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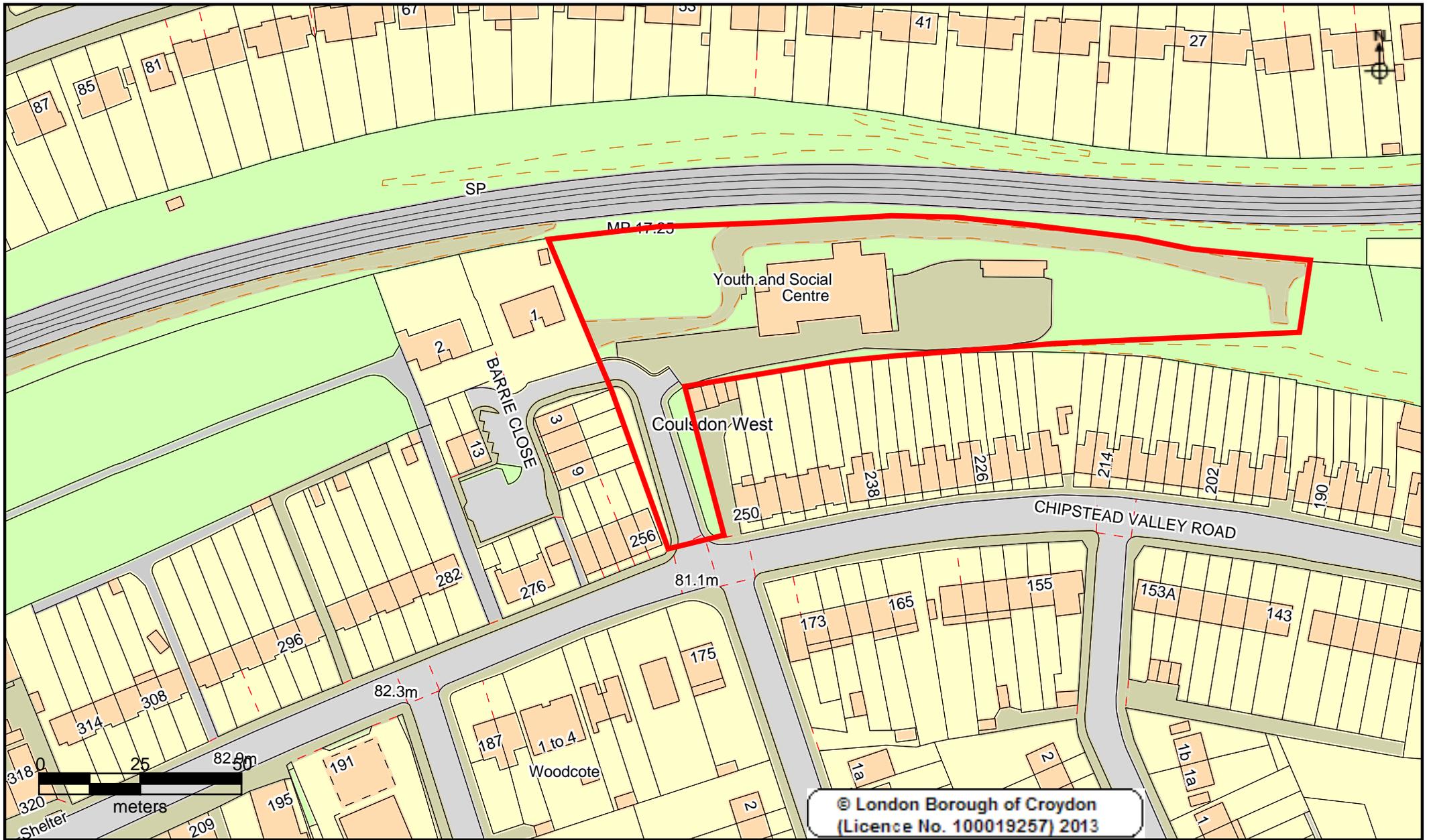
**CROYDON
COUNCIL**

London Borough Croydon

Scale 1:1250

21-Nov-2017





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PART 5: Development Presentations

Item 5.1

1. DETAILS OF DEVELOPMENTS

ITEM 5.1 (a)

Ref: 17/02536/PRE
 Location: Former Croydon Adult Learning and Training (CALAT) Centre, 41 Malcolm Road Coulsdon CR5 2DB
 Ward: Coulsdon West
 Description: Creation of a new community hub consisting enhanced community centre with theatre and NHS health facility, together with associated parking.
 Applicant: Minal Goswami – Brick by Brick
 Agent: Jenifer Islip – Carter Jones LLP
 Case Officer: Robert Naylor

	Existing (sqm)	Proposed (sqm)
COMMUNITY USE	1,100	1,275
HEALTH CARE USE	56	1,250
TOTAL	1,156	2,575

Number of car parking spaces	Number of cycle parking spaces
32 (Community use)	Unknown at this time
Unknown at this time healthcare)	Unknown at this time

ITEM 5.1 (b)

Ref: 17/02589/PRE
 Location: Land to the North East of Barrie Close (Coulsdon Community Centre), Coulsdon, Chipstead Valley, Coulsdon CR5 3BE
 Ward: Coulsdon West
 Description: Relocation of existing Coulsdon Community Centre (CCC) to the former CALAT site and redevelopment of the land to provide 33 residential units and associated parking
 Applicant: Minal Goswami – Brick by Brick
 Agent: Jenny Islip – Carter Jonas LLP
 Case Officer: Robert Naylor

	1 bed	2 bed	3 bed	TOTAL	%
AFFORDABLE	2 (AR)	6 (AR)	0 (AR)	8	24%
	2 (SO)	6 (SO)	0 (SO)	8	24%
PRIVATE	0	0	17	17	52%
TOTAL	4	12	17	33	
FAMILY UNITS	12%	36%	52%		

Number of car parking spaces	Number of cycle parking spaces
48 residential car parking spaces	Unknown at this time

ITEM 5.1 (c)

Ref: 17/00054/PRE
 Location: Land at Lion Green Road Car Park, Coulsdon CR5 2NL
 Ward: Coulsdon West
 Description: Erection of 157 residential units consisting five individual sculpted pavilions sitting within a landscaped area with 52 residential car parking spaces, 100 space public car park, cycle stores, refuse stores, landscaping and public realm works, access and other associated works.
 Applicant: Minal Goswami – Brick by Brick
 Agent: Peter Twemlow – DP9
 Case Officer: Robert Naylor

	1 bed	2 bed	3 bed	TOTAL	%
AFFORDABLE	16 (AR)	11 (AR)	6 (AR)	33	21%
	26 (SO)	13 (SO)	7 (SO)	46	29%
PRIVATE	47	20	11	78	50%
TOTAL	89	43	24	157	
FAMILY UNITS	57%	27%	15%		

Number of car parking spaces	Number of cycle parking spaces
100 public car parking spaces	Unknown at this time
52 residential car parking spaces	

2. INTRODUCTION, POLICY POSITION AND BACKGROUND

- 2.1 The proposed developments are being reported to Planning Committee to enable members of the Committee to view them at an early stage and to comment upon them. The developments do not constitute applications for planning permission and any comments made upon them are provisional and subject to full consideration of any subsequent application and comments received following consultation, publicity and notification. This is the first time that the schemes have been presented to the Planning Committee.
- 2.2 The three sites form a tranche of pre-applications within Coulsdon which are interlinked.
- 2.3 Item 5.1 (a) is a proposal for the former CALAT site at 41 Malcolm Road which comprises the partial demolition of the existing building and the extension and reconfiguration to accommodate the relocated Coulsdon Community Centre (CCC), including the provision of a new theatre hall and a new building at the southern end of the site for a dedicated NHS facility. The health-care facility would be provided in lieu of the emerging site designation related to the linked scheme at Lion Green Road.
- 2.4 The key policy issue for this site is retention and provision of community facilities within Coulsdon.

- 2.5 Item 5.1 (b) comprises the proposed redevelopment of the CCC site adjoining Barrie Close to provide 33 residential units.
- 2.6 The key policy issue for this site where loss of community facilities or land is proposed, evidence should be provided to ensure that there is adequate provision for the use elsewhere. Information at this stage indicates that subject to the provision of the theatre at the former CALAT site, there would be adequate provision for the relocated community facilities from the CCC site potentially allowing a residential re-development of the current CCC site and maintenance of overall community facilities for Coulsdon.
- 2.7 Finally, Item 5.1 (c) deals with the proposed redevelopment of the Lion Green Road site, which is the largest of the three sites, involving the erection of 157 residential units with associated car parking, together with a 100 space public car park.
- 2.8 The key policy issue for this site is the designated within the local plan for a mix of uses, including leisure, car parking and community facilities (No: 372). The residential use, together with public car park, can be justified through provision of community use on the former CALAT site, which would be in the form of a dedicated NHS facility.
- 2.9 Therefore, the sites are reliant on each other to a certain extent, to allow the policy position to be resolved across the three sites. Consequently, it is necessary for all three applications to be submitted, considered and determined at the same time, with a legal agreement provided to ensure all aspects are delivered and controlled through the town planning process.
- 2.10 The report will highlight issues that are tranche wide and then move on to issues that affect each site individually. As such the report will read as follows:

Section 1:	Details of developments
Section 2:	Introduction, policy position and background
Section 3:	Tranche wide material planning considerations
Section 4:	Item 5.1 (a) Former CALAT
Section 5:	Item 5.1 (b) Coulsdon Community Centre
Section 6:	Item 5.1 (c) Lion Green Road
Section 7:	Relevant planning policy and guidance

3. TRANCHE WIDE MATERIAL PLANNING CONSIDERATIONS

- 3.1 The main planning issues raised by all three developments that the Committee should be aware of are:
- Principle of the proposed development and future uses
 - Phasing
 - Affordable housing, tenure and mix
 - The impact on highway and parking conditions
 - Impacts on trees
 - Flooding implications

- Accessibility
- Sustainability
- Environmental impact
- Mitigation

Principle of the Proposed Development and Future Uses

- 3.2 Given the location of the three sites and their relationship to the Coulsdon District Centre, under the current policy and the emerging policy, an increase in residential development is generally supported along with the active encouragement of community uses and the provision of adequate public car parking for Coulsdon. On a tranche wide basis, these objectives can be achieved through the provision of a community hub at the former CALAT site, with CCC site providing residential accommodation alongside the Lion Green Road site which will also re-provide the required public car parking facility.
- 3.3 The former CALAT site has been identified as a community hub and subject to the provision of a new theatre facility, the site would be able to accommodate the existing uses from the CCC.
- 3.4 The southern section of the CALAT site (fronting Woodcote Grove Road) has been identified as a healthcare facility and NHS have expressed an interest in a purpose-built unit at this location, although precise details are unclear at this time. The NHS element would be likely to form an outline element of a future “hybrid” planning application for the CALAT site. A subsequent application for reserved matters for the health related facilities would be need to be submitted at a later date, once further details are released by the NHS and associated health providers.
- 3.5 The applicants will need to provide a robust and clear indication that the proposed uses can be accommodated at the former CALAT site and whether there would be any additional space that could be utilised for any potential future community use facilities coming forward. This should also include information in respect to the relocation of the Zodiac gymnastics club and the re-provision of other existing CALAT uses.
- 3.6 Assuming this position can be resolved, both the CCC and Lion Green Road sites should be able to maximise their residential redevelopment potential which is currently proposed at 33 and 157 units respectively (190 total). This is considered to be a reasonable and realistic development density for Coulsdon.
- 3.7 The continued use of the site for public car parking at the Lion Green Road site is a high priority for business and residents within Coulsdon. Consequently, the Lion Green Road proposals currently incorporate public parking, currently showing circa 100 spaces. Further analysis is required around levels of use of the public car park to suitably justify the level of re-provision.
- 3.8 Overall, the provision of community hub at the former CALAT site would be acceptable and in line with the objectives current and emerging policy. This would enable the CCC and Lion Green Road sites to be redeveloped for residential

purposes along with the re-provision of public car parking on the Lion Green Road site. Overall, the approach adopted (tranche-wide) would be acceptable and in line with the objectives for the Coulsdon District Centre and no objection is raised in principle to the development, subject to the other material considerations.

Phasing

- 3.9 In terms of delivery, the tranche needs to be clear on phasing to ensure that the required uses above are provided and re-provided sequentially to mitigate loss of community uses and facilities and ensure that the development is delivered in a suitable manner. As such, the re-provision of the community uses from the CCC site will need to be secured at the former CALAT site first, before any works can be commenced on the residential works to CCC site. Furthermore, the private residential units proposed for the CCC site could not be occupied until such time as the affordable housing has been made available.
- 3.10 Whilst works could commence at the Lion Green Road site, alongside the works at the former CALAT site, there would also need to be a restriction on private occupation of residential units until affordable housing has been delivered. The NHS health related facilities would need to be safeguarded in some shape or form and ideally, provided prior to the completion of the Lion Green Road site. It is therefore clearly important that the NHS proactively engages in the process and provides clear guidance as to how these facilities will be delivered (including timetabling parameters). This could be secured through a S106 Agreement ensuring (ideally) that the NHS facility should be commenced prior to the completion of the final private block at Lion Green Road.
- 3.11 The ideal approach to phasing would be as follows:
- Phase 1: Re-providing the CCC community use at the former CALAT site
 - Phase 2: Provision of the affordable housing at the Lion Green Road site
 - Phase 3: Provision of residential units at CCC with the affordable delivery first
 - Phase 4: Provision of the new NHS healthcare facility at former CALAT site prior to completion of Lion Green Road

Affordable Housing, Tenure and Mix

- 3.12 The current policy set out that a minimum of 50% of units must be secured as affordable housing on sites of ten or more units. Any provision of less than 50% must be justified through a robust viability process.
- 3.13 Under emerging policy (which is likely to be adopted come determination of these 3 schemes) the Council seeks to achieve a 50% on-site provision for affordable units with a 60:40 (affordable rent: shared ownership) split. The new policy requirement also states that there is a minimum requirement of affordable housing to be provided either as:
- 30% affordable housing on the same site as the proposed development; or

- 15% affordable housing on the same site as the proposed development plus a Review Mechanism to capture any further affordable housing (up to the equivalent of 50% overall provision through a commuted sum based on a review of actual sales values and build costs of completed units) provided 30% on-site provision is not viable, construction costs are not in the upper quartile and there is no suitable donor site.
- Anything offered below any of these requirements would be refused.

3.14 This policy is being reviewed through the partial review of CLP1 (CLP1.1). The Local Plan Inspector has introduced main modifications to the policy, which do not alter the approach of the policy but does mean that only moderate weight (at this stage) can be afforded to the emerging policy landscape.

3.15 There are no residential units provided at the former CALAT site as this will provide the community hub. In terms of the tranche, the developments would provide 190 units across the sites with a provision of 50% affordable units in a 43:57 split between affordable rent and shared ownership. This has been highlighted in the table below:

	Affordable Rent	Shared Ownership	Private Market	TOTAL	%
Former CALAT site	0	0	0	0	0
CCC site	8	8	17	33	18%
Lion Green Road site	33	46	78	157	82%
TOTAL	41	54	95	190	
%	22%	28%	50%		

3.16 The tranche (in terms of affordable housing delivery) seeks to deliver a policy compliant 50% affordable housing figure and Members need to consider whether this provision is suitable, given that the tenure mix is below a policy compliant 60:40 split.

3.17 The viability has been assessed by an independent viability advisor (at a relatively high level and on the basis of the viability information submitted) who has indicated that the amount of affordable housing being proposed constitutes the maximum reasonable level – especially as the sites/schemes are required to assist in the relocation or provision of community and health related facilities. Further justification of the affordable housing is covered on a case by case basis.

3.18 Policy further seeks to secure the provision of family housing and has an aspiration for 60% of all new homes outside the Croydon Opportunity Area to have three or more bedrooms. It also allows for a proportion of those three bedroom homes to be provided as 2B4P dwellings in the first 3 years of the Plan. The current mix of units as stated as a tranche is highlighted in the table below:

	1B2P	2B3P	2B4P	3B5P	TOTAL	%
Former CALAT site	0	0	0	0	0	0
CCC site	4	4	8	17	33	18%
Lion Green Road site	96	20	22	19	157	82%
TOTAL	100	24	30	36	190	
%	52%	13%	16%	19%		

3.19 When taken as a tranche of the three Coulsdon sites, the figure for family units of 2B4P dwellings and 3B5P dwellings would be 35% which would not be policy compliant. Again, Members need to consider whether this provision is suitable given that the figure is below a policy compliant 60% figure. This again will be explained further on a case by case basis below.

The Impact on Highway and Parking Conditions

3.20 To date, none of the schemes to date have provided sufficient details in respect of the transport and parking arrangements and as such, the full applications will need to be supported by Transport Assessments including parking surveys undertaken in line with the Lambeth methodology with other documents including a Travel Plan, Delivery Service Plan, Waste Management Plan and Construction Logistics Plan.

3.21 Consideration would need to be given to parking, traffic and highway implications of all the schemes together and should also need to have regard to the effects of the Cane Hill development – in terms of traffic generation and junction capacity. There is a need to assess the implications of the developments collectively on the Coulsdon area, to ensure that the local networks can adequately cope with the increase in the number being proposed.

3.22 The Transport Assessments would need to include estimating the trip generation. The TRICS database should be used to compare similar sites to justify reducing congestion and overspill of parking onto the surrounding highway network.

3.23 Details of Green Travel Plans; servicing; refuse; recycling; pedestrian routes and cycle parking and facilities will need to be supplied as part of any application. Also, there must be a provision of at least 10% for disabled parking across the developments; Travel Plan and car club provision on site; and electric car parking points provided on site. The car club bays must have full public access to be commercially viable).

Impacts on Trees

3.24 Each of the three sites incorporates tree coverage and landscape settings and the general vision is to retain as many trees at the site as possible. Trees must be considered now and discussed as part of the pre-application discussions as a number across the sites are considered to be of significant value and it will not

be possible to maximise the development potential of these sites without some difficult decisions having to be taken.

- 3.25 Tree surveys are required as part of any application and this must include tree protection measures.

Flooding Implications

- 3.26 For each site, a Flood Risk Assessment (FRA) would be required. FRAs should be proportionate to the development and risk and should address all relevant sources of flooding, including sequential test where required.
- 3.27 In view of the proposed scale of development, the Lead Local Flood Authority (LLFA) has indicated that any submission must include a Drainage Strategy or Flood Risk Assessment with Drainage Strategy in order to be validated.
- 3.28 In accordance with Croydon Strategic Policy SP6.4, the FRA should meet the requirements of a site-specific FRA as outlined in paragraph 030 and 031 of the Planning Practice Guidance. Applicants should ensure they have consulted all available flood risk information including the Croydon Strategic Flood Risk Assessment, Surface Water Management Plan, Local Flood Risk Management Strategy and any local Flood Investigation Reports.

Accessibility

- 3.29 For the residential parts of the schemes and in accordance with the London Plan 90% of new housing needs to meet Building Regulation requirement M4 (2) 'accessible and adaptable dwellings' and 10% of new housing would need to meet Building Regulation requirement M4 (3) 'wheelchair user dwellings', i.e. is designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users. This would need to be highlighted in any formal applications. Furthermore, the new buildings should require level access which should be incorporated in the design along with 10% of the parking spaces being made available as disabled bays.

Sustainability

- 3.30 New development should make the fullest contribution to minimising carbon dioxide emissions and should incorporate on site renewable energy generation. New dwellings need to achieve 'zero carbon' which sets a minimum level of CO2 reduction that must be achieved by on-site measures, with the remaining emissions then offset via 'Allowable Solutions' off-site. Where sites cannot achieve 'zero carbon' on its own it would help meet developers' CO2 reduction targets up to 2016.
- 3.31 The carbon dioxide reduction targets should be met on-site. Where it is clearly demonstrated that the specific targets cannot be fully achieved on-site, any shortfall may be provided off-site or through a cash in lieu contribution which could be secured through a S106 agreement.

3.32 The schemes should be designed and built to achieve a target of 110 litres or less per head per day. No detailed sustainability strategy has not yet been provided. This prevents officers from being able to make comment on the acceptability of this element of the scheme. The applicant will be required to meet policy requirements for the scheme to be supported.

Environmental Impact

3.33 Given that the Lion Green Road scheme is more than 150 units, this would require an EIA screening opinion to be undertaken, which has now been submitted (Ref: 17/05542/ENVS). At this stage, the scheme would fall under Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (Amendment) Regulations 2015, where an Environmental Impact Assessment may be required.

3.34 It is considered that because of its nature, the proposal would fall within the description "Urban Development Project" and the applicable threshold for an EIA Schedule 2 (Column 2) indicates where the development includes more than 150 dwellings.

3.35 The screening opinion has yet to be determined.

Mitigation

3.36 Each of the sites are classified as major developments. At this stage it is envisaged that planning obligations will be required to mitigate the development in the form of the following:

- Affordable housing
- Employment and training
- Air quality
- Zero carbon off-setting
- Car club
- Travel Plan
- Transport for London contributions
- Highway works

4. ITEM 5.1 (a) FORMER CALAT SITE

4.1 The main issues for Committee to consider are:

- Whether the proposed facility can adequately accommodate the community uses (the displaced CCC) and whether there is adequate provision for future uses
- Ensuring the healthcare facility (as part of the Lion Green Road site designation) is secured and retained on site
- On-site parking provision and impact on the transport conditions of the surrounding area

- Whether the more modern design would be suitable within the locality and the Coulsdon area.
- The relationship between the new, enhanced community centre building and the proposed NHS building and whether there needs to be pedestrian linkages and shared spaces

Proposal

4.2 The pre-application scheme is split into two distinct elements:

- a) full planning permission for extension and reconfiguration of the existing building to accommodate the relocated CCC, including the provision of a new theatre hall

4.3 This would include the partial demolition of the northeast part of the existing building and the demolition of two smaller timber outbuildings to create additional space to accommodate a theatre building with access via Malcolm Road to the north of the site. The site would accommodate the existing community groups that currently occupy the CCC and has the added capacity to deliver additional and more diverse activities and become accessible to more people. The site currently provides 32 on-site car parking spaces and the proposal will re-provide the 32 spaces.

- b) outline planning permission (reserving landscape and appearance) for a new building to the south west side to be dedicated to NHS facilities.

4.4 This would seek an outline application (for the means of access; layout and the scale) of a new building to the south west of the site for other a dedicated NHS healthcare facility of between circa 1,500 sqm. The actual use for the NHS has yet to be defined in detail, hence appearance will be reserved.

Site and Surroundings

4.5 The pre-application site contains the former CALAT building and whilst the former CALAT use vacated the premises back in 2016, the current building is occupied by the Zodiac Gymnastics Club. The site is situated within Coulsdon District Centre and has boundaries to Malcolm Road to the north, Woodcote Grove Road to the west and has a small access way to the south of the site from Chipstead Valley Road. There are significant hardstanding areas at the site including 32 spaces for the current community use at the eastern end of the site and addition temporary car parking facilities at the western side of the site, accessed via Chipstead Valley Road.

4.6 To the north and west of the site are residential properties. The surrounding area to the south of the site is characterised by a mix of residential and commercial uses, with a wide-ranging degree of heights and appearances, which includes Teddies Nursery – operating from a locally listed building. To the south east is Coulsdon Town Centre including various shops, mostly with residential accommodation above within the Primary Shopping Area and Main Retail

Frontage. The site lies within an area at risk of surface water and critical drainage flooding as identified by the Croydon Flood Maps.

Planning History

- 4.7 There have been two previous permissions involving car parking provision on the western part of the site:
- 15/03700/P - granted in January 2016 for the use as a public car park with access via Woodcote Road. This has been implemented.
 - 15/05673/P - granted in June 2016 for the use as public car park; formation of vehicular and pedestrian access from Woodcote Grove Road and alterations to car park including resurfacing, line marking, lighting and alterations to Chipstead Valley Road access to pedestrian use only, with a Section 106 attached. This has not been implemented, but established the principles of a permanent solution on Woodcote Grove Road.

Material Planning Considerations - CALAT site

- 4.8 The planning issues specific to this development that the Committee should be aware of are:
- Townscape & Design
 - Impacts on highway and parking
 - Impacts on adjoining occupiers
 - Impacts on trees

Townscape and Design

- 4.9 At this point in the pre-application process, the design discussions are on-going. The scheme has been presented to the Place Review Panel (PRP) who generally supported the refurbishment of the existing CALAT building and the addition of a new theatre extension. Although further work is required, specifically in respect to the location, orientation and integration with the existing historic building, officers are broadly content that the pre-application process is working well (subject to detailed comments below) with the emerging proposals likely to relate comfortably to the retained buildings (which are considered to be non-designated heritage assets) and the wider area and should result in an appropriate response to the site and its constraints.

Full application element

- 4.10 There are some concerns that the theatre box seems very prominent at this stage and more work is required to provide certainty that the quality of materials and detailing employed to create the intended illuminated “beacon” will translate through all stages of delivery of this project. This proposed theatre space should be as multi-functional as possible, in order to accommodate the range of community uses that already exist but also to ensure the long-term sustainability of the site. The scheme provides an excellent opportunity to create a community

hub and officers have encouraged the applicant to think carefully about the specificity of the theatre function versus long term flexibility and sustainability of the venue as a community facility for Coulsdon.

- 4.11 The materials will need to be of a high quality and the concept of the beacon would need to be fully committed to and included in the client's cost plan as any compromise on this element could result in a very prominent, solid, blank mass, which would not be acceptable.
- 4.12 Further exploration if required in respect to the junctions between the old and the new elements of the scheme. The articulation of the secondary mass of the extension should either have a flat-roofed contemporary form (consistent with the architecture of the "beacon") or a form that more closely reflected the proportions and forms of the architecture of the existing building would be more successful. Officers support the ambition that the theatre should have character that relates to the host building and contributes positively to its context as a civic building
- 4.13 It is noted that a landscape architect has now been appointed and officers have encouraged the applicant to consider the character and function of the spaces surrounding the buildings and how these could be programmed at different times, including potentially for theatre uses.

Outline application element (NHS facility)

- 4.14 It is acknowledged that there is less certainty in respect to the outline scheme for the proposed health facility at the south west section of the site. Nevertheless, officers are broadly supportive of the location and footprint and have requested further analysis to help assess height and mass.
- 4.15 Officers believe that it would be most preferable for the design of the NHS Centre to be integrated with and developed simultaneously to the design for the theatre and the designs for CCC.
- 4.16 Officers have asked that a series of sketch views be worked up and provided to help understand how the proposed block would sit in its context. The scheme should reflect the surrounding heights and should be respectful of the theatre site (which is lower) given that the stated intention is that the proposed theatre 'beacon' be prominent as a civic feature in the surrounding townscape.
- 4.17 Given that the NHS requirements have yet to be confirmed in any detail, it is considered prudent at this time to reserve the appearance of the building. However, the access and orientation of the building would assist decision-making at this stage. Officers have advised that there should be a degree of breathing space between this building and the surrounding historic buildings and that the spaces between buildings should be considered as part of an overall landscape strategy. There are concerns that there is a lack of integration across the site and more links between the sites should be included.

- 4.18 Overall, the scheme to provide a community hub at the location is supported and while the scheme is developing well from a design perspective, there are still areas that need to be progressed further.

Impact on Highways and Parking

- 4.19 There is a specific requirement that the existing car parking levels are maintained. The applicants have indicated that initial parking surveys have been undertaken and these have highlighted that the proposed uses could be accommodated on site, utilising the existing parking provision and there would not be any loss of the existing parking spaces associated with the community facility. As stated above, impacts on the junctions should be considered holistically and account for each scheme to ensure that any impacts on the transport network are minimal and that there is adequate provision on site for the servicing arrangements.
- 4.20 In terms of the outline scheme on the new NHS facility fronting Woodcote Grove Road, the use of the previous approved access should be utilised (left in and left out) and servicing arrangement for the new build will require further consideration (ambulance/minibus requirements). Whilst it is acknowledged that the applicants are unsure of the exact requirements of the NHS at this time, further information is required, particularly in terms of servicing arrangements given that the outline scheme would be seeking to approve the access arrangements.

Impact on Adjoining Occupiers

- 4.21 As the scheme progress, detailed assessment will be needed to demonstrate that the proposal would not have any adverse impact on existing neighbouring uses. In terms of overlooking and visual impacts, the applicants should have regard to the relationships with commercial uses in Chipstead Valley Road and the residential units in Woodcote Grove Road and Malcolm Road.

Impacts on Trees

- 4.22 There are mature trees on the boundaries of the site, particularly along Woodcote Grove Road which, whilst not protected (through use of TPO) they do have amenity value within the area and should be retained. Currently the details provided at this pre-application stage appear to demonstrate that this is the case. However, the arboriculture team have requested that a tree survey be included as part of any application and that tree protection measures are included given that there is a change in the land levels at the site.

5. ITEM 5.1 (b) COULSDON COMMUNITY CENTRE SITE

- 5.1 The main issues for Committee to consider are:

- Provision of 48% affordable housing proposed
- Affordable tenure split of 8 affordable rent: 8 shared ownership (50:50)
- Is it about number of affordable units or tenure?
- 75% of family units

- On-site parking provision and impact on the transport conditions of the surrounding area
- Whether the design of the units would be acceptable as regards the location and the surrounding area.
- Orientation and access to daylight and sunlight for the residential units
- How the design deals with the land level changes
- Potential impact on valued trees

Proposal

- 5.2 The proposal is for the redevelopment of the site. The existing building would be demolished with the community facilities offered by the CCC relocated to the former CALAT site. 33 residential units are proposed.
- 5.3 Given the linear nature of the site, the scheme would provide a main terrace of 17 family dwelling houses over two storeys with accommodation in the roof-space. There would be integral garages to 13 of units and 35 spaces provided externally.
- 5.4 The terrace would have two flatted elements; at the eastern and western ends of the site, with a service road to the south and additional parking located along this side boundary adjoining the rear gardens of Chipstead Valley Road.
- 5.5 The scheme has been designed to sit within the existing topography and utilise the slope of the railway to the rear as far as possible.

Site and Surroundings

- 5.6 The pre-application is located on the eastern side of Barrie Close and is currently occupied by the CCC which is accessed via Barrie Close and sits to the rear of the properties fronting Chipstead Valley Road to the south of the site and bounded by the railway line to the north. The site has many mature trees, although none of these are protected through use of TPOs. However, they are well established and are of high amenity value. The PTAL rating of the site is 2 and Chipstead Valley Road is a local distributor road.
- 5.7 The site is not subject to any designations in Proposals Map in either the operative Croydon Local Plan or the emerging documentation. However, the site is in current use as a community centre (which is well used and valued locally) and there is a clear requirement to re-provide this facility as part of this development. The local planning authority would need to satisfy itself that re-provision is both deliverable and fully realised.

Planning History

- 5.8 There is only limited relevant planning history associated with this site which is as follows:
- 93/01732/P - Siting of container for storage purposes. Permission Granted: 17 November 1993

- 98/02320/P - Extension of existing carpark; re-location of existing gates and railings. Permission Granted: 4th November 1998

Material Planning Considerations specific to Coulsdon Community Centre

- 5.9 The planning issues specific to this development that the Committee should be aware of are:
- Affordable housing, tenure and mix
 - Townscape & Design
 - Impacts on highway and parking
 - Impacts on trees
 - Impacts on adjoining occupiers
 - Other planning matters

Affordable Housing, Tenure and Mix

- 5.10 The applicants have advised that based on their initial viability assessment, the CCC site can support 48% affordable housing provision (16 units) albeit with a 50:50 mix between the affordable rented and shared ownership products.
- 5.11 In terms of the mix of the family units again the scheme would be compliant with 25 of the 33 units (75%) being 2B4P units or larger.
- 5.12 The viability has been assessed by an independent viability advisor (at a relatively high level and on the basis of the viability information submitted) who has indicated that the amount of affordable housing being proposed constitutes the maximum reasonable level – especially as the site is expected to re-provide community related facilities elsewhere. Further sensitivity testing has been undertaken, which assumes a 60:40 policy compliant affordable housing tenure mix, which has concluded that the policy minimum (30% affordable at 60:40 split) would be viable (with contributions available to deliver replacement community facilities). Therefore, officers are satisfied that delivering a significantly higher quantum of affordable housing (albeit and a slightly different mix) represents a sound affordable housing offer in line with policy advice and secures an appropriate balance between quantum of affordable housing and overall levels of affordability.
- 5.13 Whilst Members will need to form a view in respect the acceptability of the tenure mix, officers are satisfied that engagement on the quantum and form of affordable housing is progressing well.

Townscape and Design and Impacts

- 5.14 The scheme has been presented to the Place Review Panel who considered that there is the potential to provide much needed high quality residential accommodation, although further design development is required. The site has two key qualities; the steep, wooded railway embankment and the views across Coulsdon Valley. The challenges are the sites narrowness, particularly towards the eastern end.

- 5.15 The overall design and massing of the proposal is supported. The aspect and daylighting of the ground floor rooms could be improved and further consideration should be afforded to the use of the ground floor garages as habitable rooms – which would provide natural surveillance to the residential properties and the service road.
- 5.16 It is considered that 3 storeys would be an appropriate maximum height for the properties to avoid the development having an overbearing impact on the surrounding 2 storey context. It is important that only the rooftops of the properties are visible through the trees from the surrounding area to be consistent with local character. The density of the development would also be appropriate to knit positively within the local context.
- 5.17 The wooded railway bank to the north of the site would be both an asset as well as a constraint. The embankment provides high quality visual amenity as well as an interesting environment for future residents including potential for natural play. However, there are issues in respect to additional overshadowing created by the trees which should be retained as far as possible. Access is also challenged in view of the steepness of the terrain and woodland alongside site drainage issues and railway noise affecting residential amenities.
- 5.18 Given the orientation, it is possible the properties could suffer from insufficient daylight and poor visual amenity, given they would be located close to the wooded railway embankment. Retaining walls would be required to create the level patios – which would be the issue towards the eastern end of the site.
- 5.19 As a consequence of the site's orientation the garages would have a better aspect and access to daylight and sunlight than the kitchens within the houses. Most streets of terraced housing in London include on street parking and enable ground floors of homes to provide habitable rooms that overlook the street; this is part of the character of London and is a typology that works. If parking could be accommodated on-street, then this would enable better quality homes and better natural surveillance. A daylight and sunlight assessment would be required with any planning application to confirm the units meet the necessary standards.
- 5.20 The type of saw-tooth roof form proposed for the terrace of housing is not the typical roof-form used for residential buildings in the surrounding area where hipped roofs with gable-ends predominate. This could contribute towards the terrace not integrating successfully to the surrounding townscape context.
- 5.21 It is too early to discuss the material details, although the use of brick is supported. Given the length of the terrace, the use of a single type of brick across the development would be likely to contribute to the potentially monotonous character. A clever use of brick is encouraged to help break up the terrace.
- 5.22 The main challenge of the site is for the residential accommodation to respond positively to the railway embankment to provide high quality aspect from the ground floor rooms and high quality external amenity space, whilst also allowing for necessary vehicular access. The scheme as proposed has not yet responded

adequately to the challenges and opportunities presented by the site and further design development is required.

Impact on Highways and Parking

- 5.23 Whilst the site is in an area with a poor Public Transport Accessibility rating of 2, it is within close walking proximity of bus service routes. The applicant proposes to provide 48 car parking spaces which is general acceptable to Strategic Transport although removal of some of the garages (highlighted above) might well have some implications on the on-site car parking capacity.
- 5.24 The layout of the car parking arrangement includes a turning area catering for larger vehicles. Further evidence, in terms of vehicle tracking and manoeuvres would be required to show that these would be suitable for refuse, emergency, and service/delivery vehicles. Further information is required on who is responsible for managing the parking area or deliveries and whether there be any concierge facilities for residents. Clarity is also required on the capacity of the access to the proposed development.

Impacts on Trees

- 5.25 There is an impressive bank of trees and understorey planting along the northern boundary of this site along the railway embankment. The trees provide a good screen from the railway and offer a good level of visual amenity. There are some concerns surrounding the removal of any of the trees from this group, especially for reasons of development, given their amenity value.
- 5.26 Any formal proposals would need to be accompanied by a full Arboricultural Report. This will need to be weighed in the planning balance when a planning application is submitted.

Impact on Adjoining Occupiers

- 5.27 The main concerns relate to the existing amenity of the residents to the south the site that front Chipstead Valley Road (218-250). The rear of the properties in Chipstead Valley Road are approximately 30m from the proposal. This degree of separation should be maintained should any further application be submitted.
- 5.28 It is unlikely that the scheme would cause any significant additional overlooking or loss of privacy given the separation distance from the neighbouring properties, as this is an urban environment a degree of mutual overlooking should be expected. Thought should be had in terms of mitigating the loss of privacy experienced at these properties, perhaps through landscaping provision.
- 5.29 Daylight/sunlight assessments should be required as part of any submission.

Other Planning Matters

- 5.30 Network Rail would need to be engaged at an early opportunity to determine the degree of construction constraints and any permissions required when constructing so close to the railway embankment.
- 5.31 From a heritage perspective, it is recommended prior to any demolition, a Level 3 Building Survey is undertaken to provide a record of the building's history.
- 5.32 Further details will be required in respect to a land contamination desk report particularly as the site appears to be located on made ground; Noise Assessment and Air Quality Assessment.

6. ITEM 5.1 (c) LION GREEN ROAD CAR PARK SITE

6.1 The main issues for Committee to consider are:

- Provision of 50% affordable housing proposed
- Affordable tenure split of 33 affordable rent: 46 shared ownership (43:57)
- Is it about number of affordable units or tenure?
- 26% of family units
- 98 public car parking spaces for Coulsdon District Centre
- Onsite parking provision and impact on the transport conditions of the surrounding area
- Whether the landscape first design would be suitable within the locality and the Coulsdon area as a whole
- Public versus private spaces in the landscape context
- Impacts on and links to the Scheduled Ancient Monument

Proposal

- 6.2 The proposal is for the redevelopment of the site to provide 157 new residential units.
- 6.3 The units will be in five individual pavilions within a verdant landscape. The project is a landscape first approach, with the five pavilion buildings designed to respond effectively to the sloping topography of the site, with each one rotated to manage the proximity between residents and to offer the benefit of maximised views over the surrounding landscape. All units would be dual aspect, across all tenures. The landscape first approach seeks to create quality shared amenity space surrounding the proposed residential buildings.
- 6.4 52 car parking spaces are proposed for future residents of the development and an improved public realm to Lion Green Road. The scheme has been designed to provide views and access ways into the Scheduled Ancient Monument at the rear of the site. Public car parking is also proposed (circa 100 spaces).

Site and Surroundings

- 6.5 The site is situated to the south west side of Lion Green Road. The site is currently occupied by a Council owned public car park and Sovereign House.

There are several trees within the site. There is a significant change of land levels across the site. The PTAL rating of the site is 3.

- 6.6 To the north-east are small two storey terrace houses, a garage and a recent flatted development on the opposite side of Lion Green Road, at the corner of Brighton Road. Further to the north-east is Coulsdon Town Centre. To the south is an access road to Coulsdon Area Farm and a residential flatted block (Gilbert Court). Further south is the recent development at Cane Hill which is currently under construction for up to 677 units, with Phases 1 – 6 all being built out. To the west is an earth embankment that once formed part of the Surrey Iron Railway, designated a Scheduled Ancient Monument.
- 6.7 Richmond Hall Scout Hut abuts the north-west corner of the site, along with an access road to the two storey properties fronting Chipstead Valley Road. Next to Richmond Hall to the west is Smitham Primary School. On the corner of Chipstead Valley Road is a post office and depot. Well Cottages are situated in Fourth Drive.
- 6.8 The site adjoins Metropolitan Green Belt and Local Open Land which also covers the Surrey Iron Railway-Scheduled Ancient Monument (SAM). Smitham Primary School Playing Fields adjoin the scouts. Well Cottages are located within the Chipstead Valley Road Local Area of Special Character. The site is located within an Archaeological Priority Zone and a Local View. Lion Green Road is a Local Distributor Road. The site is also located within Flood Risk Zones 2 and 3 and within a surface water critical drainage area.
- 6.9 A Tree Preservation Order (TPO), 17 of 1972 covers Sovereign House, Lion Green Road and TPO 25 of 1993 covers trees adjoining the site relating to the Cane Hill site.

Planning History

6.10 The following planning history is relevant:

- (13/02178/P) - granted in July 2014 for the demolition of existing buildings; erection of building comprising retail food store and health facility and new storage building (in connection with existing scouts hall); formation of vehicular access and provision of associated parking. However, this permission has never been implemented and expired in July 2017.
- Cane Hill (13/02527/P) was granted for residential and commercial purposes and the first phases are under construction on site.

Material Planning Considerations specific to the Lion Green Road Site

6.11 The planning issues specific to this development that the Committee should be aware of are:

- Affordable housing, tenure and mix
- Townscape & Design

- Impacts on highway and parking
- Impacts on trees
- Impacts on adjoining occupiers
- Archaeological Priority Zone (APZ)
- Other planning matters

Affordable Housing, Tenure and Mix

- 6.12 The initial viability assessment at Lion Green Road has the maximum affordable housing as 50% of the proposed units (79 units) in a 43:57 mix between the affordable rented and shared ownership products. The intention is to locate the affordable rented units in the block adjoining the Scheduled Ancient Monument (Block B), with two further blocks (Block C and D) reserved for the shared ownership units and the final two blocks (Block A and E) being provided for private sale.
- 6.13 As regards the mix of family units, the current scheme provides a number of smaller units and as such only 41 of the 157 units are 2B4P or larger (26%) which would be significantly lower than the 60% figure for the scheme to be policy compliant.
- 6.14 The viability has been assessed by an independent viability advisor (at a relatively high level and on the basis of the viability information submitted) who has indicated that the amount of affordable housing being proposed constitutes the maximum reasonable level – especially as the site is expected to deliver health related facilities. Further sensitivity testing has been undertaken, which assumes a 60:40 policy compliant affordable housing tenure mix, which has concluded that the policy minimum (30% affordable at 60:40 split) would be viable (with contributions available to deliver related health related facilities). Therefore, officers are satisfied that delivering a significantly higher quantum of affordable housing (albeit and a slightly different mix) represents a sound affordable housing offer in line with policy advice and secures an appropriate balance between quantum of affordable housing and overall levels of affordability.
- 6.15 Whilst Members need to consider whether the provision of a 50% affordable scheme is suitable given that the tenure mix and the family units are below a policy, officers are satisfied that the approach to affordable housing delivery and the level of family accommodation (when taking account of the viability of the scheme overall) is progressing well.

Townscape and Design and impacts on Scheduled Ancient Monument (SAM)

- 6.16 The scheme has been presented to the Place Review Panel (PRP) who were reasonably positive about the overall design concept of the scheme describing the buildings as “jewels within landscape”.
- 6.17 The ‘pavilions in a landscape’ approach is a possible solution when responding to site topography and allowing views and movement through to the SAM.

6.18 The main issues to resolve for the 'landscape first' concept include the following:

- parking, access and play spaces needing to be sensitively incorporated in a way that does not undermine the landscape design and character
- ongoing maintenance and management regimes and costs needing to be clearly defined and committed to
- impacts on and access to the SAM
- positive ground floor uses and activation being provided

6.19 It will be challenging to ensure all the uses (parking, play facilities etc.) can be provided in the landscape without compromising the principle of the landscape first scheme. Further confidence is required on how the landscape will be maintained to a sufficiently high standard.

6.20 Given the proximity to the SAM, further clarification is required on the usability of the landscape spaces, the public access to the landscape around the buildings, and the open relationship between the public car park and the landscape. It is understood from the applicant that discussions are ongoing with Historic England in respect to opening the SAM to the public and incorporating linkages with the scheme and the neighbouring Cane Hill development.

6.21 Further work is required to provide sensitive ways in which the site could be made secure for the use of residents, with the exception of the public car park, the route to and up to the top of the SAM and the linear park space fronting Lion Green Road. This could be realised through the use ha-has or berms as landforms and would not necessarily need to rely on unattractive fences.

6.22 Whilst the scheme is moving in the right direction (in terms of scale and mass) the proposals need to be tested properly, utilising a series of views as part of a visual impact assessment.

6.23 The use of grasscrete is supported in principle to create a softer surface for vehicles on the residential parking element. However, further details will be required by the Council's Parking Services Team to determine whether this approach would be acceptable in terms of a Council operated car park.

6.24 Clarity is required regarding which areas will be managed and maintained by the developer, which by a future management company and which by Council services (e.g. highways, parking, property, green spaces). Further clarity is required as it helps inform the design process and will provide an understanding about future management and maintenance arrangements.

6.25 Officers have requested further materials as part of the on-going pre-application process including images to show the Cane Hill development in relation to the proposed scheme; more details on the landscaping and the maintenance of this; more connection with the Cane Hill site sections through the site showing the relationship between the proposal, the SAM, Cane Hill and the existing buildings on Lion Green Road.

6.26 Officers have also requested that the applicant test the proposed scheme in views from surrounding streets and vantage points. It is fundamentally important that the local planning authority understands how this scheme will be viewed in its context, particularly in this location adjacent to a SAM. To date, officers have not received any details of this critical piece of work, although it is understood from the applicant that works are being undertaken on a viewpoint appraisal report which will form part of any submission.

Impact on Highways and Parking

6.27 Whilst officers have maintained that the scheme should provide a requirement for circa 100 public car parking spaces (which appears to be achievable) TfL have raised concern about the level of public car parking and its overall use. The current and future use of the public car park (quantum and nature of use – including the length of stay) requires further investigation as part of an eventual planning application submission.

6.28 Strategic Transport and the TfL are both generally supportive of the level of residential car parking provided on site – although there will need to be measures put in place to limit availability of car parking permits.

6.29 The applicants have been liaising with the Councils Strategic Transport team and are required to submit a Transport Assessment and Draft Residential Travel Plan. The scoping note has been reviewed by the Strategic Transport and is general acceptable, subject to providing further details on personnel injury accidents for the location and the provision of EVCP in compliance with the London Plan.

Impacts on Trees

6.30 The Lion Green Road site also has a number of mature trees on site and there are some concerns from the Council's Arborists in respect to the proposed scheme. It has indicated that an assessment of the existing trees in the proposed Copse and Bluebell & Beech Wood must be undertaken before agreement can be reached regarding this part of the landscaping. The relationship between the proposed trees and the buildings/parking spaces is a little unsatisfactory in a couple of instances; with Block B and the adjacent trees and the relationship of trees to car parking spaces. This would need to be given more detailed consideration.

6.31 The proposed tree planting along Lion Green Road boundary, whilst undoubtedly attractive, could be a little more substantial. The tree planting in this location must be of sufficient stature to suitably replace the mature trees removed from the front of the site. A detailed tree survey and constraints plan will be required as part of any full application, and loss of trees should be suitably mitigated.

Impact on Adjoining Occupiers

6.32 As the scheme progresses, detailed assessments will be needed to demonstrate that the proposals would not have any adverse impact on existing neighbouring

uses. Specific regard will need to be had to overlooking and visual impacts on the existing residential units along Lion Green Road, Gilbert Court at the rear and impacts on the Scout facilities and also the future residents at Cane Hill.

6.33 Daylight/sunlight assessments should be required as part of any submission.

Archaeological Priority Zone (APZ)

6.34 Given that the scheme would be located within an APZ and is a major scheme, it would be deemed a high risk and likely to cause harm to heritage assets of archaeological interest. As such as a minimal requirement an archaeological desk based assessment, and if necessary a field evaluation, to accompany a planning application would be required. It is understood work was undertaken in this regard on the previous extant permission.

Other Planning Matters

6.35 Further details will be required in respect to a land contamination desk report, flood risk and sustainable drainage measures, noise and air quality.

7. RELEVANT PLANNING POLICIES AND GUIDANCE

7.1 Planning applications should be determined in accordance with the Development Plan unless material consideration dictate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2015, the Croydon Local Plan: Strategic Policies 2013 (CLP1), the Croydon Replacement Unitary Development Plan 2006 Saved Policies 2013 (UDP).

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in March 2012. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies many key issues for the delivery of sustainable development, those most relevant to this case are:

- Promoting sustainable transport;
- Delivering a wide choice of high quality homes;
- Requiring good design.

7.3 The main policy considerations raised by the application that the Committee are required to consider are:

London Plan 2017

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.7 Large residential developments
- 3.8 Housing choice

- 3.9 Mixed and balanced communities
- 3.10 Definition of affordable housing
- 3.12 Negotiating affordable housing
- 3.13 Affordable Housing thresholds
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.9 Overheating and cooling
- 5.10 Urban greening
- 5.11 Green roofs and development site environs
- 5.13 Sustainable drainage
- 5.15 Water use and supplies
- 5.21 Contaminated land
- 6.3 Effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing traffic flow and tackling congestion
- 6.12 Road Network Capacity
- 6.13 Parking
- 7.1 Lifetime neighbourhoods
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.5 Public realm
- 7.6 Architecture
- 7.7 Tall and large buildings
- 7.8 Heritage assets
- 7.14 Improving Air Quality
- 7.15 Reducing and managing noise
- 7.21 Trees and Woodland
- 8.2 Planning obligations
- 8.3 Community infrastructure levy

Croydon Local Plan: Strategic Policies 2013 (CLP1):

- SP1.1 Sustainable Development
- SP2.1 Homes
- SP2.2 Quantities and Locations
- SP2.3 Affordable Homes - Tenure
- SP2.4 Affordable Homes - Quantum
- SP2.5 Mix of homes by size
- SP2.6 Quality and Standard
- SP3.1 Employment
- SP3.2 Innovation, Investment & Enterprise
- SP4.1-4.3 Urban Design and Local Character
- SP4.5-4.6 Tall buildings
- SP4.7-4.10 Public Realm

- SP4.13 Character, Conservation and Heritage
- SP6.1 Environment and Climate Change
- SP6.2 Energy and CO2 Reduction
- SP6.3 Sustainable Design and Construction
- SP7.4 Enhance biodiversity
- SP8.3-8.4 Development and Accessibility
- SP8.6 Sustainable Travel Choice
- SP8.7(h) Cycle Parking
- SP8.13 Motor Vehicle Transportation
- SP8.15-16 Parking

Croydon Replacement Unitary Development Plan 2006 Saved Policies 2013 (UDP):

- UD1 High Quality and Sustainable Design
- UD2 Layout and siting of new development
- UD3 Scale and Design of new buildings
- UD6 Safety and Security and New Development
- UD7 New Development and Access for All
- UD8 Protecting residential amenity
- UD13 Parking Design and Layout
- UD14 Landscaping
- UD15 Refuse and Recycling Storage
- EP1 – EP3 Pollution
- EP5 - EP7 Water – Flooding, Drainage and Conservation
- T2 Traffic Generation from Development
- T4 Cycling
- T8 Parking
- H2 Supply of new housing
- H3 Housing Sites
- H4 Dwelling mix on large sites

There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG, March 2016
- Homes for Londoners: Affordable Housing and Viability SPG, August 2017
- National Technical Housing Standards, 2015
- National Planning Practice Guidance, 2014
- Play and Informal Recreation SPG
- Accessible London: Achieving an Inclusive Environment SPG
- Sustainable Design and Construction SPG
- Croydon Public Realm Design Guide, 2012
- SPG Note 3 – Designing for Community Safety
- SPG Note 10 – Designing for Accessibility
- SPG Note 12 – Landscape Design
- SPG Note 15 – Renewable Energy
- SPG Note 17 – Sustainable Surface Water Drainage
- SPG Note 18 – Sustainable Water Usage

Emerging Policies CLP1.1

- SP2.2- Quantities and locations
- SP2.3-2.6- Affordable Homes
- SP2.8- Quality and standards
- SP4.13- Character, conservation and heritage
- SP6.3- Sustainable design and construction
- SP6.4- Flooding, urban blue corridors and water management
- SP8.9- Sustainable travel choice

Emerging Policies CLP2

- DM1- Housing choice for sustainable communities
- DM5- Development in Croydon Metropolitan Centre
- DM5.1- Vitality and viability
- DM5.3- Mixed use developments
- DM9- Development in edge of centre and out of centre locations
- DM11- Design and character
- DM11.1- Quality and character
- DM11.2- Quality of public and private spaces
- DM11.4- Residential amenity space
- DM11.5- Communal residential amenity space
- DM11.6- Protecting residential amenity
- DM11.7- Design quality
- DM11.9- Landscaping
- DM11.10- Architectural lighting
- DM14- Refuse and recycling
- DM16- Tall and large buildings
- DM17.1- Promoting healthy communities
- DM19.1- Character, appearance and setting of heritage assets
- DM19.9- Archaeology
- DM24- Development and construction
- DM25- Land contamination
- DM26.2- Flood resilience
- DM26.3- Sustainable drainage systems
- DM28- Biodiversity
- DM29- Trees
- DM30- Promoting sustainable travel and reducing congestion
- DM31- Car and cycle parking in new development
- DM39- Site allocations (Site 372: Car Park, Lion Green Road)

7.4 The Partial Review of Croydon Local Plan: Strategic Policies (CLP1.1) and the Croydon Local Plan: Detailed Policies and Proposals (CLP2) was approved by Full Council on 5th December 2016 and was submitted to the Planning Inspectorate on behalf of the Secretary of State on 3rd February 2017. The examination in public took place between 16th May and 31st May 2017. Main

modifications have been received from the Planning Inspector and the Council are consulting on these modification during the period 29th August – 10th October 2017.

- 7.5 According to paragraph 216 of the NPPF, relevant policies in emerging plans may be accorded weight following publication, but with the weight to be given to them is dependent on, among other matters, their stage of preparation. Now that the main modifications to CLP1.1 and CLP2 have been published for consultation, there are certain policies contained within these plans that are not subject to any modifications and significant weight may be afforded to them on the basis that they will be unchanged when CLP1.1 and CLP2 are adopted.