adjoining properties.	Impacts on structural integrity are regulated by Building Regulations rather than Development Management. Therefore, they do not constitute a material planning consideration in the assessment of this planning application.

Quality of Accommodation	
The quality of and outlook would be substandard in one or more of the proposed dwellinghouses.	Acknowledged and addressed in paragraph 8.33.
The level of daylight and sunlight would be substandard in one or more of the proposed dwellinghouse.	Acknowledged and addressed in paragraph 8.33.
Future occupants would not be provided with enough internal and external living space (incl. play space). Additionally, the units/spaces to be provided would not be sufficiently accessible.	Addressed in paragraphs 8.32 through 8.37.
Living in flats can be detrimental to the mental health of occupants.	Acknowledged and addressed in paragraphs 8.32 through 8.37.
Impact on Local Transport	
The increase in the number of units and inhabitants would result in an unmanageable and unsustainable increase in traffic and on-street parking strain. Additionally, it would be detrimental to pedestrian/highway safety.	Acknowledged and addressed in paragraphs 8.44 through 8.53.
Impact on Natural Environment	
The loss of natural habitats, permeable surface area, trees and vegetation would be detrimental to nature.	Acknowledged and addressed in paragraphs 8.39 and 8.43.
Accuracy of Application	
The Daylight and Sunlight assessment submitted with the application did not consider side-facing windows on a neighbouring dwelling or the changes in level at an adjoining property.	Acknowledged and addressed in paragraph 8.28.
The Parking Survey submitted with the application is outdated and was not completed at the appropriate times.	It was determined that the findings of parking survey were in line with the findings of more recently completed surveys. Additionally, the survey was completed during an overnight period when a residential development would be expected to generate demand for on-street parking spaces.
Insufficient information regarding excavation, landscaping and accessibility.	The documents and drawings submitted with the application provide enough details to assist with a thorough and robust assessment of the proposed development in regard to material planning considerations.

Non-Material Considerations	
The host properties are subject to restrictive covenants that prohibit development of the types proposed.	Restrictive covenants are matters pertaining to Property Law rather than Planning Legislation. Therefore, they do not constitute a material planning consideration in the assessment of this planning application.

Table 6.0: Issues material to the determination of the application raised in public objections.

7.0 RELEVANT PLANNING POLICIES AND GUIDANCE

7.1 This recommendation to grant planning permission has been taken having regard to the policies and proposals in the London Plan (2021) and Croydon Local Plan (2018), as well as, to all relevant material considerations:

Town and Country Planning Act 1990 (As Amended)

National Planning Policy Framework (2021)

Section 4	Decision Making
Section 5	Delivering a Sufficient Supply of Homes
Section 8	Promoting Healthy and Safe Communities
Section 9	Promoting Sustainable Transport
Section 11	Making Effective Use of Land
Section 12	Achieving Well-Designed Places
Section 14	Meeting the Challenge of Climate Change, Flooding and Coastal Change
Section 15	Conserving and Enhancing the Natural Environment

London Plan (2021)

Policy GG2	Making the Best Use of Land
Policy GG4	Delivering the Homes Londoners Need
Policy D1	London's Form, Character and Capacity for Growth
Policy D2	Infrastructure Requirements for Sustainable Densities
Policy D3	Optimising Site Capacity through the Design-Led Approach
Policy D4	Delivering Good Design
Policy D5	Inclusive Design
Policy D6	Housing Quality and Standards
Policy D8	Public Realm
Policy D11	Safety, Security and Resilience to Emergency
Policy D12	Fire Safety
Policy D14	Noise
Policy H1	Increasing Housing Supply
Policy H2	Small Sites
Policy G4	Open Space
Policy G5	Urban Greening
Policy G6	Biodiversity and Access to Nature
Policy G7	Trees and Woodlands
Policy SI1	Improving Air Quality
Policy SI2	Minimising Greenhouse Gas Emissions

Policy SI4	Managing Heat Risk
Policy SI7	Reducing Waste and Supporting the Circular Economy
Policy SI12	Flood Risk Management
Policy SI14	Sustainable Drainage
Policy T1	Strategic Approach to Transport
Policy T2	Healthy Streets
Policy T3	Transport Capacity, Connectivity and Safeguarding
Policy T4	Assessing and Mitigating Transport Impacts
Policy T5	Cycling
Policy T6	Car Parking
Policy T7	Deliveries, Servicing and Construction
Policy DF1	Delivery of the Plan and Planning Obligations

Croydon Local Plan (2018)

Policy DM1	Housing Choice for Sustainable Communities
Policy DM10	Design and Character
Policy DM13	Refuse and Recycling
Policy DM16	Promoting Healthy Communities
Policy DM18	Heritage Assets and Conservation
Policy DM25	Sustainable Drainage Systems and Reducing Flood Risk
Policy DM27	Protecting and Enhancing Our Biodiversity
Policy DM28	Trees
Policy DM29	Promoting Sustainable Travel and Reducing Congestion
Policy DM37	Coulsdon
Policy SP2	Homes
Policy SP4	Urban Design and Local Character
Policy SP6	Environment and Climate Change
Policy SP7	Green Grid
Policy SP8	Transport and Communication

Other Relevant Policies & Guidance

Borough Character Appraisal (LBC - 2015)
Housing SPG (GLA - 2015)
Suburban Design Guide SPD (LBC - 2019)
Technical Housing Standards - Nationally Described Space Standard (2015)
Waste and Recycling in Planning Policy Document (LBC, 2015, As Amended)

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The main planning issues relevant in the assessment of this application are as follows:

- Principle of Development;
- Density;
- Architectural and Environmental Design;
- Local Amenity;
- Quality of Accommodation;
- Amenity Space;
- Urban Greening;

- Local Transport;
- Environmental Sustainability;
- Waste Management; and
- Fire Safety.

Principle of Development

- 8.2 In order to create a housing market that works better for all Londoners, the London Plan (2021) states that the planning and development system must ensure that more homes are delivered (Policy GG4). The site's existing use is residential and as such the proposed redevelopment of the site for residential purposes is acceptable. Policy SP2.1 of the Croydon Local Plan (2018) applies a presumption in favour of development of new homes and Policy SP2.2 states that the Council will seek to deliver 32,890 homes between 2016 and 2036, with 10,060 of said homes being delivered across the borough on windfall sites. London Plan policy D3 encourages incremental densification to achieve a change in densities in the most appropriate way and policy H3 seeks to significantly increase the contribution of small sites to meeting London's housing needs. The London Plan (2021) also states that London Boroughs should proactively support well-designed new homes on small sites (below 0.25 hectares in size) through planning decisions in order to significantly increase the contribution of small sites to both meeting London's housing needs and diversify the sources, locations, type and mix of housing supply (Policy H2). Given the above, the principle of intensifying the residential use of the existing site to provide a greater quantum of homes than existing is acceptable.
- 8.3 In regard to "well-designed new homes", the London Plan (2021) and Croydon Local Plan (2018) note that development seeking to optimise local housing output is expected to have a high-quality design that addresses and respects the character of the local area; local need for family-sized housing; capacity of the local transport network; and the level of density the surrounding area is considered capable of supporting (London Plan - Policies D1, D2, D3 and GG2; Croydon Local Plan - Policy DM1, DM10, SP2 and SP4). The proposed development would be a low-rise addition to and hidden to gentle densification of existing developments leading to the provision of additional homes in a part of the Borough that is conveniently located close to an existing and well-served rail station. It is a good example of a sympathetically designed development that would increase the housing stock and options available to Londoners in an area where it is appropriate and could be handled.
- 8.4 According to the Croydon Local Plan (2018), there is an identified need for larger homes in the borough requiring the retention of existing three-bedroom dwelling units and the development of more (Paragraphs 4.20 and 4.21). Therefore, the Croydon Local Plan (2018) has set a strategic target for thirty percent (30%) of all new homes over the plan period to have three (3) or more bedrooms to help meet the borough's need for family sized units and ensure that a choice of homes is available in the borough (Policies DM1.1 and SP2.7). In order to meet

this strategic target, small scale suburban intensification schemes are generally expected to ensure that thirty-percent (30%) of the units they provide have three (3) or more bedrooms. Additionally, the Council will only permit the redevelopment of residential units where it does not result in the net loss of three-bedroom homes (as originally built) or the loss of homes smaller than 130.0sqm (Croydon Local Plan -- Policy DM1).

- 8.5 It is acknowledged that the proposed development would result in the loss of two (2) family-sized homes (i.e. three (3) or more bedrooms). However, the proposal would result in a significant net gain of seven (7) family-sized homes. Furthermore, the proposed development would exceed the strategic target for providing family-sized homes by having one-hundred percent (100%) of the proposed homes providing three (3) or more bedrooms.

Type of Unit		Quantum
Three-Bedroom (Family-Sized)	Three-Bedroom, Five-Person	5
Four-Bedroom (Family-Sized)	Four-Bedroom, Six-Person	4

Table 8.0: Breakdown of the proposed dwellings by unit type.

- 8.6 Subject to compliance with the relevant policies and objectives of the National Planning Policy Framework (2021), London Plan (2021), Croydon Local Plan (2018), Croydon’s Suburban Design Guide SPD (2019) (herein referred to as ‘SDG’) and all other relevant Supplementary Planning Guidance/ Documents, the proposal is considered to be in line with local and regional strategic objectives that seek to make the best use of land and optimise local housing potential.

Density

- 8.7 The London Plan (2021) requires development to follow a design-led approach that optimises the capacity of sites to ensure that development is of the most appropriate form and land use for the development site, as well as, responds to development sites’ context and capacity for growth (Policy D3). In regard to the latter, the plan notes that the density of a development proposal should be linked to the provision of future planned levels of infrastructure rather than existing levels and be proportionate to the site’s connectivity and accessibility by walking, cycling, and public transport to jobs and services (London Plan - Policy D2).
- 8.8 The proposed development would utilise five (5) buildings and a basement level to increase the density of the site but still present itself as two (2) buildings on two (2) separate existing plots in keeping with typical pattern of development along The Grove. Additionally, it is noted that the location of the three (3) bungalows proposed toward the rear of the site is not too dissimilar to the siting of the existing bungalow at no. 27A The Grove, which is setback significantly from the front of the property. Furthermore, the clustered arrangement proposed for the bungalows is in keeping with local guidance on the form of garden residential development (SDG - Sections 2.9, 2.12 and 2.13). As such, the proposal is considered to have adopted a considerate design-led approach that

increases the density of the existing residential use on adjoining spacious properties through acceptable built forms.

- 8.9 In regard to infrastructure in the local area, the development would be required to contribute to the provision of local infrastructure via charges under the Mayoral and Croydon Community Infrastructure Levies (CIL). Additionally, the development would be required to make a contribution toward the provision of sustainable transport in the local area through a payment required by the Section 106 Legal Agreement that would need to be completed before the Planning Permission hereby recommended can be granted. These contributions are considered to be proportionate to the scale of the proposed development and sufficient to mitigate its expected impact on local infrastructure.

Architectural and Environmental Design

- 8.10 According to the National Planning Policy Framework (NPPF) (2021), the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve (Paragraph 126). Therefore, the NPPF (2021) requires planning policies and decisions to ensure developments are visually attractive as a result of good architecture, layout and appropriate and effective landscaping yet are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (e.g. increased densities) (Paragraph 130).
- 8.11 In accordance with NPPF (2021) policy on 'achieving well-designed places', Croydon's Local Plan (2018) requires development proposals to be of high quality and respect: the development pattern, layout and siting; scale, height, massing, and density; and appearance, existing materials and built/natural features of the surrounding area and Place of Croydon in which it is located (Policy DM10).
- 8.12 With regard to the local character of the application site and its surroundings, both Croydon's Borough Character Appraisal (2015) and Local Plan (2018) identify Coulsdon as a small suburban settlement surrounded by green areas of Green Belt (Character Appraisal - Page 26; Local Plan - Paragraph 11.70). Furthermore, the Borough Character Appraisal (2015) notes that Coulsdon is relatively verdant in character with tree lined streets and its detached houses are mainly found on larger hillside properties with landscaped front and rear gardens (Pages 30 & 31).



Image 8.1: Existing (Left) and Proposed (Right) Block Plans.

Typology and Siting

8.13 It is acknowledged that the proposed development would increase the number of principal buildings on the combined plots from two (2) to five (5) and dwellinghouses from two (2) to nine (9). However, it is also noted that the impact this intensification would have on the street scene along The Grove would be limited by designing the property to still present itself as two (2) residential buildings from the street. Considering the large scale of the detached dwellinghouses in the area, narrow width proposed for the street-facing dwellinghouses, and inclusions of side buffers between the two (2) main buildings and both the existing side boundaries and subject buildings themselves, the two (2) rows of terraces proposed would fit well into the visual profile of the impressively-sized two-storey detached houses characteristic of The Grove rather than appear similar to a typical elongated row of terrace houses.

8.14 According to the SDG (2019), combining adjoining plots into a single redevelopment scheme can provide an opportunity to utilise a more holistic approach to providing an uplift in the number of homes that could be provided compared to developing each property on their own (Paragraph 2.4.2). The SDG (2019) also notes that developments proposed for rear garden sites should be subservient to the existing main buildings, sufficiently setback from these principle buildings, and maintain long views through the gardens.

8.15 By combining two (2) adjoining plots into a single redevelopment scheme, the proposal attempts to take advantage of the type of opportunity identified in Paragraph 2.4.2 of the SDG (2019). In this regard, the proposal utilises a 'clustering' approach for the three (3) new homes to be provided in the rear section of the site. This clustering approach is considerate of the local rear garden setting and topography as it would cluster the three (3) new homes together in a formation that would maintain long views through the redeveloped rear garden and respond to the site's changing levels to activate a new and ornately-designed walled garden.

Character and Materials

8.16 The SDG (2019) explicitly states that the built character of an area is not defined by the people who live there, but rather the physical characteristics of which it is

composed (Paragraph 2.7.1). As such, character can change over time and it is possible for well-designed proposals to be integrated into an existing community and have a positive effect on that area (SDG - Paragraph 2.7.1).

- 8.17 In light of the SDG's (2019) identification of what does not define character, the fact that the proposed development would result in two plots of land with single-family houses being combined into a single scheme with nine (9) dwellings is not a negative mark against the proposal. Furthermore, it is noted that family neighbourhoods are not limited to areas comprised of only single-family houses or plots of land with only a single house as families can live within multi-dwelling buildings and multi-family plots of land. In this regard, the proposed development would provide seven (7) additional dwellinghouses that would help bring larger families to the local area.
- 8.18 In attempting to provide a well-designed proposal, the SDG (2019) advises that development does not need to replicate existing qualities and can evolve the character of an area by referencing and reinforcing existing architectural styles or introduces new well-designed architectural styles that add interest to the area including increased building sizes (Paragraph 2.7.2). The SDG (2019) identifies a 'contemporary reinterpretation' approach to responding to local character whereby schemes seek to create a development that reads as contemporary whilst working with traditional character forms and/or features and materials predominant in an area (Paragraph 2.8.4).
- 8.19 It is clear that the design of both the bungalows at the rear and three-storey frontage buildings reflects the aforementioned contemporary reinterpretation approach. In regard to the main buildings, traditional materials (i.e. red brickwork, and red tiles) are utilised alongside contemporary materials (i.e. white brickwork, dark grey PPC metal frames/gutters, and stained timber panels) in both traditional forms (i.e. pitched roofs, projecting gables, and prominent massing) and reimagined forms (i.e. projecting dormers, projecting window frames, and relief brickwork). Similarly, the bungalows at the rear successfully blend into their rear garden settings in a discrete manner, through the use of a limited palette of traditional materials (red bricks and tiles) and adoption of modern architecture in the form of sculptured roofs. Both implementations of the contemporary reinterpretation approach are expected to result in high quality buildings that would not only complement their surroundings but constitute positive additions to the local rear garden setting or street scene.

Height and Scale

- 8.20 According to Croydon's Local Plan (2018), development proposals should seek to achieve a height of three-storeys while respecting the height of existing buildings (Policy DM10.1). In this regard, it is noted that the main buildings proposed would be three-storeys in height and rise 2.1m to 4.3m above the neighbouring two-storey detached houses. As such, the main buildings are considered to respectfully optimise the housing potential of the site through increased height. Additionally, the overall scale of the three-storey buildings would be similar to those of the two-storey detached houses along The Grove, many of which benefit from side extensions.

8.21 It is acknowledged that at 7.0m in height, the bungalows would be notable in height. However, the sculptured roofs of the buildings would help off-set the height. Additionally, the local topography mitigates the impact of the height as the ground level of properties to the rear of the application site are notably higher than ground level adjacent to the bungalows, thereby, ensuring the new homes would not appear imposing or overbearing on the landscape.



Image 8.2: Proposed Street Scene.

Form and Massing

- 8.22 When a development would result in a building projecting beyond a rear building line, the SDG (2019) states it should follow a 45-degree rule (See: Image 8.3) to avoid any detrimental impacts on adjoining amenity (Paragraph 2.11.1). However, the SDG also advises caution when dealing with the 'stepping' that could result from adhering the 45-degree rule and states that no stepping should be introduced where the stepping would overly complicate the development's form (Paragraph 2.11.3).
- 8.23 It is noted that the floorplate of all of the proposed buildings would closely or completely match the rectangular floorplate typical of the original two-storey detached dwellinghouses found along The Grove. As illustrated on the Proposed Ground Floor Plan (dwg. 0061_P04C Rev. C) listed in the Approved Plans, the rear building line of the main buildings proposed would be appropriately between the original rear building line of the two-storey house at no. 27 The Grove and the evolved building rear line established at no. 29A The Grove. Furthermore, the main buildings proposed would pass the 45-degree rule test on plan (See: Image 8.4).
- 8.24 In regard to the width of redevelopment proposals such as the subject application, the SDG (2019) states that the width of a proposal should be determined by the appearance within the streetscene and proposed proportions and fenestration of the front elevation (Paragraph 2.17.2). Additionally, developments that seek to build closer to the boundary with neighbouring plots must demonstrate consideration to the impact on neighbouring amenity as well as the rhythm of development along the street (SDG - Paragraph 2.16.2).

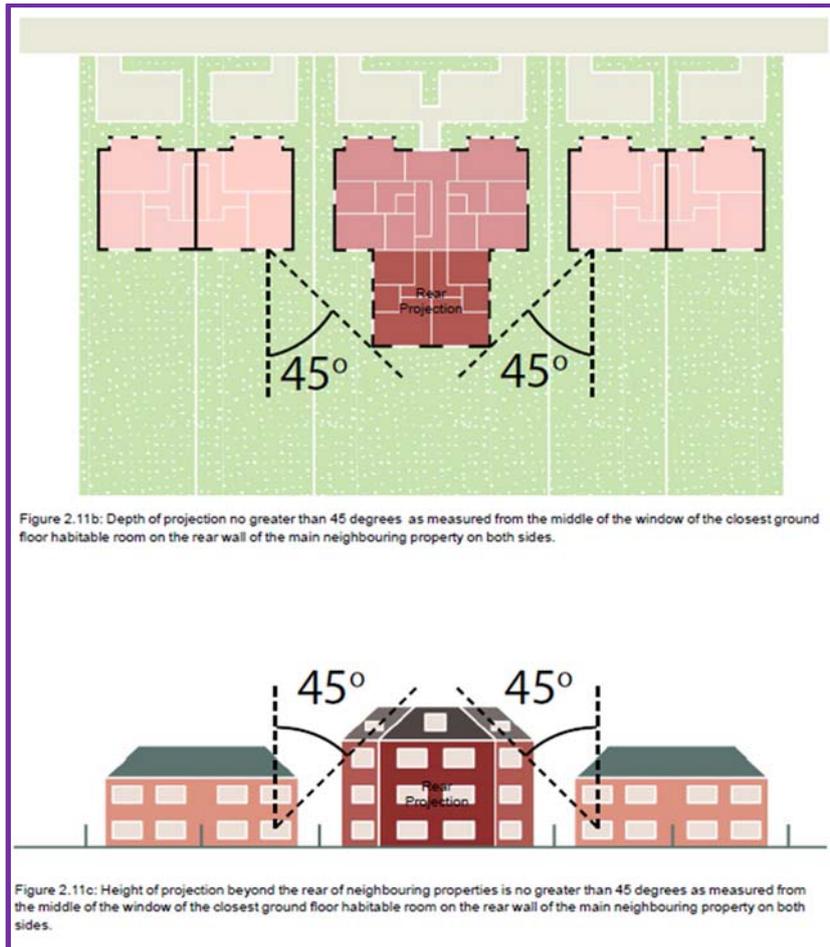


Image 8.3: 45-Degree Test Rule.

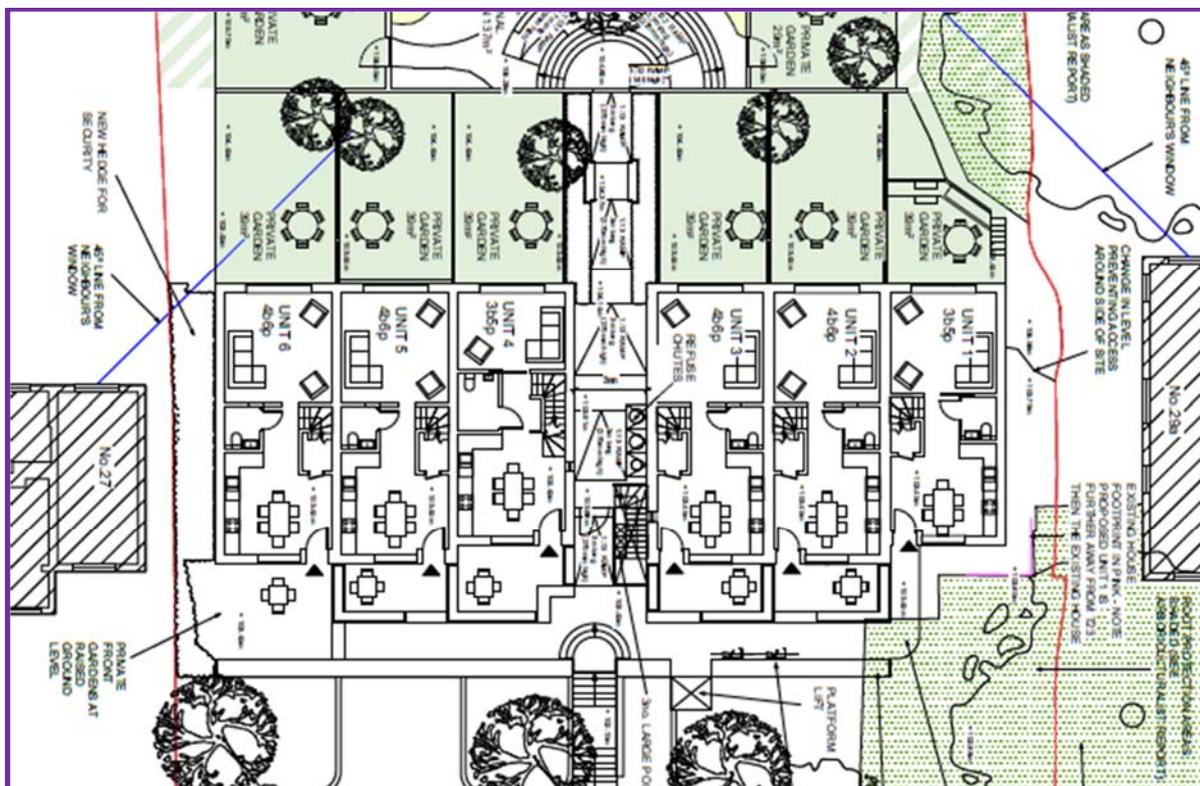


Image 8.4: 45-Degree Test on plan.

- 8.25 At 14.9m in width, the three-storey main buildings proposed would be in keeping with the width of the existing bungalow and neighbouring two-storey detached houses that benefits from at least one (1) side extension. In fact, the width of the proposed main buildings and typical 14.0m to 14.5m width of neighbouring houses benefiting from an extension(s) is notably less than the 17.5m width of the existing two-storey dwelling at no. 29 The Grove. In addition to having a width that is in keeping with the neighbouring buildings, it is noted that the design of the main buildings breaks up and reduces their massing by setting the ridgeline of one part of each building below the main ridgeline to present the subject part as a subservient extension.
- 8.26 Although the main buildings proposed would constitute rows of terrace dwellinghouses, each building would fit the profile of a characteristically large detached dwellinghouse rather than a typical elongated row of terraces. Additionally, the design of the proposal includes buffers between the two (2) main buildings, as well as, setbacks to the side of the application site. Therefore, terracing between the existing properties would be avoided and characteristic views through preserved.

Local Amenity

- 8.27 The Croydon Local Plan (2018) states the Council will support development proposals that ensure they protect the amenity of the occupiers of adjoining buildings and do not result in: direct overlooking at close range or habitable rooms in main rear / private elevations; significant loss of existing sunlight/daylight levels of adjoining occupiers; and direct overlooking of private outdoor space (with the exception of communal open space) within 10.0m perpendicular to the rear elevation of a dwelling (Policy DM10).

Enclosure & Impact on Light

- 8.28 It is noted that the proposed two (2) main buildings proposed would be set away from the flank walls of the neighbouring houses at the adjoining properties of nos. 27 and 29A by 2.9m to 5.7m (See: Image 8.5). While the proposed building would be taller than the neighbouring houses by 2.1m to 4.3m, the buffers between the building and adjoining properties would be sufficient to avoid any undue enclosure of the adjoining properties. The adequacy of the separation distances to be provided are evident in the findings of the External Daylight Study prepared by Syntegra Consulting that concluded while a couple of windows of a neighbouring house (S10 and S11) would suffer minor to moderate losses of daylight, the habitable rooms of these neighbouring houses would not. While it is noted side-facing openings at the ground floor of the dwelling at no. 27 The Grove were not included in the aforementioned study, the result would be the same in terms of light within habitable rooms due to their dual aspect design.

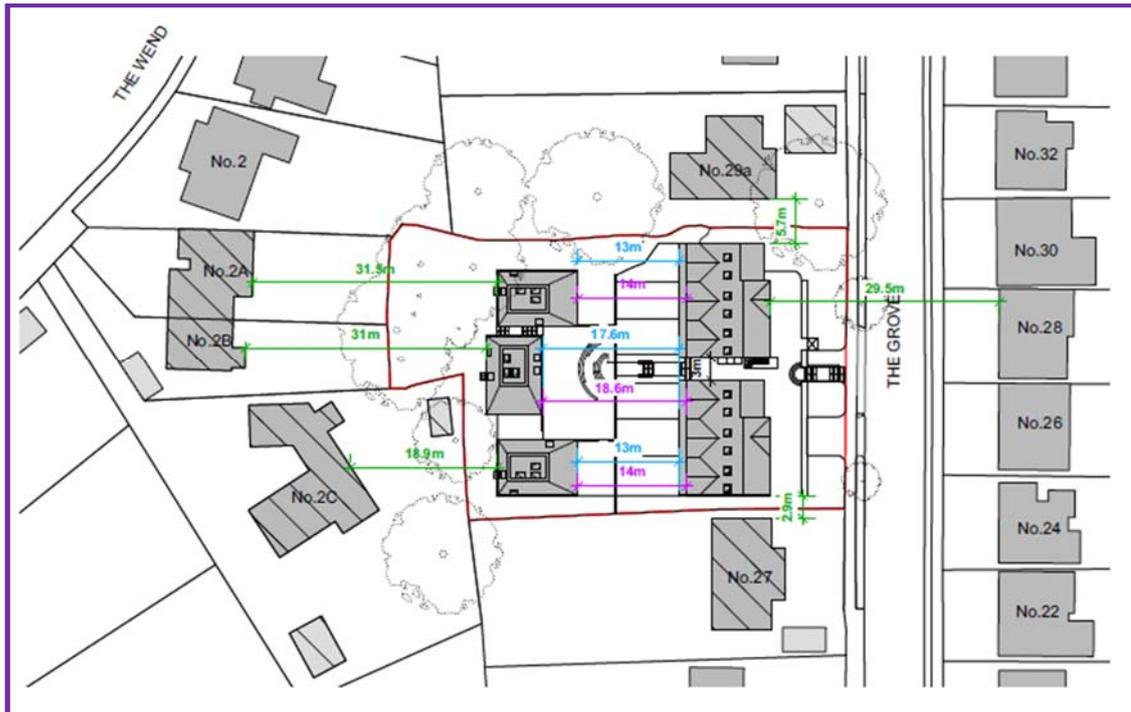


Image 8.5: Separation Distances.

Impact on Outlook

8.29 As noted previously in this report (Images 8.3 and 8.4), the two (2) main buildings proposed would not encroach beyond the 45-degree rule test described and illustrated in the SDG (2019). Additionally, all buildings proposed are sufficiently setback from dwellings on adjoining properties (See: Image 8.5). Therefore, it is noted that the proposed development would not give rise to any undue enclosure or losses of outlook from the neighbouring properties.

Impact on Overlooking

8.30 It is noted that the door and window openings proposed for the front and rear elevations of the proposed buildings would have no more of an impact on privacy at neighbouring properties than existing openings located on the same elevations of the existing dwellinghouses and neighbouring dwellings. Additionally, the two (2) frontage buildings proposed have been designed without any side-facing windows. While side-facing rooflights have been included in two (2) of the proposed bungalows, their proximity to neighbouring dwellings would not be sufficient to give rise to any undue overlooking or losses of reasonably expected privacy.

Noise & Activity

8.31 Although the proposed development would increase the intensity of the residential use of the site, the density of development would be in keeping with carrying capacity and scale of the large suburban property. Therefore, the level of activity, disturbance and noise generated by the redevelopment would be in keeping with the levels expected in an area that can accommodate moderate intensification. However, the recommendation includes numerous noise-related

conditions that would ensure noise emissions from mechanical equipment associated with the development are acceptable.

Quality of Accommodation

8.32 According to the Technical Housing Standards – Nationally Described Space Standard (2015), all of the dwelling unit proposed would provide a sufficient amount of Gross Internal Area (GIA) (See: Table 3.0). Therefore, all of the dwellings are deemed capable of providing acceptable amounts of living space to future occupants. It is also noted that the practicality, efficiency and effectiveness of the internal layouts proposed for the dwellings would provide future occupants with functional, as well as, pleasant spaces capable of accommodating various lifestyles and enhancing well-being.

Dwellinghouse	Floorspace Provided	Floorspace Required	Number of Bedrooms	Type of Bedrooms	Occupancy
Unit 1	110.0sqm	99.0sqm	3	2 Doubles & 1 Single	5
Unit 2	120.6sqm	112.0sqm	4	2 Doubles & 2 Singles	6
Unit 3	120.6sqm	112.0sqm	4	2 Doubles & 2 Singles	6
Unit 4	111.2sqm	99.0sqm	3	2 Doubles & 1 Single	5
Unit 5	120.6sqm	112.0sqm	4	2 Doubles & 2 Singles	6
Unit 6	120.6sqm	112.0sqm	4	2 Doubles & 2 Singles	6
Unit 7	96.4sqm	93.0sqm	3	2 Doubles & 1 Single	5
Unit 8	96.4sqm	93.0sqm	3	2 Doubles & 1 Single	5
Unit 9	96.4sqm	93.0sqm	3	2 Doubles & 1 Single	5

Table 3.0: Details of dwellings to be provided.

8.33 In addition to having practical and comfortable layouts, the proposed dwellings would be located far enough away from neighbouring buildings to benefit from pleasant outlooks and good levels of natural light. Additionally, it is noted that although the secondary windows of the kitchen/dining/living (K/D/L) areas of the three (3) bungalows would be adjacent to the communal walled garden, the raised planters to the front of the windows would provide an appropriate form a green screening to ensure the privacy of future occupants.

8.34 In order to provide suitable housing and genuine choice for London's diverse population (incl. disabled people, older people and families with young children), residential development must ensure that at least ten percent (10%) of dwellings are compliant with Building Regulation M4(3) and all remaining dwellings are compliant with Building Regulation M4(2) (London Plan - Policy D7). In this regard, it is noted that the inclusion of a platform lift and provision of ramps to the lift and communal walled garden would ensure step-free access to every family dwellinghouse and all communal spaces aside from the woodland area. Additionally, one (1) of the dwellinghouses (Unit 4) would be provided as M4(3) compliant unit and the remaining as M4(2) compliant units. Consequently, the

proposal would be sufficiently accessible, as well as, compliant with the local and regional policies requiring the internal areas of housing developments to be of the highest quality.

Amenity Space

- 8.35 According to local and regional policy, housing is expected to be of the highest quality both internally and externally (London Plan - Policy D6; Croydon Local Plan - Policy DM10). In regard to the latter, the noted policies require 5.0sqm of private outdoor space to be provide for one to two-person units with an extra 1.0sqm per every extra occupant thereafter. Furthermore, the London Plan (2021) expects these spaces to be practical in terms of their shape and utility so as to ensure the space offers good amenity (Policy D6).
- 8.36 As noted above, every dwelling unit would be provided with private amenity space in the form of private gardens. In regard to quality, each of these amenity spaces would be considered fully accessible, genuine and fit-for-purpose. Additionally, they would comfortably exceed the amount of private amenity space with which future occupants of the dwellings are required to be provided by local and regional policy as detailed Table 8.1.

Dwellinghouse	Area of Private Garden	Area Required	Compliant
Unit 1	24.3sqm	8.0sqm	Yes
Unit 2	38.1sqm	6.0sqm	Yes
Unit 3	38.1sqm	6.0sqm	Yes
Unit 4	36.0sqm	8.0sqm	Yes
Unit 5	37.9sqm	5.0sqm	Yes
Unit 6	37.9sqm	6.0sqm	Yes
Unit 7	29.3sqm	8.0sqm	Yes
Unit 8	17.6sqm	8.0sqm	Yes
Unit 9	34.1sqm	8.0sqm	Yes

Table 8.1: Details of private amenity space to be provided.

- 8.37 The private gardens to be provided within the development would be complemented by 56.0sqm of usable communal amenity space in walled garden and 203.0sqm in the woodland area. However, only the former would be fully accessible. It is also noted that despite the fact that the proposal is not required by policy to include any children’s play space, the proposed inclusion of play equipment such as a firefly bench in the walled garden and a rope swing in the woodland area would ensure child play would be accommodate outside of the private gardens.

Urban Greening

- 8.38 According to local and regional policy, the inclusions of urban greening measures (e.g. high-quality landscaping, green roofs and green walls) must be provided to increase the green cover in London (London Plan - Policy G5; Croydon Local Plan - SP7). Additionally, the Council seeks to protect and enhance the borough’s woodlands, trees and hedgerows by requiring all development proposals to comply with the recommendations of BS5837 2012 (Trees in relation to design, demolition and construction) or equivalent and resists development that would

result in the avoidable loss or the excessive pruning of preserved trees or retained trees (Croydon Local Plan -- Policy DM28).

Landscaping & Biodiversity

- 8.39 As the inclusion of urban greening measures in new development will result in an increase in green cover, the London Plan (2021) states that such measures should be integral to planning the layout and design of new buildings and developments (Policy G5). However, it is noted that only major developments are required by regional policy to achieve an identified urban greening factor (UGF). Nevertheless, both local and regional policy requires development proposals to manage impacts on biodiversity and aim to secure net biodiversity gain, (London Plan - Policy G6; Croydon Local Plan - Policies DM27 and SP7). Additionally, the Croydon Local Plan (2018) notes that development should seek to retain existing landscape features.
- 8.40 It is acknowledged that tree-lined streets and front gardens are characteristic of the leafy suburban area that is Coulsdon. In this regard, it is noted that proposed development would not only retain the level of landscaping and amount of garden space across the properties but enhance the design of the gardens, integrate them with the layout of the new homes proposed, increase the functionality of these amenity spaces.
- 8.41 It is also acknowledged that the loss of urban greenery even if it is to be replaced is regrettable. However, it is noted that any losses resulting from the proposed development proposal has not been identified as resulting in the loss of any protected habitat or species. Furthermore, it is also acknowledged that the landscaping plan included in the proposal would take advantage of the challenging change in levels across the application property to provide a coherent, navigable and softly landscaped environment that would enhance biodiversity and provide direct access to nature for multiple households. In particular, it is noted that the palette of shrubs to be planted would be diverse and feature trees would be planted to add to both diversity and visual amenity. As a result of the urban green measures proposed, fifty-seven percent (57%) of the 1,987.0sqm site would be softly landscaped.

Trees

- 8.42 In order to protect and enhance the borough's woodlands, trees and hedgerows, the Council requires all development proposals to comply with the recommendations of BS5837 2012 (Trees in relation to design, demolition and construction) or equivalent and resists development that would result in the avoidable loss or the excessive pruning of preserved trees or retained trees (Croydon Local Plan -- Policy DM28).
- 8.43 While the proposal would involve the loss of multiple mature trees, it is noted that all but one of the trees to be felled would be no higher than Category C. In regard to the single Category B tree (T16) to be felled, it is noted that it has been mismanaged in the past and works necessary to improve its poor structure would diminish its amenity value. Additionally, the loss of a single group of trees (G22) and fourteen (14) individual trees would be off-set by the planting of sixteen (16)

trees. In regard to the trees to be planted, Council's Tree Officers noted that the type proposed would be acceptable in terms of canopy, height and species. To ensure that the final details of the proposed tree planting programme is acceptable and the plan is implemented in full, this recommendation includes a Landscaping Management plan condition designed to secure the submission and approval of the aforementioned details and programme prior to the first occupation of the development.

Local Transport

- 8.44 Development within the borough and Greater London is expected to deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. (London Plan - Policy T2; Croydon Local Plan - Policies DM16, DM29 and SP8). Therefore, the cumulative impacts of development on public transport and the road network capacity (incl. walking and cycling), as well as associated effects on public health must be considered and mitigated (London Plan - Policy T4). Additionally, development proposals must also avoid increasing highway danger (London Plan - Policy T4).
- 8.45 Despite the application site having a 'poor' PTAL rating of 2, it is within walking distance of the National Rail and London bus services available in Coulsdon Town. Additionally, vehicle access is not constrained by any bus routes or parking restrictions along the immediate stretch of The Grove. Therefore, future occupants of the proposed development would be able to select from a variety of modes of transport including: walking, cycling, using public transport and driving a private vehicle.

Access Arrangements

- 8.46 Pedestrians would be able to access the dwellinghouses from street level via steps leading to the buildings' ground floor entrances or a step-free route can be achieved through the basement level, which provides access to the lift. While the pedestrian ramp into the basement level would also provide access for cyclists, vehicular access to the property is also provided at this point. It would require a re-design of the existing vehicle access to remove the two (2) existing crossovers and form a new and suitably 4.5m wide dropped kerb. This redevelopment would have no impact on existing street trees and the proposed visibility splays would be acceptable. Nevertheless, this recommendation includes a landscaping condition that would ensure the boundary treatments and steps in close proximity to the vehicle access would not be a detriment to pedestrian, cyclist and vehicle safety. Additionally, conditions regarding a Construction Logistics Plan, highways conditions survey, threshold levels, and a Section 278 Legal Agreement are also included.

Car Parking

- 8.47 According to the London Plan (2021), a development providing nine (9) units with three (3) or more bedrooms in an area with a PTAL Rating of 2-3 should provide no more than nine (9) vehicle parking space (Table 10.3). As the proposal includes nine (9) off-street parking spaces, it is in line with the requirements of the London Plan (2021) and its strategic objectives to discourage unsustainable

travel patterns, which can mean not providing the maximum number of spaces allowed.

- 8.48 On suburban sites such as the host property, the Council would normally expect a residential development to generate a demand of one (1) vehicle parking spaces per dwelling unit. As such, the proposal would be expected to generate a demand for nine (9) vehicle parking space. Since the proposal would provide this exact number of vehicle parking spaces off-street, it would not be expected to give rise to any overspill from the development site onto local streets. Nevertheless, a Parking Survey of local streets within 200m of the application site submitted by the Applicant concluded that the proposed development, as well as, other consented developments within 250.0m of the application site would not unduly increase local on-street parking stress since these streets displayed sufficient capacity both during the relevant overnight period.
- 8.49 Considering how close future occupants would be to local bus stops, shops and Coulsdon Town rail station and the fact that they would be provided with amenities to accommodate cycling, it is noted that sustainable modes of transport would make car-free lifestyles viable. Furthermore, the development would be required to contribute to improving sustainable transport in the area and future occupants would be prohibited from obtaining parking permits in the area if on-street parking stress were to become unsustainable and require the implementation of a local CPZ.
- 8.50 Swept paths for the parking spaces are provided (using a 4.8m car as required), demonstrating that the spaces are accessible for ingress and egress in forward gear. As four (4) of the six (9) vehicle parking spaces (i.e. 44%) would be provided with active electric vehicle charging points (EVCPs) and the remaining with a passive provision, the proposal would exceed the relevant requirements of Policy T6.1 the London Plan (2021). Similarly, a single disabled car parking space is to be provided with extra width to enable manoeuvring in compliance with Policy T6.1(G) the London Plan (2021).
- 8.51 A contribution of £13,500 will be secured via S106 agreement to contribute towards sustainable transport initiatives in the local area including on street car clubs with electric vehicle charging points (ECVPs) within the South Croydon / Purley Oaks area as well as general expansion of the EVCP network in the area in line with policy SP8 of Croydon Local Plan (2018). The funding will go towards traffic orders at around £2500, signing, lining of car club bay, EVCP provision including electrics and set up costs for the car club. Additionally, the S106 agreement would also prohibit occupants of the development from obtaining parking permits in any future local CPZ. Every residential unit is to be provided with a minimum three-year membership to a local car club scheme upon 1st occupation of the unit. Funding will also be used for extension and improvements to walking and cycling routes in the area and improvements to local bus stops to support and encourage sustainable methods of transport.
- 8.52 Conditions will be attached to require a condition survey of the surrounding footways, carriageway and street furniture prior to the start of any works on site. This would need to be accompanied by photos and a report of any areas which may be of concern (this would be secured as part of the CLP condition). Given

the site's location a Construction Logistics Plan (CLP) is required and will be secured by condition.

Cycle Parking

8.53 In order to encourage the use of cycling as a primary mode of transport, the redevelopment would be required to provide two (2) short-stay cycle parking spaces and eighteen (18) covered and secured long-stay cycle storage spaces as per Table 10.2 of the London Plan (2021). According to the Proposed Plans, a suitably design cycle storeroom within the basement level would be able to provide the requisite spaces in acceptably accessible manner. Additionally, two (2) visitor cycle spaces would be suitably provided on the landing to the front of the main buildings. Therefore, this recommendation includes a cycle storage condition that would secure the required provision.

Environmental Sustainability

Air Quality & Water Use

8.54 In order to reduce greenhouse gas emissions and deliver development that is adaptable in a changing climate, the Council requires minor new-build residential developments to achieve the national technical standard for energy efficiency in new homes (2015) and all new-build residential development to meet a minimum water efficiency standard of 110.0l per person per day (Local Plan - Policy SP6). Therefore, this recommendation includes an Emission Rate & Water Use condition designed to ensure future compliance.

Flood Risk Management

8.55 In order for the Council to ensure that development within the borough reduces flood risk and minimises the impact of flooding, Policy DM25 of the Croydon Local Plan (2018) requires development proposed within areas at risk of flooding development to incorporate flood resilience and resistant measures into the design, layout and form of buildings to reduce the level of flood risk both on site and elsewhere.

8.56 As the application site is located within a Critical Drainage Area, the applicant submitted a requisite Flood Risk Assessment (FRA). According to the combined Flood Risk Assessment & Sustainable Urban Drainage System Strategy submitted by the application, the proposed development would help manage flood risk through the installation of a Sustainable Urban Drainage System (SUDS) that would incorporate the maximisation of permeable services (i.e. an increase from the existing level of ... to ...), as well as, the utilisation of both lined granular angular storage and soakaways. Considering the scale of the proposed development and identified flood risks, this SUDS proposed would be acceptable. Therefore, this recommendation includes a SUDS condition designed to ensure that the identified measures are installed and the maintenance plan implemented.

Waste Management

8.57 The London Plan (2021) requires new housing to provide adequate and easily accessible storage space that supports the separate collection of dry recyclables and food waste, as well as, residual waste (Policy D6). It is supported locally by Croydon's Waste and Recycling in Planning Policy Document (2018) that would require a development consisting the construction of nine (9) dwellinghouses to provide enough bins and bin storage space within the curtilage of the property to handle the approximately 140.0l of food waste, 1,440.0l of landfill waste, 1,152.0l of mixed recycling waste that would be generated by the proposed dwellings on a weekly basis (Section 4). According to the drawings submitted with the application, there is sufficient space within the basement level of the proposed main buildings to integrate the requisite waste storage facilities. Therefore, this recommendation includes a Waste Storage Management condition designed to secure the provision of the requisite facilities and management procedures.

Fire Safety

8.58 According to Policy D12 of the London Plan (2021), all development proposals must achieve the highest standards of fire safety and ensure that they identify suitable outdoor space for fire appliances and assembly points; incorporate appropriate fire safety features; minimise the risk of fire spread; provide suitable and convenient means of escape (incl. a robust strategy for evacuation); and suitable access and equipment for firefighting.

8.59 The details on fire safety and risk management contained within the Fire Safety Strategy prepared by architecture development + design are considered to provide sufficient and appropriate fire safety measures/procedures in accordance with regional policy. This recommendation includes a Fire Safety condition designed to ensure that the identified measures/procedures are implemented.

Other Matters

8.60 All material considerations have been taken into account, including responses to the public consultation. Taking into account the consistency of the scheme with the Development Plan and weighing this against all other material planning considerations, the proposal is considered to be acceptable in planning policy terms.

8.61 The development would be liable for a charge under the Community Infrastructure Levy (CIL).

8.62 All other planning considerations including equalities have been taken into account.

Conclusion

8.63 The proposed development would considerably optimise the housing potential of a large suburban property through the erection of a sympathetically-design multi-building that would be a positive addition to the local street scene, provide

high-quality dwelling units with the necessary supporting amenities, and contribute to biodiversity, sustainable transport and urban greening. Furthermore, the comprehensive design and layout of the proposed development would help meet local and regional objectives on providing the housing Londoners need (incl. family-sized homes) without generating any detrimental impacts on fire safety, local amenity and local transport. Therefore, it is recommended that Planning Permission be **GRANTED**.