
1.0 APPLICATION DETAILS

- Ref:** 21/06097/FUL
- Location:** 1A Meadow Rise | Coulsdon | CR5 2EH
- Ward:** Coulsdon Town
- Description:** Erection of part two/four-storey building to provide nine (9) self-contained flats (following demolition of existing dwellinghouse and outbuilding), Associated amenity, cycle storage, vehicle parking and waste storage spaces, and Alterations including formation of vehicle crossover and landscaping (following removal of existing crossover).
- Drawings:** 20.047.001 -- Site Location Plan; 20.047.002 -- Existing Street Scene Elevations; 20.047.003 -- Existing Site Plan; 20.047.004 -- Existing Elevations and Floor Plans; 20.047.101P -- Revision P of Proposed Site Plan; 20.047.102E -- Revision E of Proposed Site Levels Plan; 20.047.103D -- Revision D of Proposed Sections AA and BB; 20.047.110K -- Revision K of Proposed Ground Floor Plan; 20.047.111H -- Revision H of Proposed First Floor Plan; 20.047.112H -- Revision H of Proposed Lower Loft Level Plan; 20.047.113G -- Revision G of Proposed Upper Loft Level Plan; 20.047.114C -- Revision C of Proposed Roof Plan; 20.047.115A - - Revision A of Proposed Upper Loft Level Plan (With Ceiling Heights); 20.047.120E -- Revision E of Proposed Front (North) Elevation; 20.047.121F -- Revision F of Proposed Side (East and West) Elevations; 20.047.122F -- Revision F of Proposed Rear (South) Elevation; 20.047.123E -- Revision E of Proposed Street Scene Elevations; 20.047.130B -- Revision B of Proposed Storage Enclosures; 20.047.140D -- Revision D of Proposed Landscaping Plan; 20.047.141A -- Revision A of Proposed Planting Plan; and 20.047.142A -- Revision A of Proposed Boundaries Plan.
- Statements:** Arboricultural Impact Assessment (ref. 2010/63/AIA Rev. A) -- Prepared by Oakwood Tree Consultants (27.07.21); Arboricultural Impact Assessment Plan (ref. 2010/63/AIA Rev. A); Covering Letter (ref. 10455623) -- Prepared by HTA (08.12.21); Design and Access Statement -- Prepared by Harp & Harp (May 2022); Energy Statement -- Prepared by Base Energy (19.05.21); Flood Risk Assessment Rev. 1 -- Prepared by Base Energy (23.11.21); Planning Fire Safety Statement (ref. NPA-MRC-HTA-P-Planning Fire Safety Statement-220531) -- Prepared by HTA (May 2022); Planning Statement -- Prepared by HTA (02.12.21); Transport Statement (ref. 5722/TS02 Rev. A) -- Prepared by RGP (18.11.21); and Tree Survey and Constraints Plan (ref. 2010/63/TCP Rev. A).
- Agent:** Arjun Singh of HTA Design LLP
- Applicant:** Joe Garner of New Place Associates

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	0	1
Proposed	3	2	4	0	0	9

Number of Vehicle Parking Spaces	Number of Cycle Parking Spaces
Six (6)	Twenty-One (21)

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

- Referral from Ward Councillor (Cllr. Mario Creatura); and
- 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; and
- Limitation of access to the school road resident access scheme to the future occupants of the six (6) flats that are assigned an off-street parking space.

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.
10. Submission and approval of details on the solar panel array.

Pre-Occupation Conditions

11. Submission and approval of details of on Electric Vehicle Charging Points.
12. Submission and approval of details of a Waste Management Plan.
13. Submission and approval of details on cycle storage.
14. Submission and approval of details on accessible off-street vehicle parking and accessible routes through the site.
15. Submission and approval of further details on the Landscaping Strategy including a Biodiversity Enhancement Strategy, Tree Planting Plan, 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.
16. Submission and approval of details on lighting.

Compliance Conditions

17. Use restriction to residential (Use Class C3).
18. Implementation of cycle storage as shown on plans prior to occupation.
19. Provision and maintenance of off-street vehicle parking spaces.
20. Provision of accessible and adaptable dwellings, including a lift.
21. Compliance with dwelling emissions rate and water efficiency standard.
22. Installation and maintenance of anti-vibration measures.
23. Provision and maintenance of obscured-glazed and partially non-opening windows in the rear elevation as illustrated on the proposed floor plans.
24. Provision of ultra-low NOx boilers.
25. 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 chalet-style detached dwellinghouse (Use Class C3) and single-storey detached garage;
 - Erection of a part two/four-storey building with double-storey roof to provide nine (9) self-contained flats (Use Class C3);
 - Associated amenity, cycle storage, vehicle parking and waste storage spaces; and
 - Alterations including formation of vehicle crossover and landscaping (following removal of existing crossover).
- 3.2 According to the proposed plans listed in Section 1.0, the block of flats proposed would rise 12.5m above its 271.9sqm floorplate to a main central ridgeline. It would have a design inspired by the traditional Arts & Craft architecture characteristic of the local area. However, the traditional vernacular will have a

moderate level of contemporary reinterpretation. In particular, the predominant finish to be applied to the building would be white brickwork rather than white rendering. This brickwork would be contrasted by the use of red brickwork at the building's base, creasing tiles and patterned tiling to its front entrance, pearl beige aluminium-framed for its openings, and red clay tiles on its roofslopes.

- 3.3 The block of flats proposed would provide two (2) three-bedroom, five-person flats (Units 1 and 2) at the ground floor level. At the first floor level, it would provide one (1) one-person, two-person flat (Unit 3), one (1) two-bedroom, three-person flat (Unit 4), and one (1) three-bedroom, four-person flat (Unit 5). While three (3) flats would also be provided at the lower loft level, there would be one (1) two-bedroom, three-person flat (Unit 7), and two (2) one-bedroom, two-person flats (Unit 6 and 8). The single flat to be provided at the upper loft level would be a three-bedroom, five-person flat (Unit 9). The gross internal area (GIA) of each flat is detailed in Table 3.0.

Flat	Floorspace Provided	Floorspace Required	Number of Bedrooms	Type of Bedrooms	Occupancy
Unit 1	93.9sqm	86.0sqm	3	2 Doubles & 1 Single	5
Unit 2	89.2sqm	86.0sqm	3	2 Doubles & 1 Single	5
Unit 3	120.6sqm	50.0sqm	1	1 Double	2
Unit 4	61.8sqm	61.0sqm	2	1 Double & 1 Single	3
Unit 5	74.4sqm	74.0sqm	3	1 Double & 2 Singles	4
Unit 6	50.0sqm	50.0sqm	1	1 Double	2
Unit 7	61.8sqm	61.0sqm	2	1 Double & 1 Single	3
Unit 8	59.6sqm	50.0sqm	1	1 Double	2
Unit 9	99.0sqm	86.0sqm	3	2 Doubles & 1 Single	5

Table 3.0: Details of dwellings to be provided.

- 3.4 Entry to the building would be provided via a communal front entrance, which would have level-access to the footpath along Meadow Rise and a sloping footpath to an off-street car park proposed to the eastern side of the building. A communal amenity space including children's play equipment would be provided to the western flank of the proposed building. Similarly, communal bin and cycle stores would be provided to the side of this amenity space.
- 3.5 In addition to the communal side garden mentioned above, each flat would be provided with its own private amenity spaces. These spaces would be provided via balconies, patios or roof terraces no less than 5.7sqm in area.
- 3.6 According to the Arboricultural Impact Assessment (ref. 2010/63/AIA Rev. A) and Arboricultural Impact Assessment Plan (ref. 2010/63/AIA Rev. A), the proposal would involve the felling of a single apple tree (T11), one (1) complete group of trees (G10), and part of one (1) group of trees (G12). However, all of the trees to be removed were classified as being in poor condition (Category U) according to the Arboricultural Impact Assessment. The loss of these existing trees would be

off-set by the proposed planting of a tree to the front of the proposed car park and multiple trees in and around the communal amenity space.

- 3.7 The proposed alterations would also involve the relocation of the existing crossover further away from the Meadow Rise's junction with Woodcote Grove Road and associated reinstatement of the kerbs and pavement along Meadow Rise.

Note: *The subject application is an amended form of a previous proposal for the application site for which an application (ref. 21/02692/FUL) was refused Planning Permission (as it 'would not be in keeping with the character of the area, would have a detrimental impact on the street scene and would have a detrimental impact on neighbouring properties, by reason of its height and massing'). While the design of the block of flats proposed has been notably revised, the design and provision of most of the associated amenities (i.e. cycle storage, landscaping, vehicle parking, and waste storage) is essentially the same and these elements were considered acceptable in the determination of planning application 21/02692/FUL.*

Site and Surroundings



- 3.8 The application site of 1A Meadow Rise is located in Coulsdon on an 834.2sqm corner plot created by the junction of Meadow Rise and Woodcote Grove Road. It contains a single-storey dwellinghouse with a habitable roof level (Use Class C3) that is centred on the site, as well as, a single-storey detached garage located in the side yard to the east of the dwelling and accessed via a crossover to Meadow Rise.
- 3.9 Although the dwellinghouse has the appearance of a chalet-stye bungalow, it makes little contribution to the local street scenes as it is highly screened from public view by single rows of mature pine trees (G12) along both the main and

return frontages. In contrast, the large detached and semi-detached houses in the surrounding area are highly visible buildings designed in an Arts & Craft Style. However, both the host and neighbouring properties benefit from street trees and generous front gardens, many of which have been fully paved.

- 3.10 The host property is within walking distance to multiple local bus stops. However, local bus services are not high frequency, and the closest rail station is not within walking distance. As such, the property has a 'very poor' PTAL Rating of 1B. In contrast, the site is easily accessible via private vehicle and benefits from off-street parking. While there is a school road resident access scheme along Meadow Rise, there are no local parking restrictions such as a Controlled Parking Zone (CPZ).
- 3.11 In regard to other relevant planning constraints, the application site is located within a Critical Drainage Area and planning permission is required for the formation of vehicle crossovers. 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

- 3.12 21/02692/FUL -- Demolition of the existing house and erection of 4-storey buildings, comprising of 9 residential flats with associated car parking spaces, communal amenity space, cycle parking spaces, refuse / recycle facilities and landscaping. -- Refused on 09.11.2021. The reason for refusal was listed as:
- i. The proposed 4 storey block of 9 flats, would not be in keeping with the character of the area, would have a detrimental impact on the street scene and would have a detrimental impact on neighbouring properties, by reason of its height and massing, contrary to policies SP4 and DM10 of the Croydon Local Plan 2018 and policy D3 of the London Plan 2021.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of development of the site for additional homes (including family sized homes), is acceptable as it would be a sensitive redevelopment to provide homes where there is an identified housing need and provides an important contribution to meeting the Council's small sites housing target.
- The dwellings to be provided would include much needed family-sized homes designed to a high standard incorporating high quality spaces both internally and externally.
- The design of the proposed block of flats is sympathetic to the character and appearance of the local area, in particular it is reflective of the 'arts and craft' style dwellings found nearby, and would result in a building that would be a positive addition to the local street scenes.

- The proposed landscaping and tree planting plans would provide open green spaces that would be usable and also enhance the local 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 Twenty-seven (27) neighbouring properties were notified of the application and invited to comment. One-hundred and thirty-one (131) representations were received not including an objection from local Ward Councillor Mario Creature, who also requested that the application be called into committee due to his concern that the proposal's size, height, elevation and massing being inappropriate for the area.
- 6.2 All of the representations received were made in objection 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
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 are taken into consideration.
Impact on Character & Appearance	
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 8.14 through 8.19.
The development would constitute an overdevelopment of the host properties that would appear overbearing, excessive and out of keeping with the character, form and scale the quiet, leafy street and suburban street/area.	Acknowledged and addressed in paragraphs 8.20 through 8.25.
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 8.32.
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 8.26 through 8.31.
The intensification of the existing residential use would generate additional waste and resulting odours.	Addressed in paragraph 8.55.
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.

Quality of Accommodation	
The proposal is an overdevelopment that would result in overcrowding.	Addressed in paragraphs 8.34 through 8.33.
The proposed development would not be accessible for all.	Addressed in paragraphs 8.35 and 8.47.
Future occupants would not be provided with enough communal amenity space (incl. play space), which would not be sufficiently accessible.	Addressed in paragraphs 8.36 through 8.38.
The flats proposed next to communal spaces would be overlooked and lack privacy.	Acknowledged and addressed in paragraph 8.34
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 8.51.
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 Parking Survey submitted with the application does not align with local experiences.	The parking survey completed was done so in light with best practices and, therefore, considered accurate.
Errors in the Design and Access Statement could mislead readers about the local context.	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) Note: Mayor Perry's intention is to revoke this guidance, but the SPD2 remains in place as of today and is a material consideration in the determination of relevant planning applications, such as this scheme.

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 and gentle densification of an existing residential property leading to the provision of additional homes in a neighbourhood that is in the immediate catchment of 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 the existing family-sized home on the site. However, the proposal would result in a notable net gain of three (3) family-sized homes, there being four three-bedroom bed homes proposed. Furthermore, the proposed development would exceed the strategic target for providing family-sized homes by having forty-four percent (44%) of the proposed homes providing three (3) or more bedrooms.

Type of Unit		Quantum
Three-Bedroom (Family-Sized)	Three-Bedroom, Four-Person	1
	Three-Bedroom, Five-Person	3

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) 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 proposal seeks to optimise the site's housing potential, but has done this by taking into account the character of the surrounding area. The proposed development is considered to be in line with the local building typology, land uses and capacity of the site.
- 8.9 In regard to the impact of the development on 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).

Typology and Siting

- 8.13 It is noted that the block of flats proposed would respond well to the prevailing building line along Woodcote Grove Road and provide a suitable setback from Meadow Rise. As such, it would successfully address its corner plot location without appearing overbearing. Furthermore, it would provide residential accommodation across four (4) internal levels while presenting itself as a sensibly scaled-up model of the large detached dwellinghouses characteristic of the local area. Consequently, the building would appear distinguished but not out of keeping with character of the local built environment.



Image 8.1: Existing (Top) and Proposed (Bottom) Site Plans.

Character and Materials

- 8.14 In the current London Plan’s identification of the city’s form, character and capacity for growth, the plan recognises that as change is a fundamental characteristic of London, respecting character and accommodating change should not be seen as mutually exclusive (Paragraph 3.1.7). Therefore, development attempting to be considerate of local character need not preserve things in a static way but rather ensure an appropriate balance is struck between existing fabric and any proposed change (Paragraph 3.1.7).
- 8.15 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).

- 8.16 In light of the SDG's (2019) identification of what does not define character, the fact that the proposed development would result in a single-family building being replaced with a multi-family building is not negative mark against the proposal. Furthermore, it is noted that family neighbourhoods are not limited to areas comprised of only single-family houses as families can live within multi-dwelling buildings. In this regard, the proposed development would provide three (3) additional family-sized dwellings (four in total), that would help bring families to the local area.
- 8.17 In regard to delivery good design that is indeed considerate of local character, the London Plan (2021) states that all development must make the best use of land by following a design-led approach that requires consideration of design options to determine the most appropriate form of development that responds to a site's context **and** capacity for growth (Policy D3; Emphasis Added). Furthermore, the buildings and spaces to be delivered should positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions (London Plan - Policy D3). The London Plan (2021) is supported by the Croydon Local Plan (2018) that states proposal should be of a high quality and respect the appearance, existing materials and built and natural features of the surrounding area (Policy DM10).
- 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).
- 8.19 It is clear that the design of the proposed building is a nod to the Arts and Craft style, which is prevalent in Croydon and particularly so in the area surrounding the application site. Over the course of the submission and assessment of the subject application, the scheme has been refined to deal with various design issues. The result is a proposed design that responds well to the character of the local street scenes and would sit comfortably within their settings. Furthermore, the high-quality material palette proposed is appreciably considerate of the local architectural context.

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, the proposed development would provide residential accommodation and supporting amenities across four (4) internal levels within a building that would appear two-storeys in height. It is acknowledged that in order to accommodate four levels above ground, the

proposed building would rise around 3.0m higher than the two-storey buildings located on neighbouring properties. However, the proposed building benefits from a design that spreads the extra height across the ground floor, first floor and roof levels to ensure the building is only relatively larger than neighbouring two-storeys buildings rather than excessively so. Furthermore, the additional height of the double-storey roof arrangement allows the proposal to meet the Croydon Local Plan's intent of seeking three-storey buildings without adding the more than 3.0m of height that would likely be needed to accommodate a second floor level and roof above.



Image 8.2: Proposed Woodcote Grove Road Street Scene.

Form and Massing

8.21 As noted in the subsection on character and materials above, local and regional policy on urban design requires an approach to local context that is respectful but not necessarily a replication (London Plan - Policies D1 and D3; Local Plan - Policy DM10). In regard to respecting the local pattern of development, it is acknowledged that the proposal takes advantage of the site's corner location by adopting an 'L'-shape that is broadly in keeping with the front and rear building lines along both Meadow Rise and Woodcote Grove Road. Furthermore, the articulations to the massing of the building are logical and assist with breaking up the building rather than providing an awkward, contrived and out of keeping built form. In qualitative terms, the building's form and massing is acceptable. Additionally, it appears to comply with a relevant and broadly applicable quantitative assessment tool; the 45-degree rule test.

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 As illustrated on the Proposed Site Plan (dwg. 20.047.101P) listed in the Approved Plans, the areas of the proposed building that would project beyond the rear building lines of the existing neighbouring building at no. 121 Woodcote Grove Road would pass the 45-degree rule test on plan (See: Image 8.4). While the form of the building would be stepped, it would appear neither contrived nor illogical. The stepped ‘L’-shape proposed for the block of flats would allow the development to optimise the housing potential of its corner plot location in a logical evolution to the pattern of development as described in Section 2.14 of Croydon’s SDG.

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). However, policy DM10.1 requires development to be a minimum of 3 storeys and the proposal is in keeping with this. In addition, proposals for the development of corner plots should seek to accommodate additional height and depth as marker points within the townscape (Paragraph 2.14.1 of the SDG).

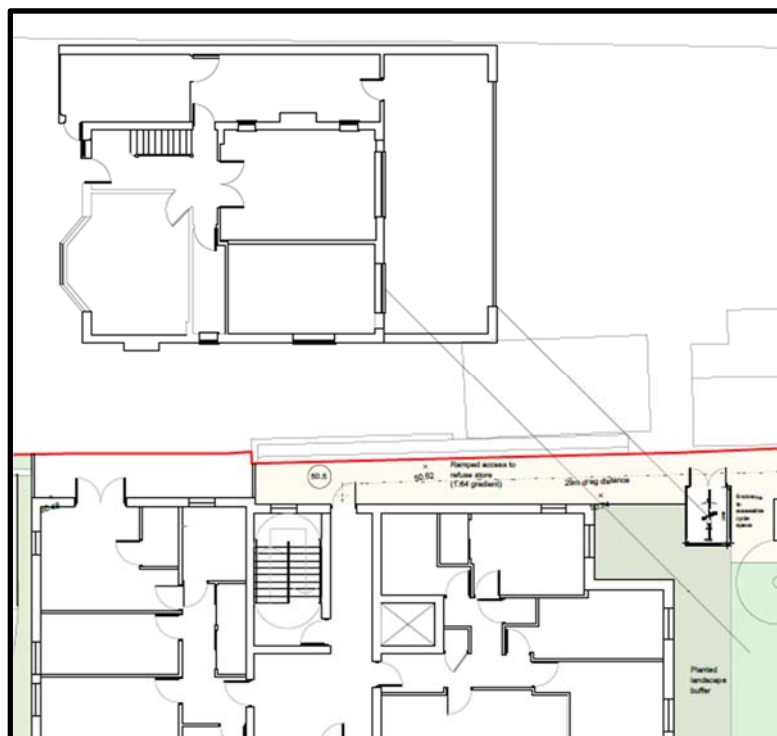


Image 8.3: 45-Degree Test on plan.

8.25 With a maximum width of 24.6m, the proposal would be wider than neighbouring residential buildings. However, the design of the proposed building incorporates generous setbacks from the side boundaries of the site by retaining large side gardens. As a result, the width of the proposed block would be appropriate for the site. Additionally, the balanced fenestrations and adoption of roof profiles characteristic of the Arts and Craft style would soften the impact of the building's larger massing and is in line with the requirements of policy DM10(c) of the Local Plan.

Local Amenity

8.26 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

8.27 It is noted that the proposed block of flats would be setback a sufficient distance from the rear and western side boundaries of the application site to provide a notable and appreciable buffer to the dwellings on the adjoining properties at 1B Meadow Rise and 121 Woodcote Grove Road. These suitable separation distances (i.e. 5.8m to 15.7m) and a considerate height for the proposed building would prevent any undue enclosure or losses of light at these adjoining properties.

8.28 It is also noted that the proposed block of flats would project only marginally further than an existing outbuilding on the other side of the boundary with no. 121 Woodcote Grove Road. As such, the existing building on the adjoining property would have more of an impact on the level of amenity provided within the adjoining garden than the subject development.

Impact on Outlook

8.29 As noted previously in this report (Images 8.3 and 8.4), the proposed building would not encroach beyond the 45-degree on plan 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 elevation of the proposed building would have no more of an impact on privacy at neighbouring properties than existing openings located on the same elevations of the existing dwellinghouse and neighbouring dwellings. While it is acknowledged that the rear-facing windows proposed for the upper floors of the proposed block of flats could introduce opportunities for the overlooking of the adjoining property at no. 121 Woodcote Grove Road, any such opportunities would be avoided through the use of fixed and obscured-glazed windows. The use of such openings would be secured via an obscured-glazed and non-opening window condition included with this recommendation.
- 8.31 The window openings proposed for the side elevations of the proposed building would have no more of an impact on privacy at neighbouring properties than existing openings located on the front and rear elevations of the existing dwellinghouse and neighbouring dwellings. Furthermore, the proposed openings would be sufficiently setback from neighbouring properties (i.e. no less than 15.0m) to avoid any undue overlooking.

Noise & Activity

- 8.32 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

- 8.33 According to the Technical Housing Standards – Nationally Described Space Standard (2015), all of the dwelling units 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.

Flat	Floorspace Provided	Floorspace Required	Number of Bedrooms	Type of Bedrooms	Occupancy
Unit 1	93.9qm	86.0sqm	3	2 Doubles & 1 Single	5

Unit 2	89.2sqm	86.0sqm	3	2 Doubles & 1 Single	5
Unit 3	120.6sqm	50.0sqm	1	1 Double	2
Unit 4	61.8sqm	61.0sqm	2	1 Double & 1 Single	3
Unit 5	74.4sqm	74.0sqm	3	1 Double & 2 Singles	4
Unit 6	50.0sqm	50.0sqm	1	1 Double	2
Unit 7	61.8sqm	61.0sqm	2	1 Double & 1 Single	3
Unit 8	59.6sqm	50.0sqm	1	1 Double	2
Unit 9	99.0sqm	86.0sqm	3	2 Doubles & 1 Single	5

Table 3.0: Details of dwellings to be provided.

8.34 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. Furthermore, the flats proposed for the ground floor level would benefit from defensive space and landscaping to the front of openings adjacent to common paths/spaces to ensure privacy and safety.

8.35 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 provision of level access to all amenity spaces provided at ground floor level would ensure step-free access to the ground floor flats (Units 1 and 2) allowing them to be provided as M4(3) compliant units. As the proposal includes provisions for the installation of a lift, the remaining units would be provided 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. A condition can be added to ensure compliance with this.

Amenity Space

8.36 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).

8.37 As noted above, every dwelling unit would be provided with private amenity space in the form of a balcony, patio or roof terrace. In regard to quality, each of these amenity spaces would be considered fully accessible, genuine and fit-for-

purpose. However, all but the private amenity space to be provided to Unit 5 would 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. In regard to the shortfall in size of the roof terrace proposed for Unit 5, the minor shortfall is expected to be off-set by quality of the amenity space (i.e. a well-proportioned and south-facing square terrace) and provision of a quality communal amenity space.

Dwellinghouse	Area of Private Garden	Area Required	Compliant
Unit 1	17.7sqm	8.0sqm	Yes
Unit 2	8.2sqm	8.0sqm	Yes
Unit 3	5.7sqm	5.0sqm	Yes
Unit 4	6.3sqm	5.0sqm	Yes
Unit 5	7.1sqm	8.0sqm	No
Unit 6	5.7sqm	5.0sqm	Yes
Unit 7	6.3sqm	5.0sqm	Yes
Unit 8	5.9sqm	5.0sqm	Yes
Unit 9	8.3sqm	8.0sqm	Yes

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

8.38 The private gardens to be provided within the development would be complemented by 67.5sqm of usable communal amenity space in a walled side garden. 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 in the walled garden would ensure child play would be accommodated within the development.

Trees and Landscaping

8.39 As the inclusion of 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).

Landscaping & Biodiversity

8.40 In recognition of the local landscapes’ contribution to visual amenity, the Council requires proposals to incorporate hard and soft landscaping that provides visual attractive that are easily accessible, safe for all users, and provide a stimulating environment (Local Plan - Policy DM10.8). Policy DM10.8 of the Croydon Local Plan also states that proposals should seek to retain existing landscape features that contribute to the setting and local character of an area.

8.41 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 increase the level of urban greening on-site but also ensure that the unbuilt environment proposed would be integrated into the design of the built environment proposed. As a result, the holistic design of the proposed development would respect the local suburban character and maximise the utility of the urban greening used to achieve this design objective. Furthermore, the variety of softly landscaped spaces to be provided would make notable contributions to biodiversity.

Trees

- 8.42 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).
- 8.43 The design of the proposed development would allow the retention of most of the existing individual and groups of trees on-site. In particular, it is noted that rows of pine trees along the main and return frontages of the property (G12), which were to be felled in the previously refused application, would be pruned but retained. While the proposal would also involve the loss of multiple mature trees, it is noted that all of these trees were graded as Category 'U' (i.e. low value) in the arboricultural impact assessment submitted with the application. Additionally, the loss of the trees is to be off-set by the planting of replacement trees. In regard to the trees to be planted, the Council's Tree Team noted that trees of the appropriate canopy size, height and species proposed could be used in a finalised tree planning/replacement scheme to ensure the development is acceptable in planning-related arboricultural terms. Therefore, this recommendation includes a Landscaping Management plan condition designed to secure the submission and approval of a suitable tree planting scheme 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 Although the application site has a 'very poor' PTAL rating of 1B, public transport is available as an option in the area. However, locals may need to rely more on

the use of cycles and private vehicles than those living in areas more suited to car-free development. The lack of any local parking restrictions and the site's proximity to local through roads is convenient for road-based transport options. 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 Footpaths running off the public footpath along Meadow Rise would provide pedestrians with step-free access to the front entrance of the block of flats and cyclists with step-free access to the cycle stores. Furthermore, this recommendation includes a condition requiring the submission and approval of construction drawings for the car park and connecting footpaths completed in accordance with the relevant accessible building regulations. The existing vehicular access to the site would be modified by shifting the vehicle crossover approximately 5.0m further away from Meadow Rise's junction with Woodcote Grove Road. However, the requisite visibility sightlines appear to be retained. Nevertheless, this recommendation includes a landscaping condition that would ensure the boundary treatments 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, and threshold level are also included.
- 8.47 It is noted that there is a School Road Resident Access scheme in operation along Meadow Rise. Additionally, the proposed development would require the formation of the new crossover, reinstatement of the public footpath, relocation of an existing street lighting column, and relocation of any utilities affected by the proposal, which would all to be completed in accordance with the Council's adopted standards. Therefore, to sufficiently mitigate the proposed developments impact on local highways, the Applicant/Developer will be required to enter into a Section 106 Legal Agreement with the Council designed to ensure only future occupants provided with an on-site vehicle parking spaces could access the School Road Resident Access scheme and a Section 276 Legal Agreement designed to secure the appropriate design and timely completion of the highway modifications/improvements.

Car Parking

- 8.48 According to the London Plan (2021), a development providing five (5) units with one (1) to two (2) bedrooms and four (4) units with three (3) or more bedrooms in an area with a PTAL Rating of 0-1 should provide no more than eleven (11) vehicle parking space (Table 10.3). In line with regional maximum parking policy, the Council considers the provision of one (1) vehicle parking space per dwelling to be acceptable on suburban sites such as the host property. Therefore, the

proposed development would be expected to ensure that at least nine (9) vehicle parking spaces could be provided without contributing to on-street parking space.

- 8.49 It is noted that the proposed development would provide six (6) off-street vehicle parking spaces. In this regard, it is acknowledged that the Transport Statement prepared by RGP and submitted with the application correctly asserted that the on-street parking stress levels are at a level where the overspill of three (3) vehicles from the off-street parking to on-street parking would not be detrimental to the ready availability of on-street parking in the local area. Therefore, the vehicle parking arrangement proposed would be acceptable in terms of its impact on the carrying capacity of the local transport network.
- 8.50 In regard to the type of parking spaces to be provided, it is noted that one (1) of the vehicle parking spaces would be provided as a blue badge holder space. Additionally, two (2) of the six (6) spaces would be provided with active electric vehicle charging points (EVCPs) and the remaining four (4) being designed as passive EVCPs. These provisions would be in line with regional policy and their provision in accordance with relevant design standards would be secured by conditions included with this recommendation.
- 8.51 In order to minimise future occupant's reliance on private vehicles, the Applicant/Developer would need to enter a Section 106 Legal Agreement designed to secure funding of £1,500 per unit to be put toward local improvements to sustainable transport. The £13,500 in total contributions would be used to fund particular initiatives such as providing on-street bays for car clubs with EVCPs, traffic orders for the lining of the car club bays (~£2,500), and the general expansion of the EVCP network in the area.

Environmental Sustainability

Air Quality & Water Use

- 8.52 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

- 8.53 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.

8.54 As the application site is located within a Critical Drainage Area, the applicant submitted a requisite Flood Risk Assessment (FRA). According to the Flood Risk Assessment prepared by Base Energy and submitted with the application, the proposed development would help manage flood risk through the installation of a Sustainable Urban Drainage System (SUDS) incorporating the use of rainwater harvesting (i.e. water butts), permeable paving, and rainwater infiltration (i.e. attenuation storage with controlled outlet). Considering the scale of the proposed development and identified flood risks, the 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

8.55 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) flats of the variety proposed to provide enough bins and bin storage space within the curtilage of the property to handle the approximately 140.0l of food waste, 1,320.0l 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, a bin store to be constructed in a western side garden would 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 in accordance with the adopted local standards.

Fire Safety

8.56 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.

8.57 The details on fire safety and risk management contained within the Planning Fire Safety Strategy prepared by HTA and submitted with the application 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

8.58 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.

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

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

Conclusion

8.61 The proposed development would considerably optimise the housing potential of a large suburban property through the erection of a sympathetically-designed 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**.