

LONDON BOROUGH OF CROYDON

To: Croydon Council website
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STATEMENT OF EXECUTIVE DECISIONS MADE BY THE CABINET MEMBER FOR ENVIRONMENT, TRANSPORT AND REGENERATION (JOB SHARE) ON 22 AUGUST 2018

This statement is produced in accordance with Regulation 13 of the Local Authorities (Executive Arrangements) Meetings and Access to Information) (England) Regulations 2012.

The following apply to the decisions listed below:

Reasons for these decisions: are contained in the report attached

Other options considered and rejected: are contained in the report attached

Details of conflicts of Interest declared by the Cabinet Member: none

Note of dispensation granted by the head of paid service in relation to a declared conflict of interest by that Member: none

DECISION REFERENCE NO.: 2518ETR

Decision Title: Draft Suburban Design Guide – Supplementary Planning Document (SPD2) - Consultation

Having carefully read and considered the report and the requirements of the Council's public sector equality duty in relation to the issues detailed in the body of the reports, the Cabinet Member for Environment, Transport & Regeneration (Job Share)

RESOLVED to

1. Approve Draft Suburban Design Guide - Supplementary Planning Document (SPD2) (Appendix 1) for consultation in accordance with the Council's adopted Statement of Community Involvement and the Town and Country Planning (Local Planning) (England) Regulations 2012.
2. Delegate to the Director of Planning and Strategic Transport, in consultation with the Cabinet Member for Environment, Transport & Regeneration (Job Share), the making of minor factual, editorial and image changes to Draft Suburban Design Guide - Supplementary Planning Document (SPD2) prior to consultation.

Notice date: 22 August 2018

For General Release

REPORT TO:	CABINET MEMBER FOR ENVIRONMENT, TRANSPORT & REGENERATION (JOB SHARE)
SUBJECT:	Draft Suburban Design Guide - Supplementary Planning Document (SPD2) - Consultation
LEAD OFFICER:	Heather Cheesbrough, Director of Planning and Strategic Transport Steve Dennington, Head of Spatial Planning
CABINET MEMBER:	Councillor Stuart King, Cabinet Member for Environment, Transport & Regeneration (Job Share)
WARDS:	All
CORPORATE PRIORITY/POLICY CONTEXT/AMBITIOUS FOR CROYDON: <p>The Croydon Local Plan 2018 sets the growth and development vision and planning policies for the borough from 2016 – 2036. The Croydon Local Plan provides the planning policy basis for the borough to plan for and deliver the borough’s housing need, deliver necessary affordable housing, accommodate sustainable growth, regenerate the district centres, strengthen neighbourhood and local centres, safeguard and provide employment floor space and deliver a renewed Croydon Opportunity Area, with a residential population of up to 20,000 people, a redeveloped retail core and provision of public realm and infrastructure.</p> <p>Draft Suburban Design Guide - Supplementary Planning Document (SPD2) relates particularly to the following Ambitious for Croydon outcome:</p> <p><i>Our new Croydon Local Plan has a strong emphasis on building sustainable communities and delivering affordable homes. We will actively work to see that both are delivered</i></p> <p>Priority One of the Corporate Plan (2013 – 18) - Growth, is underpinned by the Croydon Local Plan, enabling development to occur in sustainable locations and appropriate manner.</p>	
FINANCIAL IMPACT <p>SPD2 and the associated officers’ resource, evidence base assembly and this consultation can be delivered through the Spatial Planning Service budget, supported by the Government’s Planning Delivery Fund: Design Quality bid, which allocated £24,300 to the project in 2017/18 and £25,700 in 2018/19.</p>	
KEY DECISION REFERENCE NO.: Not a key decision	

The Leader of the Council has delegated to the Cabinet Member for Environment, Transport & Regeneration (Job Share) the power to make the decisions (the Leader of the Council's decision reference number: 23/14/LR) set out in the recommendations below

1. RECOMMENDATION

The Cabinet Member for Environment, Transport & Regeneration (Job Share) is recommended to

- 1 Approve Draft Suburban Design Guide - Supplementary Planning Document (SPD2) (Appendix 1) for consultation in accordance with the Council's adopted Statement of Community Involvement and the Town and Country Planning (Local Planning) (England) Regulations 2012.
- 2 Delegate to the Director of Planning and Strategic Transport, in consultation with the Cabinet Member for Environment, Transport & Regeneration (Job Share), the making of minor factual, editorial and image changes to Draft Suburban Design Guide - Supplementary Planning Document (SPD2) prior to consultation.

2. EXECUTIVE SUMMARY

- 2.1. Croydon is a growing borough. It is already the most populous borough in London and planning is critical to ensuring that Croydon meets its housing needs over the next 20 years. The Croydon Local Plan 2018, adopted in February 2018, sets out the strategy, sites and planning policies necessary to meet these needs up to 2036.
- 2.2. Increasing the supply of homes through sustainable growth, including affordable homes, is a key element of Ambitious for Croydon, which is enshrined throughout the Croydon Local Plan 2018. In part, the sustainable growth of the suburbs will deliver this growth as encouraged and enabled by the Croydon Local Plan 2018. This will be achieved whilst protecting the borough's open space and the distinctive heritage and character, alongside the necessary infrastructure to mitigate the impact of growth.
- 2.3. With a growing population there is a necessity to build more homes. This is reflected in the current housing target set in the Croydon Local Plan 2018; 32,890 new homes are expected to be delivered in the borough by 2036. It is anticipated that this housing target will become more challenging with the adoption of the emerging London Plan.
- 2.4. In order to deliver a wide choice of high quality homes through good design, the new National Planning Policy Framework (NPPF) states that 'The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about

design expectations, and how these will be tested, is essential for achieving this’.

- 2.5. In the Croydon Local Plan 2018, Policy DM10 outlines the expected modes of suburban development on windfall sites including conversion, additions, infill and plot subdivision, rear garden development and regeneration. Furthermore, Table 6.3 designates four (4) areas of focussed intensification; areas with established infrastructure but relatively low density and the potential to accommodate a significant increase in residential development.
- 2.6. The evolution of the suburbs is underpinned by the strategic objectives of the Croydon Local Plan 2018, which are required to fulfil Croydon’s spatial vision and deliver the local plan policies.
- 2.7. SPD2 on adoption will supersede the current SPD2 and therefore new guidance will be provided regarding residential extensions and alterations.
- 2.8. It is considered SPD2 will steer, guide and provide the parameters and certainty for the evolution of the suburbs to the benefit of communities, stakeholders, developers and planning officers.

3. SUBURBAN DESIGN GUIDE SPD2

- 3.1. The purpose of the SPD2 is not purely driven by growth and meeting housing need, but to provide guidance on how development of homes for Croydon should occur. Policy DM10.11 of the Croydon Local Plan 2018 provides the policy that development in intensification areas should be assessed against.
- 3.2. While development in the borough is managed by the policies set out in the Croydon Local Plan 2018 and London Plan, regard should be given to the SPD2 when preparing designs and planning applications, including those which are Permitted Development.
- 3.3. Once adopted, SPD2 will supersede the existing Residential Extensions and Alterations SPD2 which was produced in 2006. Since the current SPD2 was produced, demand for housing has increased and National, London and borough planning policy has changed. With significant changes to Permitted Development rights since 2006, which give homeowners rights to extend their homes without the need for planning permission, the current SPD2 is outdated.
- 3.4. SPD2 provides guidance for suburban residential developments and extensions and alterations to existing homes across the borough. It is a Supplementary Planning Document which should be used by residents, developers, builders and agents including architects and planning consultants in shaping development proposals and will assist in making decisions on planning applications and inform the Council’s pre planning application service.

- 3.5. Beyond providing technical design guidance, SPD2 sets out how residential development, including extensions and alterations, in the Places across the Borough is part of a holistic strategy being driven by the Council to deliver tangible public benefits to suburban communities.
- 3.6. The guidance contained in SPD2 is broken down into three sections:
 - Suburban Residential Development
 - Areas of Focussed Intensification
 - Residential extensions and alterations.
- 3.7. The Croydon Local Plan states that 'Developments in focussed intensification areas should contribute to an increase in density and a gradual change in character. They will be expected to enhance and sensitively respond to existing character by being of high quality and respectful of the existing place in which they would be placed'.
- 3.8. The delivery of approximately 10,000 homes in the suburbs of Croydon will result in an evolution of the existing character of suburban streets. Increased density of homes can impact on the amenity of existing residents if not properly managed through the planning process.
- 3.9. SPD2 provides technical design guidance that seeks to both limit any negative impact on the Places, including the amenity of existing residents, and frame opportunities where increased densities can present significant opportunities to enhance places and bring benefits to communities.
- 3.10. SPD2 is anticipated to assist local authority planning officers in making decisions on planning applications and will be a material consideration in assessing planning applications.

4. CONSULTATION

- 4.1 During the initial preparation of the draft SPD2, including issues and options scoping and drafting, extensive internal consultation has been undertaken throughout the Council. Further broader consultation has also been undertaken with local developers and architects, Croydon Residents Associations (North and South), Planning Committee, Scrutiny Committee and the GLA.
- 4.2 As per the requirements for public participation of Regulation 12 and 35 of the Town and Country Planning (Local Planning) (England) Regulations 2012, the Council is undertaking a formal consultation.
- 4.3 Consultation is proposed for a six week period from 3 September 2018 to 12 October 2018. During this time, officers will be holding seven (7) consultation sessions with the community across the borough to engage residents, businesses, developers and interested parties on the draft SPD2.
- 4.4 Consultation draft SPD2 will be compliant with the Plan Making Regulations and Council's Statement of Community Involvement (SCI). This will include

newspaper advertisements, social media, Council website updates and notification to residents, all of which will provide details of the consultation period, events and where the document can be viewed.

- 4.5 As per Regulation 13 of the Town and Country Planning (Local Planning) (England) Regulations 2012, the Council will seek Representations on the draft SPD2. Representations will be processed, responded to and assessed to determine whether changes are necessary required to the final SPD2.

5 FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

1 Revenue and Capital consequences of report recommendations

	Current year	Medium Term Financial Strategy – 3 year forecast		
	2018/19 £'000	2019/2020 £'000	2020/21 £'000	2021/22 £'000
Revenue Budget available				
Expenditure	50	0	0	0
Income	(50)			
Effect of decision from report				
Expenditure	0	0	0	0
Income				
Remaining budget	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Capital Budget available				
Expenditure	0	0	0	0
Effect of decision from report				
Expenditure	0	0	0	0
Remaining budget	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

2 The effect of the decision

SPD2 and the associated officers' resource, evidence base assembly and this consultation can be delivered through the Spatial Planning Service budget, supported by the Government's Planning Delivery Fund: Design Quality bid, which allocated £24,300 to the project in 2017/18 and £25,700 in 2018/19.

3 Risks

There are no significant risks arising directly from this report.

4 Future savings/efficiencies

- 4.1 Officer time required to advise applicants is likely to be reduced due to the provision of better guidance, and create a more efficient pre-planning application service.
- 4.2 SPD2 will contribute indirect financial savings by assisting the regeneration of the borough and the delivery of the housing targets set out in the Croydon local Plan through the setting of design guidance that will provide certainty to the community and developers and mitigate costs associated with planning appeals.

Approved by Lisa Taylor Director of Finance Investment & Risk

6. COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER

- 6.1 The Solicitor to the Council comments that there needs to be public participation before a local planning authority can adopt a Supplementary Planning Document.
- 6.2 The requirements for public participation are detailed in the Town and Country Planning (Local Planning) (England) Regulations 2012, particularly regulations 12 and 35.

Approved by: Sean Murphy, Head of Commercial and Property Law (and Deputy Monitoring Officer) on behalf of the Director of Law and Monitoring Officer

7. HUMAN RESOURCES IMPACT

- 7.1 There are no human resources implications arising from this report.

Approved by: Jennifer Sankar, Head of HR Place on behalf of Sue Moorman Director of HR

8. EQUALITIES IMPACT

- 8.1 The Croydon Local Plan: Strategic Policies – Partial Review and the Croydon Local Plan: Detailed Policies and Proposals was subject to an Equality Analysis scoping exercise, which assessed the Plans' impact on equalities and identified that a full Equalities Assessment was necessary for the Proposed Submission stage. The full Equalities Assessment established that there was no potential for discrimination, harassment or victimisation and that the Croydon Local Plan includes all appropriate actions to advance equality and foster good relations between groups. The appropriate actions to address potential impacts on groups with a protected characteristic include:

- The Croydon Monitoring Report, which is published annually, to assess the effectiveness of the Croydon Local Plan 2018.
- Monitoring of supply and demand for sheltered, residential care, and extra care housing.

8.2 It is determined that the Equalities Assessment undertaken for the Croydon Local Plan: Strategic Policies – Partial Review and the Croydon Local Plan: Detailed Policies and Proposal sufficiently and appropriately covers the content and implications of SPD2.

8.3 The Equalities Assessment for the Croydon Local Plan: Strategic Policies – Partial Review and the Croydon Local Plan: Detailed Policies and Proposal is provided as a background document.

9. ENVIRONMENTAL IMPACT

9.1 A Sustainability Appraisal (SA) was prepared for the Croydon Local Plan 2018. Given that SPD2 will provide supplementary guidance to the policies within the Local Plan, it is determined that the Local Plans' SA provides relevant assessment and therefore negates the need for a SA/Strategic Environmental Assessment (SEA).

9.2 The Environmental Agency, Natural England and Historic England were consulted on the need for a SA / SEA of the SPD2. All three statutory consultees confirmed that the production and adoption of SPD2 is unlikely to have any significant environmental impacts and therefore a full SA/SEA is not required.

10. CRIME AND DISORDER REDUCTION IMPACT

10.1 There are no crime and disorder reduction impacts arising from the recommendations of this report.

11. REASONS FOR RECOMMENDATIONS/PROPOSED DECISION

11.1 To provide design guidance for suburban residential developments and extensions and alterations to existing homes across the borough, while assisting in the delivery of the borough's housing targets and providing clarity to communities, stakeholders, developers and planning officers.

12. OPTIONS CONSIDERED AND REJECTED

12.1 The other option would be to not produce SPD2. This would mean that there would be no up to date design guidance for the borough, which would lead to planning applications being determined on the basis of existing planning policy and guidance that is not considered to be sufficiently detailed or area-specific and would create a tension with the Council's obligation to meet the

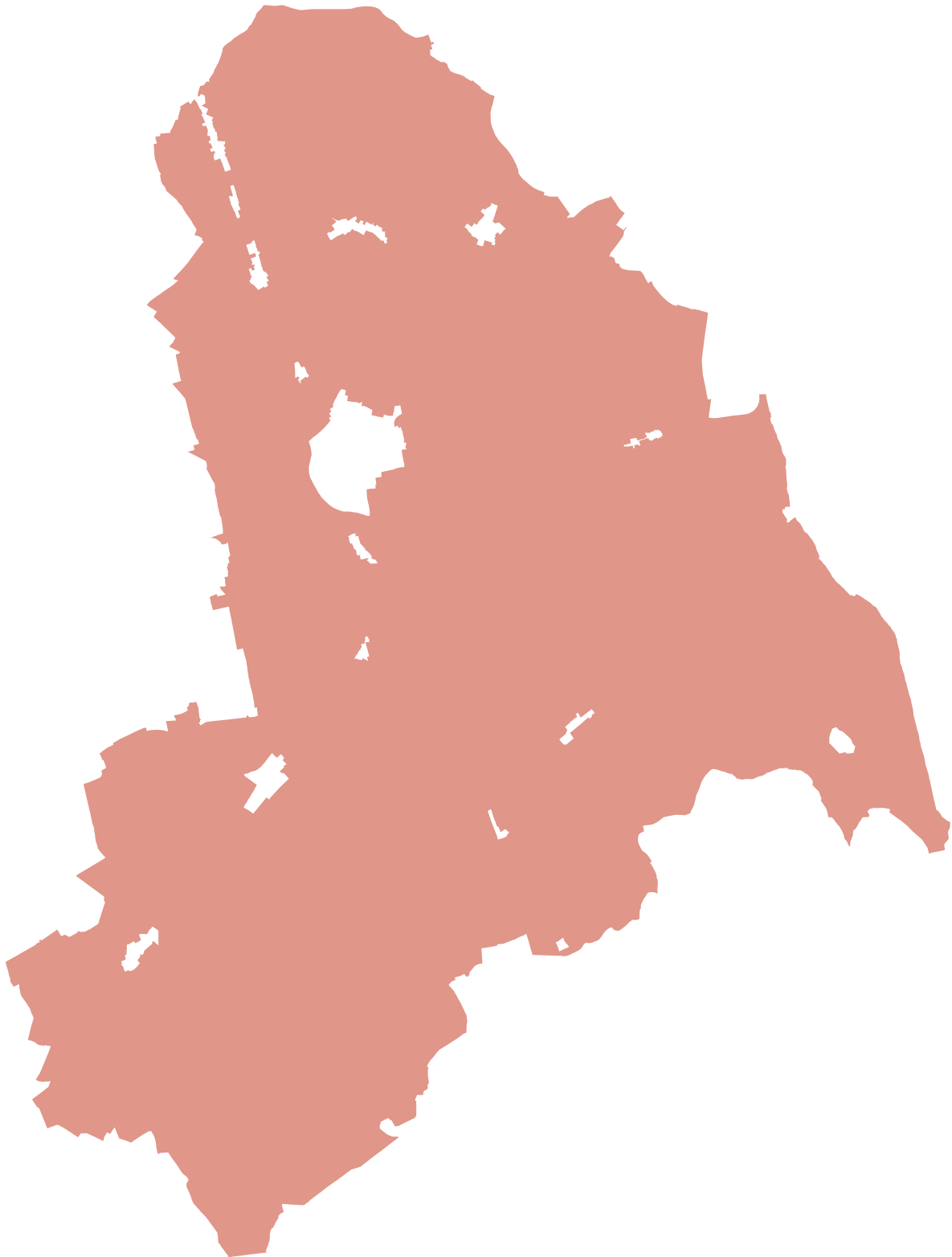
housing targets in the Croydon Local Plan in a sustainable and managed way. Such an approach could also lead to additional planning appeals.

CONTACT OFFICER: Steve Dennington, Head of Spatial Planning (ext 64973)

APPENDICES: Appendix 1 – Draft Suburban Design Guide - Supplementary Planning Document (SPD2)

BACKGROUND DOCUMENTS: None

SUBURBAN DESIGN GUIDE



DRAFT SUPPLEMENTARY PLANNING DOCUMENT

CROYDON COUNCIL

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ISSUE

Draft Supplementary Planning Document (SPD) for public consultation in September - October 2018.

This document is available to view and download online at: [INSERT WEBLINK](#)

PUBLISHED BY

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CROYDON LOCAL PLAN

The Croydon Local Plan and other Supplementary Planning Documents are available online at:
<http://www.croydon.gov.uk/planningandregeneration/framework/localplan/>

IMAGES

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An aerial, isometric view of a city grid. The buildings are primarily red and brown, with some green spaces and trees interspersed. A semi-transparent white box is overlaid in the center, containing the chapter title. The perspective is from a high angle, looking down at the city streets and buildings.

CHAPTER 1: INTRODUCTION

INTRODUCTION

1.1 OVERVIEW OF THIS DESIGN GUIDE

1.1.1 This design guide provides guidance for suburban residential developments and extensions and alterations to existing homes across the borough. It is a Supplementary Planning Document (SPD) which should be used by residents, developers, builders and agents including architects and planning consultants in shaping development proposals, and will assist in making decisions on planning applications and inform the Council's pre-planning application service. Beyond providing technical design guidance, this guide sets out how residential development, including extensions and alterations, in neighbourhoods across the borough is part of a holistic strategy being driven by the Council to deliver tangible public benefits to suburban communities.

1.1.2 With a growing population there is a necessity to build more homes. This is reflected in the current housing target set in the Croydon Local Plan; 32,890 new homes are expected to be delivered in the borough by 2036. It is anticipated that meeting housing need will become more challenging with the adoption of the emerging London Plan¹. In order to achieve well-designed places, the National Planning Policy Framework (NPPF) states that 'To provide maximum clarity about design expectations at an early stage, plans or supplementary planning documents should use visual tools such as design guides and codes. However their level of detail and degree of prescription should be

tailored to the circumstances in each place, and should allow a suitable degree of variety where this would be justified. The places of Croydon (as defined in the Croydon Local Plan to provide further design detail in the form of Place-specific development management policies aspiration to achieve good design while retaining and improving the distinctiveness of each place), including the suburbs and neighbourhoods outside of the main Metropolitan Centre of the borough, provide a great opportunity for delivering new homes and it is expected that one third of these, approximately 10,000, will be delivered through small scale suburban developments (windfall developments). In Croydon there are a number of low density and suburban locations which have been identified as having the capacity and ability to accommodate additional housing, benefiting new and existing residents. New homes will allow Croydon to provide truly lifetime communities, places where there are homes for people of all ages; first homes, homes for families and homes for down sizers. Similarly, residential extensions and alterations can allow homes to be adapted to suit the changing needs of residents. This allows people to stay in the communities they love through generations.

1.1.3 The evolution of the suburbs to provide homes that will meet the needs of a growing population has the potential to add new vitality to the places of Croydon. More people living in a place provides a better prospect of improved public services, such as transport and health care. This is particularly important in the remotest of suburban locations which have suffered from a lack of infrastructure to support the

local community. The Council and partners are planning for increased population and how services can be delivered to support them. For example, new transport initiatives are being invested in that will connect existing communities currently poorly served, benefiting existing residents as well as new residents. Increased populations also provide the basis for local shops to remain open, allowing local businesses to thrive, and supporting local shopping parades as thriving centres of the community.

1.1.4 It must however be recognised that delivering approximately 10,000 homes in the suburban places of Croydon will result in an evolution of the existing character of suburban streets and that the increased density of homes can impact on the amenity of existing residents if not properly managed. This guide provides technical design guidance that seeks to both limit any negative impact on places, including the amenity of existing residents, and frame opportunities where increased densities can present significant opportunities to enhance places and bring benefits to communities.

1.2 WHAT IS COVERED BY THIS GUIDANCE?

THIS GUIDANCE IS BROKEN DOWN INTO THREE SECTIONS:

1. Suburban Residential Development
2. Areas of Focussed Intensification.
3. Residential extensions and alterations

	SUBURBAN RESIDENTIAL DEVELOPMENT	AREA OF FOCUSED INTENSIFICATION	RESIDENTIAL EXTENSIONS AND ALTERATIONS
Residential development proposals, generally under 20 homes	X	X	
Mixed-use proposals, including those that would deliver more than 20 homes		X	
Not generally located in the Croydon Metropolitan Centre and District Centres	X	X	
Anywhere in the borough			X

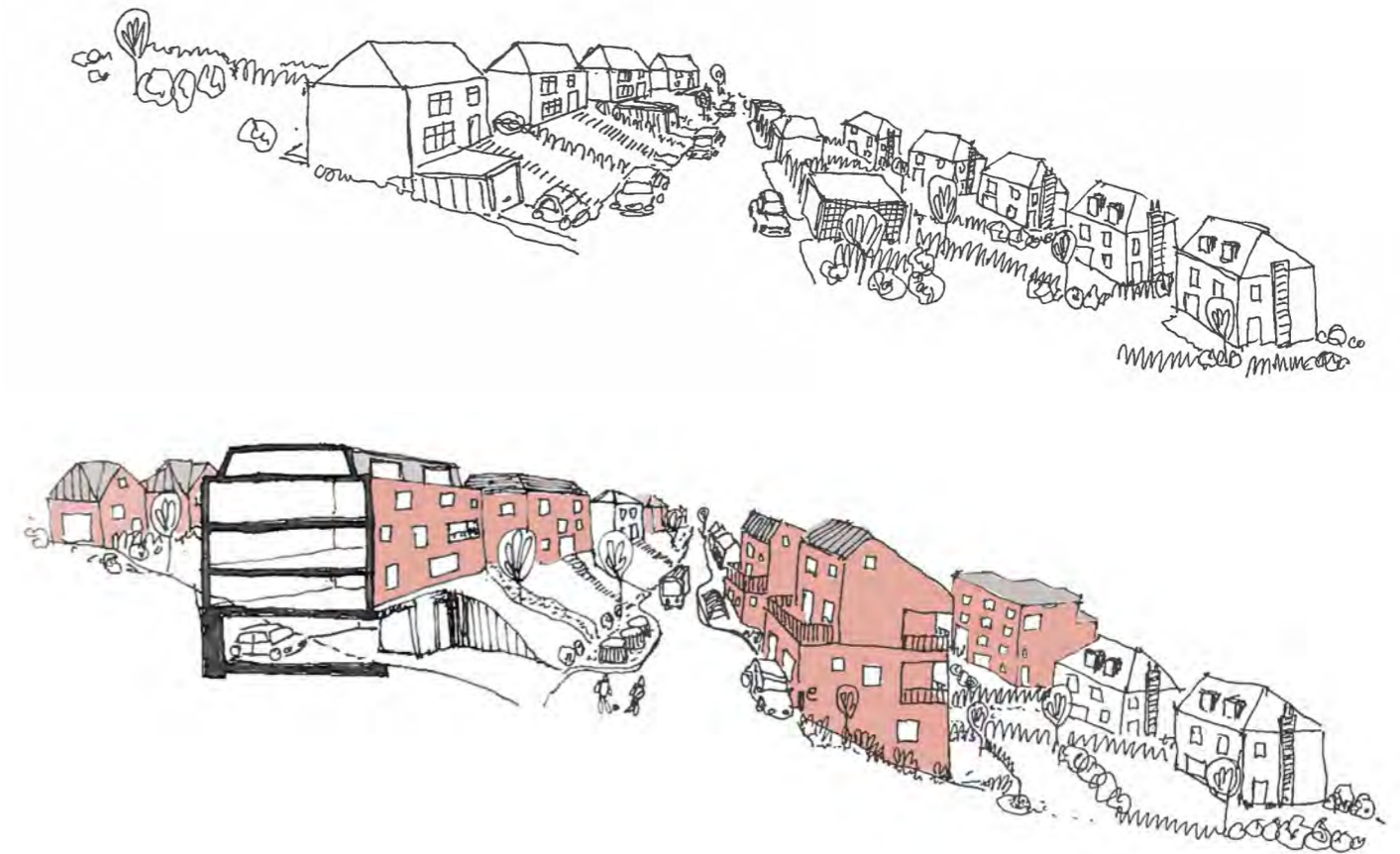


Figure 1.1a: Before and after: Development within an area of Focussed Intensification

¹ As amended from time to time.
2



Figure 1.1d: Before and after: Suburban Residential Development

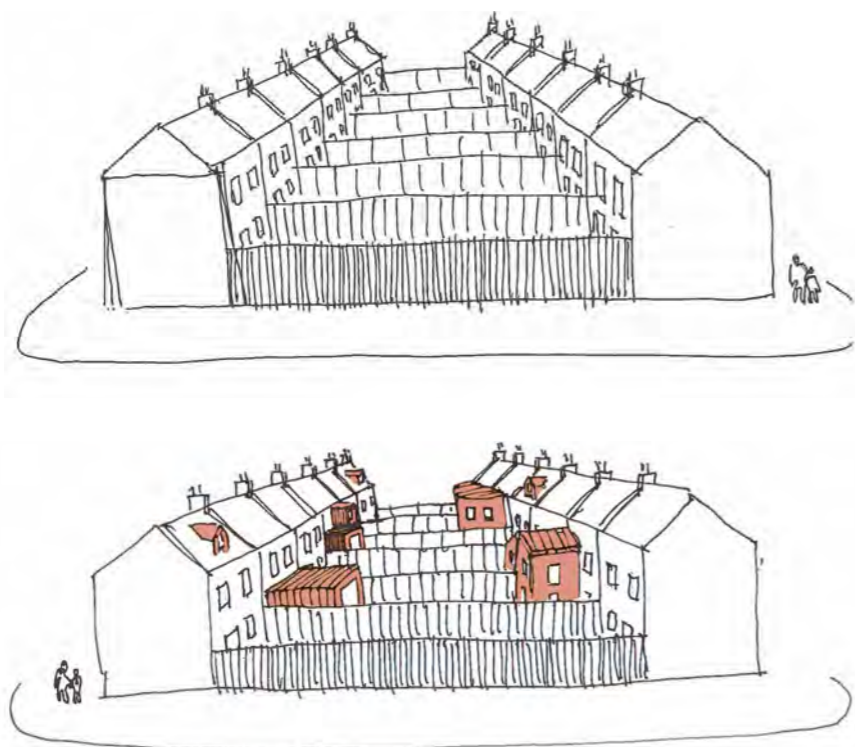


Figure 1.1e: Before and after: Residential Extensions & Alterations

WHO SHOULD USE THIS GUIDE?

1.2.1 This guide is intended for the use of any person involved in proposing or assessing development proposals as previously outlined. It provides guidance for residents, home owners, community groups, developers and associated agents in designing their proposals. It does not negate the need for a planning application.

1.2.2 While development in the borough is managed by the policies set out in the Croydon Local Plan 2018 and the London Plan, it is recommended that regard should be given to this supplementary guidance when preparing designs and planning applications, including those which are Permitted Development. It will assist Local Planning Authority officer in making decisions on planning applications and is a material consideration in assessing planning applications. In line with National, London and borough policies, poor design can be a reason for refusal, therefore the use of this guidance is important. Use of this guidance should lead to better quality developments that contribute positively to Croydon, benefit the people of Croydon and should add value for those who develop too.

1.2.3 This document not only establishes guidance on how to achieve an acceptable design, but aims to encourage the highest quality of design by promoting a well thought-through design process, balanced with the need to protect neighbouring amenity, so that the places we live in are both attractive and liveable and contribute to Croydon's future success.

WINDFALL SITES: WHAT ARE THEY?

1.2.4 Windfall sites are sites which are not identified for development as an allocated site under the Local Plan, including many suburban sites. For example, existing homes that are redeveloped to provide several homes or proposals for building homes in rear gardens.

WHAT IS AN SPD?

1.1.10 An SPD is a Supplementary Planning Document. SPDs form part of the Local Development Framework (LDF). They are produced to provide supplementary guidance, information or clarification on the Local Plan or other Development Plan policies. While SPDs do not carry the statutory weight that the Local Plan policies or Development Plan documents do, they should be used as guidance and material consideration in preparing and assessing planning applications.

RELATIONSHIP TO THE LOCAL PLAN

1.1.11 The Croydon Local Plan 2018 was adopted in February 2018 and sets out the housing target for the borough. Croydon is planning for 32,890 new homes by 2036. Given the limited developable land available for residential development in the built up area, the need to accommodate homes across the borough to meet the borough's need, whilst not undermining the valued character and heritage of Croydon is imperative. In order to deliver on the housing target for the borough, it is expected that these homes will be provided roughly on a one-third basis; approximately 10,000 new homes in the Croydon Metropolitan Centre, 7,000 on allocated sites across the borough and 10,000 on windfall sites; the equivalent of

approximately 1,600 new homes per year.

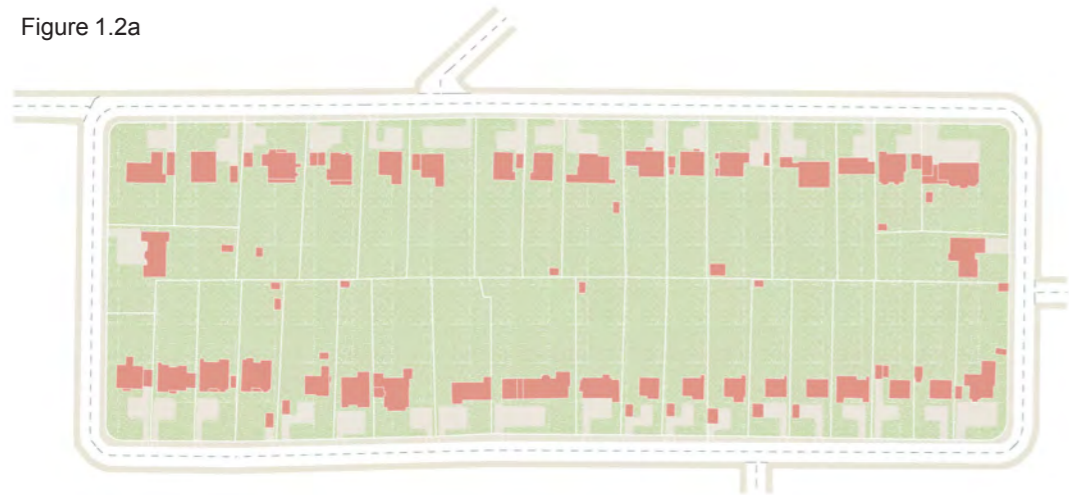
1.1.12 In the Croydon Local Plan 2018, Policy DM10 outlines the expected modes of suburban development on windfall sites including conversion, additions, infill and plot subdivision, rear garden development and regeneration, while Table 6.3 designates four (4) Areas of Focused Intensification; areas with established infrastructure but relatively low density and the potential to accommodate a significant increase in residential development. Policy DM10.11 provides the policy that development in areas of focussed intensification should be assessed against. The Local Plan states that '*Developments in focussed intensification areas should contribute to an increase in density and a gradual change in character. They will be expected to enhance and sensitively respond to existing character by being of high quality and respectful of the existing place in which they would be placed*'.

1.3 EVOLUTION OF THE SUBURBS

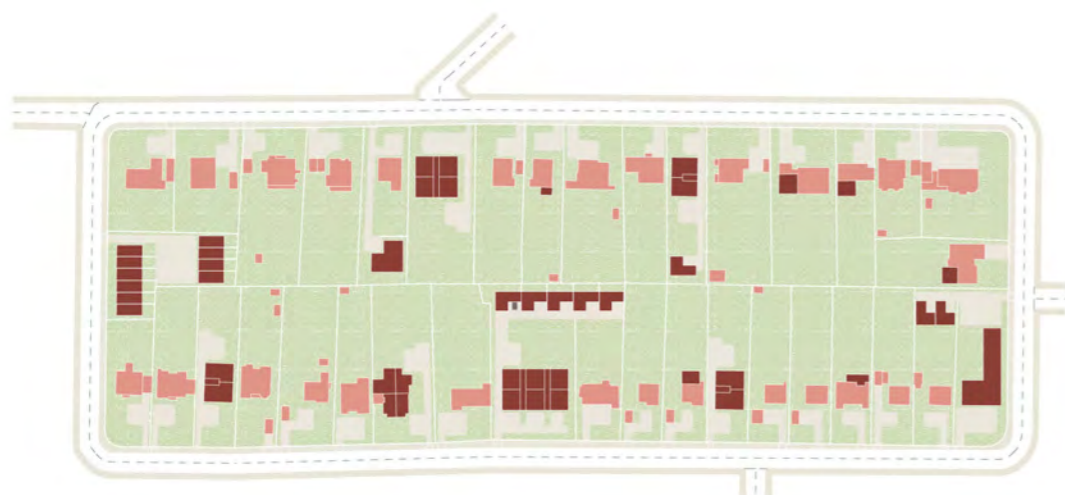
1.3.1 The suburbs as we know them today have largely evolved over the past century. Inter- and post-war development saw the construction of large areas of suburban housing, expanding from the terraced suburban streets built in the Victorian era. In the past 50 years, the suburbs have continued to evolve, through the construction of new homes, as well as extensions and alterations to existing homes. Development coming forward today is part of this on-going evolution of the suburbs to provide new housing for younger and older generations, and will continue across the borough in all types of neighbourhoods. Whether through development of land to the rear of a row of terraced houses, or the redevelopment of a larger home into several family homes, the indicative evolution of typical street patterns is illustrated in Figures 1.2a, 1.2b and 1.2c. The process of suburban evolution indicated here is expected over a period of 10 – 15 years, so that change is gradual and can be managed to ensure that the benefits of such growth are optimised

- Existing Houses
- Existing Backlands (including garages)
- New Homes

Figure 1.2a

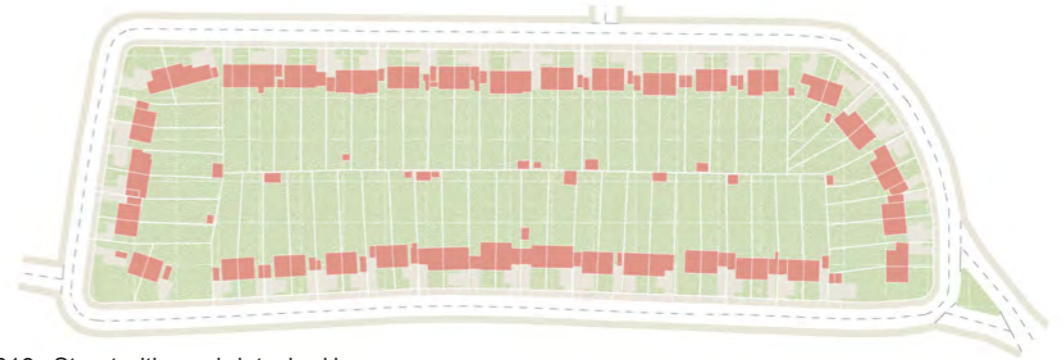


2018 - Street with detached homes

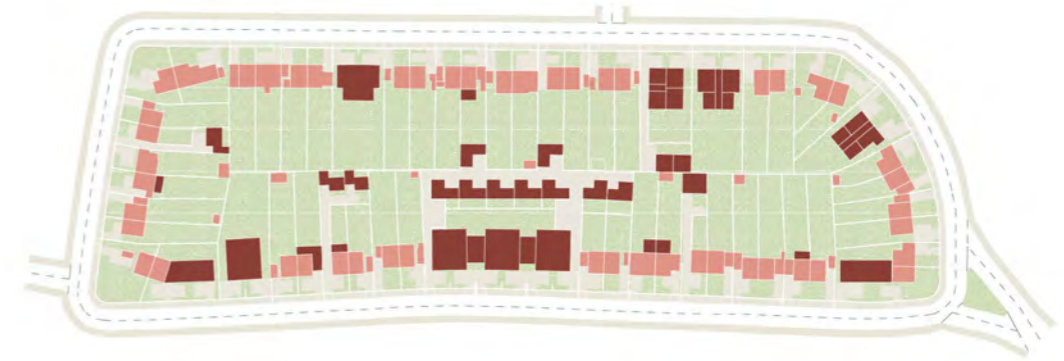


2036 - Street with detached homes

Figure 1.2b



2018 - Street with semi-detached homes

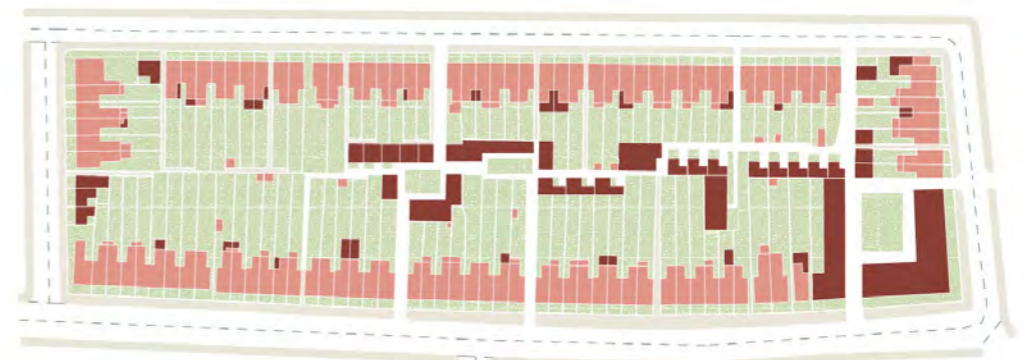


2036 - Street with semi-detached homes

Figure 1.2c



2018 - Street with terraced homes



2036 - Street with terraced homes

1.1.14 The evolution of the suburbs is underpinned by the strategic objectives of the Croydon Local Plan which are required to fulfil Croydon's spatial vision and deliver the Croydon Local Plan policies. Key design principles that support the objectives of the Croydon Local Plan and will help to ensure suburban growth is suitable and sustainable include:

- Creating places where people can live, work and play within their neighbourhood;
- Providing homes for people of all ages and needs to live in one neighbourhood, with the services to support them;
- Delivering developments that respond to and enhance the existing character of a neighbourhood and its built appearance;
- Delivering development that preserves or enhances designated heritage assets¹,

¹ Designated heritage assets include Listed Buildings, Conservation Areas, Registered Parks and Gardens and Scheduled Monuments.



Figure 1.2d: New suburban street with a mixture of flats and houses

- non-designated heritage assets², views and landmarks;
- Resilient and adaptable built form that is capable of accommodating future change;
- Delivering environmentally sustainable communities which are designed to minimise environmental impacts and reduce consumption of energy and other resources;
- Creating places that are legible and easy to navigate;
- Creating well-designed streets³, that are attractive and operational;
- Delivering walkable and cycle-friendly communities;
- Providing access to open spaces;
- Providing access to transport infrastructure and other public services;
- Providing access to shopping

² Non-designated heritage areas include Locally Listed Buildings, Local Heritage Areas, Locally Listed Historic Parks and Gardens (Archaeological Priority Areas).

³ Refer to TfL's Healthy Streets for London guidance available at: <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets>.

- and leisure facilities;
- Contributing to the community's health and well-being;
- Contributing to economic activity and prosperity; and
- Supporting and encouraging social cohesion.

1.1.15 Suburban growth occurs whether it is planned or not. As families grow and the population increases, housing needs to change and the suburbs change with them. Some residents choose to renovate their homes to accommodate a growing family and others redevelop, while some downsize or seek alternate housing options. This evolution shapes the suburbs and identifies a need for the guidance set out in this document to ensure that the suburbs are sustainable for future generations.

1.4 DESIGN AND PLANNING PROCESS

1.4.1 The Council encourages good quality design and this should inform the development of a project brief at the earliest stage, as well as the subsequent design proposals.

1.4.2 For some residential extensions and alterations, the proposal may be covered by Permitted Development rights. It is crucial to determine whether a proposal needs planning permission before undertaking any work¹. Any works to a Listed Building, including those covered by Permitted Development rights, are likely to require Listed Building consent in addition to any planning permission.

1.4.3 For further advice on whether planning permission may be required, or for any planning enquiries, please refer to the Council's website².

PROFESSIONAL SERVICES

1.4.4 Engaging an architect, designer and/or planning professional can help to ensure your proposal meets your requirements, along with relevant planning policies and guidance.

1.4.5 By working with a professional, applicants are more likely to achieve high-quality proposals, which will add greater value to a development.

1.4.6 It is strongly advisable to employ a registered architect or competent agent to design your proposal.

¹ Information about the planning process and relevant documents, policy and legislation can be found on the Planning Portal at: <https://www.planningportal.co.uk/>

² Information on the pre-application services provided by Croydon Council can be found at: <https://www.croydon.gov.uk/planningandregeneration/pre-application-meeting-service>

1.4.7 For more complex developments, it can be necessary to seek the assistance of planning consultancies to advise and to help take your scheme through the planning process. You may also need to take advice from other consultants including structural engineers, quantity surveyors and transport consultants.

DEVELOPING A BRIEF

1.4.8 Regardless of the size of your project, a brief should be developed in consultation with your architect and/or any other consulting professionals. A brief should clearly set out the required outcome of the proposal, be that in terms of required space or a particular architectural ambition. It should also identify potential constraints. A brief should cover respond to the relevant aspects within this guide depending on type of project.

SCOPING CONSTRAINTS AND OPPORTUNITIES

1.4.9 In order to understand how a proposal might respond to the site and surrounding context, it is important to understand what

constraints and opportunities it contains.

1.4.10 Planning constraints, including flooding, Metropolitan Green Belt Land, Conservation Areas, Local Heritage Areas, Historic Parks and Gardens and archaeology, can be searched using the Local Plan interactive map³. Listed Buildings and Locally Listed Buildings are not contained on this map and should be searched on the relevant council webpages⁴. Listed Buildings, Registered Parks and Gardens and Scheduled Monuments can also be searched using Historic England's National Heritage List for England⁵.

1.4.11 For proposals affecting the historic environment, including Listed Buildings and Conservation Areas, further advice is provided in section 1.4 Heritage.

³ Available at: <http://www.planvu.co.uk/croydon2018/>

⁴ Available at: <https://www.croydon.gov.uk/planningandregeneration/framework/conservation/buildings>

⁵ Available at: <https://historicengland.org.uk/listing/the-list/map-search?clearresults=True>



Figure 1.3a - A diagram indicating how site constraints might inform the development of the design.

HERITAGE

1.4.12 Particular care must be taken for a proposal which impacts on heritage assets. These include Listed Buildings, Conservation Areas, Locally Listed Buildings and Local Heritage Areas. Heritage assets can be physically affected by proposals, and also affected by proposals in their surroundings (their setting).

1.4.13 Much of the guidance contained in this document is relevant to proposals affecting heritage assets. However, where there is conflict between this guidance and the conservation of heritage assets, the conservation of heritage assets has more planning weight and should be prioritised.

1.5.3 Where a proposal affects a heritage asset, the following process should be followed:

1. Identify heritage assets affected by the proposals. Information on scoping

constraints and opportunities is available in section 1.3.2. For larger proposals, heritage assets in the surrounding area as well as on the site itself should be identified

2. Understand what is important about the heritage asset (its significance). The reasons why a heritage asset is significant differs in each case. A number of resources are available via the Conservation pages of the council's website¹ to help identify significance. Dependent on the nature of your proposal and the asset(s) affected, further historic research may be needed to understand the significance of the site, such as looking at historic maps, or on-site assessment.
3. Design the proposal to respond to the significance of the

¹ Available at: <https://www.croydon.gov.uk/planningandregeneration/framework/conservation>

heritage assets. Elements of a proposal such as scale and massing, layout, proportions, materials, architectural style or the location of extensions should be designed to preserve or enhance the significance of heritage assets. Dependent on their particular significance, it may be appropriate for your proposal to directly imitate the architectural style, or for a complementary but distinct modern approach to be taken.

1.5.4 The above process should be outlined within a Heritage Statement, and submitted with your planning application to explain and justify your approach.

1.5.5 Please check the Conservation pages of the Council's website for further resources. For conservation areas, the council's Conservation Area General Guidance (CAGG) and area-specific Conservation Area Appraisal and Management Plans (CAAMPs) provide a summary of significance and detailed guidance on the type of development which may be appropriate². These documents should be consulted at the start of any design process affecting a conservation area

1.5.6 Where a proposal affects heritage assets, engaging with the council at a pre-application stage is strongly encouraged. Engaging a heritage specialist and/or conservation architect can also be extremely beneficial³.

² Available at <https://www.croydon.gov.uk/planningandregeneration/framework/conservation/conservation-areas>

³ Although not exhaustive nor a recommendation, the Institute of Historic Building Conservation (IHBC), Royal Institute of British Architects and Architects Accredited in Building Conservation Ltd. all hold lists of relevant conservation specialists.

ALTERNATIVE HOUSING MODELS

1.5.1 The council seeks to support good-quality innovative models of housing, particularly self-provided housing.

1.5.2 For non-standard, bespoke and innovative models of residential development such as co-housing, co-living, community-led housing, self-build and custom build, there may be flexibility in the application of aspects of this guidance. However, the Council will not accept any reduction in design quality or standard of residential accommodation. For co-housing and co-living schemes that propose shared amenities and facilities in place of amenities and facilities ordinarily provided within or as part of a residential unit, the Council will seek to ensure that individual units are appropriately sized and liveable and that any shared amenities and facilities are also appropriately sized and genuinely and comfortably useable by all residents. Any community-led scheme would be required to conform to the accepted principles of a community-led project⁴.

1.5.3 Non-standard or innovative housing models will not be supported if they are being proposed as a way of avoiding residential space and design standards or that would result in substandard residential accommodation.

⁴ Principles and further information available at: <https://www.communityledhousing.london/clh/>

DEVELOPING A DESIGN

1.6.1 The development of a design proposal is a dynamic process and can take many iterations before it is successful. It should develop out of the brief and should adhere to the relevant planning policies and guidance. Certain aspects, such as sustainable design and building regulations, must be considered in all proposals.

SUSTAINABLE DESIGN

1.6.2 It is important that the design of a suburban proposal does not have a detrimental impact on the environment. Adaptable, sustainable buildings will better respond to the changing needs of society and the environment as the suburbs continue to evolve.

1.6.3 Proposals should be designed to reduce reliance on energy; for instance, utilising natural daylight and ventilation, whilst being orientated to avoid overheating. Materials with better performance qualities, such as insulation, should be used wherever possible. Landscaping is a key factor in embedding environmental sustainability into a design and should be treated as an integral part of any proposal, where appropriate. If considered at an early stage, insulation, heating, ventilation systems and lighting can all be integrated with the building design. Integrated design ensures that comfort and conditions are optimised at minimum cost and energy consumption.

1.6.4 Sustainable design also takes into account the need to create lifetime neighbourhoods, providing places where people of all ages can live and work and therefore, proposals should consider how it can be adapted for different users and uses.

BUILDING REGULATIONS

1.6.5 Building regulations should

be considered from the early stage of a design process. Building Regulations approval will be required for all suburban residential developments and the majority of residential extensions & alterations, including fire safety, energy efficiency, sound and thermal insulation and the structural stability of an extension.

ENGAGING YOUR NEIGHBOURS

1.6.6 It is important and recommended that you talk to your neighbours and anyone else who may be affected by your proposals at as early a stage as possible. This should occur before a planning application is submitted or when development occurs under Permitted Development.

SUBMITTING APPLICATIONS

1.7.1 For information and guidance on the application process, including pre-applications, Design and Access Statements (DAS) and the Validation Checklist, please refer to Croydon Council's website⁵ and the Planning Portal⁶.

⁵ Information on the application process, including pre-application services provided by Croydon Council can be found at: <https://www.croydon.gov.uk/planningandregeneration/pre-application-meeting-service>. The Local List which details Listed Buildings and Locally Listed Buildings in Croydon is available at: <https://www.croydon.gov.uk/planningandregeneration/framework/conservation/buildings>. Council's Validation Checklist for applications is available at: <https://www.croydon.gov.uk/planningandregeneration/make-application/validation-checklist>

⁶ Information about the planning process and relevant documents, policy and legislation can be found on the Planning Portal at: <https://www.planningportal.co.uk/>



Figure 1.4b: A development of new flats in the East India Conservation Area

An aerial, isometric illustration of a suburban residential development. The scene shows a grid of streets with several houses, some with dark roofs and others with lighter roofs. A central road has a red car driving. The overall style is clean and modern, with a focus on architectural details and landscaping. A semi-transparent white box with a thin black border is centered over the top half of the image, containing the chapter title in a bold, orange-red, sans-serif font.

CHAPTER 2: SUBURBAN RESIDENTIAL DEVELOPMENT

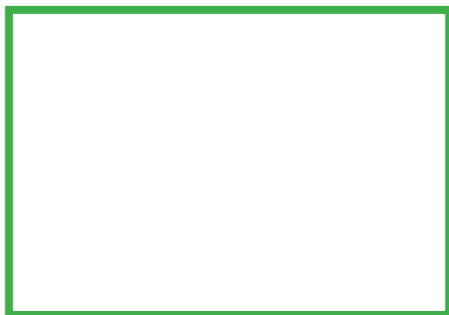
INTRODUCTION

2.1 SUBURBAN DEVELOPMENT

2.1.1 This section of the SPD is relevant to the delivery of new homes through conversion or redevelopment of existing properties or new housing built in rear gardens and back lands.

2.1.2 The Croydon Local Plan has identified that some existing residential areas have the capacity to accommodate growth without significant change to its character. In these locations, to accommodate the target for additional homes in the suburbs, new residential units may be created through the interventions described on this page.

2.1.3 These approaches to development are set out in Table 6.4 of the Croydon Local Plan and the supporting text. The guidance set out in this section responds to Policies DM10.1 – DM10.10 of the Croydon Local Plan regarding design and density.



CONVERSION

The conversion or subdivision of large buildings into multiple dwellings without major alterations to the size of the building.

ADDITION

This may include one or more extensions to the side, rear, front or roof and can be combined with the conversion of the existing building into flats

IN-FILL INCLUDING PLOT SUBDIVISION

The filling of gaps and left over spaces between existing properties. It may also include the subdivision of large plots of land into smaller parcels with a layout that complements the existing urban pattern.

REAR GARDEN DEVELOPMENT

The construction of new buildings in rear gardens of the existing properties.

REGENERATION

The replacement of the existing buildings (including the replacement of detached or semi-detached houses with flats) with a development that increases the density and massing.

2.2 OVERARCHING DEVELOPMENT PRINCIPLES FOR SUBURBAN DEVELOPMENT

2.2.1 Developments in suburban locations seeking to deliver new homes will be expected to meet the overarching development principles below which support the strategic objectives of the Croydon Local Plan:

- Provide the right mix of homes in the right location
- Improve or positively contribute to local character
- Minimise impact on neighbouring amenity as far as possible
- Safeguard for future development of neighbouring sites
- Embodiment environmentally sustainable development.



Figure 2.1a - 2.1e

OPTIMISING SITES

2.3 DELIVERING THE RIGHT HOMES

2.3.1 Croydon requires in Policy SP2.1 a mix of homes to cater to the evolving and growing population, and while many suburban sites present opportunities to deliver a mix of homes, the need to provide and protect family sized homes is set out in Policy DM1.1 of the Croydon Local Plan.

2.3.2 While proposals of 10 or more dwellings are required to meet Policy DM1.1 of the Croydon Local Plan, smaller suburban proposals providing up to 9 dwellings should also seek to maximise the number of dwellings with 3 or more bedrooms.

2.3.3 Developments should be designed to ensure that family sized units:

- Where located above ground level, demonstrate the site constraints which prevent ground floor family sized units.
- Where located above ground level, include a directly accessible balcony or terrace, as well as access to shared outdoor amenity space with grassed areas appropriate for play. This shared outdoor amenity space should be easily accessible from the indoor communal space of a development (Refer X.X for guidance).

2.3.4 Table 6.5 of the Croydon Local Plan lists the suitable development of various local character types in the borough. Development should be in accordance with Policy DM10 and Table 6.5.

2.3.5 Development proposals should be designed to:

- Ensure they make the best use of the site. This may include the provision of higher density housing such as terraced houses and flats, rather than detached houses; and
- Where possible, seek to combine sites to create a larger development potential (Refer X.X for guidance).

2.3.6 The Local Planning Authority will not support proposals which are considered to be an under-provision of a site. Applicants must not intentionally circumvent the affordable housing provision of the Croydon Local Plan by delivering 9 unit schemes where the site can accommodate the delivery of 10 or more units. A development



Figure 2.2a - Family homes with directly accessible amenity and play spaces

proposal that seeks to deliver a scheme that could form part of a larger potential development on the same or adjoining land will be assessed as an application for the larger development potential.

2.4 ADJOINING SITES AND COMPREHENSIVE DEVELOPMENT

COMBINING SITES

2.4.1 Where sites present the potential to be developed to achieve comprehensive development in conjunction with neighbouring plots, development proposals should seek to bring sites forward collaboratively.

2.4.2 By bringing neighbouring sites forward for development together, proposals have the opportunity to:

- Optimise the development potential of sites to provide more homes. The footprint of a development that spans two (2) sites is typically larger than the combined footprint of two (2) separate developments on neighbouring sites, providing an uplift in the potential number of homes.
- Create a more holistic approach to development in the area, allowing a more resolved approach to character, issues of overlooking, site access and servicing.

PROTECTING FUTURE DEVELOPMENT POTENTIAL

2.4.3 Development proposals must not prejudice the development potential of neighbouring sites, specifically in regards to access (Refer X.X for guidance), daylight and sunlight (Refer X.X for guidance) and overlooking (Refer X.X for guidance). Where applicable, proposals may be required to demonstrate how a potential development on a neighbouring site may come forward following the development of their site.

2.5 CHANGE OF USE AND CONVERSIONS

2.5.1 Suburban blocks with back lands, as well spaces above shops, present opportunities for a change of use, dependent on Croydon Local Plan policies.

2.5.2 Where spaces above shops are converted, consideration must be given to the design and layout to ensure awkward layouts and limited access to natural light is avoided. Where spaces above shops which front busy roads are converted or developed into flats, bedrooms should generally be located away from the road.

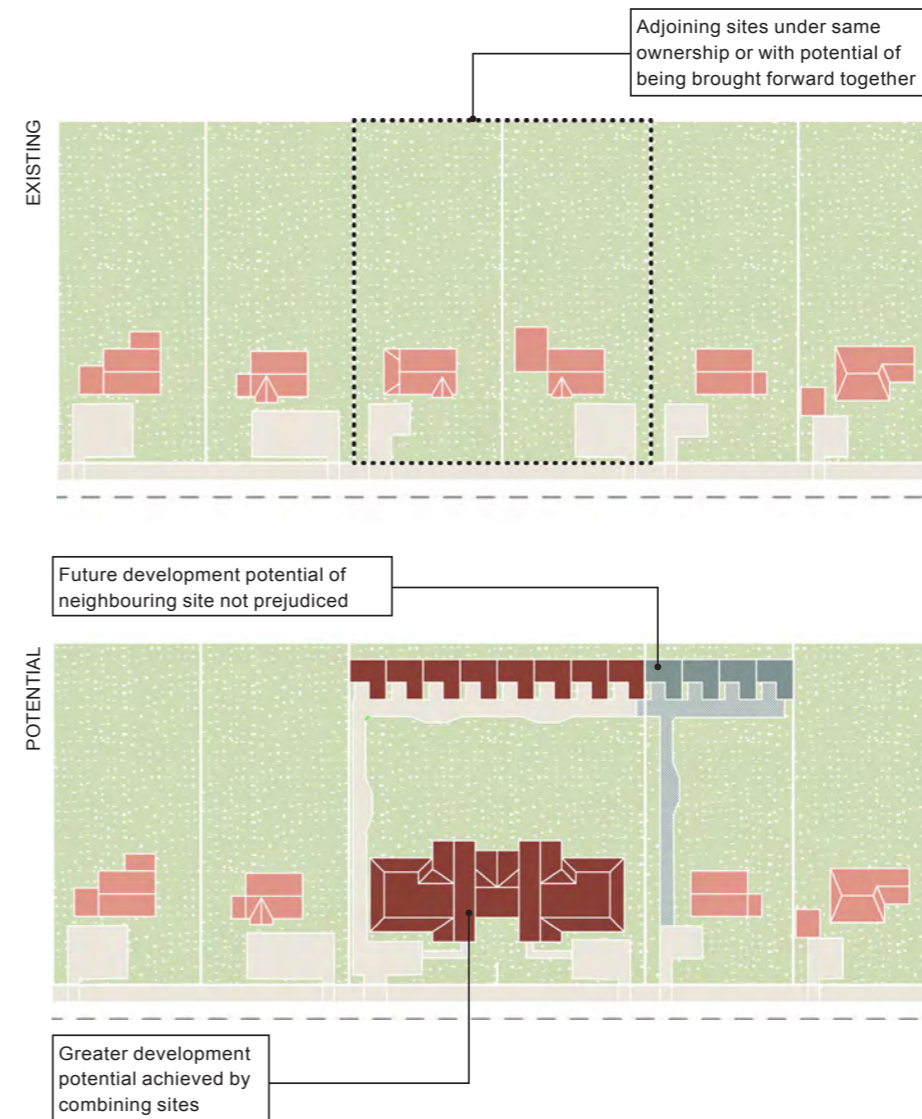


Figure 2.2b - Combining adjoining sites to provide greater development potential



Figure 2.2c - 2.2e: Oval Mews, before & after redevelopment with a change of use.

2.6 CONNECTIVITY

2.6.1 The growth of the suburban population means an increased demand on public transport services, providing an opportunity to deliver better public services, including transport, along with intensification.

2.6.2 Whilst intensification may come forward gradually over time, there is the clear need for a holistic, forward-looking approach to infrastructure and supporting services. Croydon Council is committed to working with TfL and other service providers to ensure suburban growth is delivered in conjunction with adequate access to active and public transport facilities.

2.6.3 On-site parking provision will be restricted in line with the evolving London Plan maximum standards and minimal necessary car parking will be the starting point for all development proposals.

2.6.4 The borough will encourage lower parking provision than the maximum car parking standards set in both the current and evolving draft London Plan in locations that meet the following criteria and on a case by case basis:

- Site is within a controlled parking zone (or where one is under development);
- Site is within an area of at least good connectivity to the wider public transport network and the Growth Zone by public transport, walking and cycling (PTAL 4 and above);
- Site is in an area that will be subject to future public transport or walking and cycling improvements as part of the Growth Zone delivery proposals or Mayor's Transport Strategy proposals that will result in it having moderate to good connectivity (PTAL 4 and above); or
- Where there are known parking stress issues.

2.6.5 In areas of PTAL 4 or more or where there are areas of existing parking stress (Refer to Policy DM30(a) of the Croydon Local Plan), to make the development acceptable, the Council will require the development to be permit-free whereby residents will be restricted from applying for on-street parking permits through the use of legal S106 agreements.

2.6.6 Appropriate disabled persons parking for Blue Badge holders will be provided in accordance with the Mayor's evolving London Plan.

2.6.7 Parking spaces within communal car parking facilities should be leased rather than sold.



Figure 2.2.4b - 2.2.4d

SUSTAINABLE TRANSPORT FACILITIES

2.6.8 In order to realise the development potential and intensification of the suburbs, there is a need to improve the connectivity and public transport accessibility of these areas which can be delivered through new types of flexible bus, taxi-bus services and new cycle routes. The following sustainable transport facilities and provision will need to be provided where appropriate for all new residential developments and will be necessary to enable an acceptable level of minimal parking provision:

- Electric vehicle charging infrastructure should be provided for all new parking bays;
- A Car Park Design & Management Plan needs to be submitted for all applications which include car parking provision setting out how the car parking will be designed and managed;
- A Travel Plan Statement will be required for all developments over 10 units outlining how the residents will be informed about the sustainable travel options in their area and how and why there are restrictions on their parking provision;
- Active transport routes, including better connections for pedestrians and cycle lanes. Particular emphasis will be placed on the use of electric bikes which present a good solution to hills. The use of both electric and standard bikes can greatly increase access to public transport; in the time taken to walk to a bus stop or station (built into TfL's PTAL model) a far greater distance can be cycled, potentially transforming PTALs;

- Secure cycle parking provision in accordance with the evolving London Plan, including the provision of charging points for electric bicycles (e-bikes). Consideration of parking for cargo bikes for family homes is strongly encouraged;
- Car Club provision – for larger developments the Council may require at least one parking space to be dedicated for a car club vehicle but for all other sites the developer must provide free membership to a flexible or standard car club scheme dependent upon which will be more convenient for the residents at the time of occupation for a period of time to be decided on a case by case basis;
- Future bus services - On demand bus services are expected to start operating in suburban areas that currently cannot support dedicated TfL bus routes. With future transport options¹, it is anticipated that connected and autonomous² (also known as driverless) bus services will be operating in suburban locations in a few decades, as well as an increased number of traditional bus services. The provision of these services will strengthen the existing transport network and allow areas lacking in access to public transport to be better connected.

¹ Refer to: https://www.london.gov.uk/sites/default/files/future_transport_report_-_final.pdf for further information.

² Refer to: <https://www.smm.co.uk/2018/05/worlds-first-autonomous-bus-service-begins/> for further information.

Figure 2.2.4a - Electric car charging points will be required in new developments

CHARACTER

2.7 DEFINING CHARACTER

Character is identified by the group of qualities that make it distinctive, including the collective appearance of buildings, streets or local areas and can be both historic and contemporary.

2.7.1 The built character of an area is not defined by the people who live there, but rather the physical characteristics that it is composed of. Character can change over time and it should be acknowledged that well-designed proposals can have a positive effect on an area. This means that new types of dwelling can be integrated into an existing community. Development does not need to replicate existing qualities, but should seek to respond to character through one of the approaches outline in guidance X.X. Development should seek to evolve the character in a manner that enhances the neighbourhoods as enjoyable places to live, work and play in.

2.7.2 Each of Croydon's 16 Places has a distinct character. Applicants should consider the area they are working in and for more detail on the character of the place refer to the Borough Character Appraisal¹. Some areas within Croydon are defined by the predominance of certain types of homes; the physical characteristics that help to define different types of housing are detailed in the Borough's Character Typology document². Physical constraints that can inform the character of an area include, but are not limited to:

¹ A document which identifies and analyses the character of the Places in Croydon. Available at: <https://www.croydon.gov.uk/sites/default/files/articles/downloads/Borough%20Character%20Appraisal.pdf>

² A study of the different types of housing in Croydon, based on a range of criteria and characteristics. This document supports the Borough Character Appraisal by giving a typological explanation of housing in Croydon. Available at: https://www.croydon.gov.uk/sites/default/files/articles/downloads/BoroughCharacter%20Typology_20150921.pdf

2.7.3 The layout of streets and the relationship of built form to the street and other buildings; The predominance and/or design of landscaping along the street and within plots, including hardstanding; The layout of plots and how this informs the streetscene, including boundaries and entrances; The form of building footprints and the shape of roofs; Materials used on buildings, boundaries and hardstanding; Size, style and positioning of windows, architectural details & features.

2.7.4 There are many areas within the borough that have predominant physical characteristics; it is expected that through growth in suburban locations that some of the physical characteristics of these areas will evolve to accommodate the homes we need. Whilst physical characteristics may evolve, the sense of a place that defines its character should be enhanced through development.

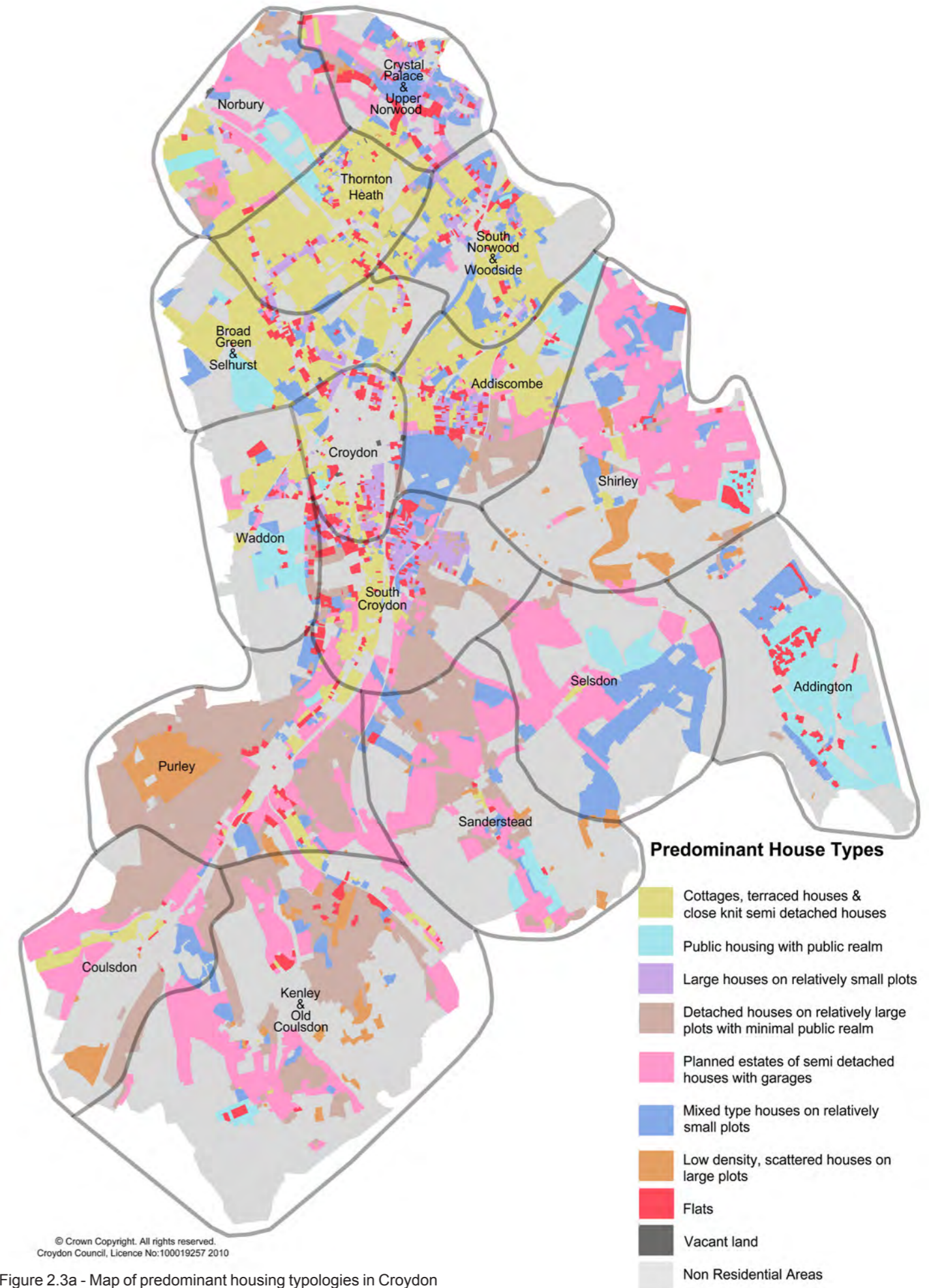


Figure 2.3a - Map of predominant housing typologies in Croydon

2.8 APPROACHES TO CHARACTER

2.8.1 Development proposals should identify characteristics of the area and how they have been responded to, in accordance with Policy DM10 of the Croydon Local Plan. Crucially, respond does not mean replicate and allows for interpretation of existing character to create something new that enhances the area and its character.

2.8.2 The following three broad approaches to how to respond to local character in the design if new development have been identified. Applicants should seek to follow one of the approaches below and will be expected to justify why the particular approach that they take has been employed, and how it is manifested in the design of the proposal:

SYMPATHETIC AND FAITHFUL

2.8.4 Schemes should closely relate to the existing surrounding typologies by pursuing a similar density, massing, style, materials and detailing. Proposals which adopt this approach and create poor-quality copies of the characteristic architecture of an area will not be acceptable. It can be challenging to be sympathetic and faithful where a proposal departs from the predominant density or scale of buildings in the area.



Figure 2.3b

2.8.5 Mulberry Lane: Example of Sympathetic and Faithful. Attention to detail in the selection of materials, choice of windows and proportions of the proposal. The new development delivers several new homes on a former garage site. Refer section X.X for more details on this case study.

INNOVATIVE AND ORIGINAL

2.8.6 Schemes should use unique solutions that respond to the context of the site through contemporary use of form, materiality and detailing. This may be different from the predominant local character, but must respect existing character and not create any negative impacts on it. As per the NPPF, *innovation, originality or initiative through unsubstantiated requirements to confirm to certain development forms or styles should not be stifle*. Areas of an inconsistent character can present a compelling opportunity to pursue an innovative and original approach, as unique additions to such an area may positively evolve its character. However, this does not limit the innovative and original approach to areas with inconsistent character.



Figure 2.3c

2.8.7 Eagle Hill: Example of Innovative and Original. Use of contemporary form and materials carefully arranged on a backland site to create a visual connection with the street. The form is designed to allow residents to look onto their own courtyards rather than out to neighbouring gardens, making use of the sloping site to maximise the delivery of units. Refer section X.X for more details on this case study.

CONTEMPORARY REINTERPRETATION

2.8.8 Schemes could seek to create a development that reads as contemporary whilst working with traditional character forms and/or features and materials predominant in an area. When pursuing a contemporary reinterpretation approach, it is often possible to successfully integrate contemporary details into traditional forms or traditional detailing into contemporary forms. contemporary reinterpretation should not allow for the poor marrying of architectural styles, or poorly applied features or pastiche.



Figure 2.3d

2.8.9 Melville Avenue: Example of Contemporary Reinterpretation. The form and materials of the proposal refer to the surrounding buildings, but distinguishes itself through repetition of the gable and contemporary detailing of the windows. The proposal delivers several new homes within one building. Refer section X.X for more details on this case study.

MASSING

2.9 RELATIONSHIP BETWEEN BUILDINGS

ACCESS TO DAYLIGHT & SUNLIGHT

2.9.1 When considering the relationship with other built form, whether proposed or existing, applicants should ensure adequate daylight and sunlight that is appropriate for future residents, and that there is not unreasonable loss of light for neighbours.

2.9.2 Applicants are advised to consult the BRE guidance¹ on access to daylight & sunlight, however where this guidance would inhibit the efficient use of site, there may be flexibility in the application of these standards. This will only be applicable to constrained sites and may not be used to justify substandard design of proposals. Flexibility in the application of BRE standards will only be acceptable where a proposal has a compelling design that mitigates daylight and sunlight issues.

2.9.3 Where there is concern that the orientation of the proposal and proximity to neighbouring buildings will limit access to natural light within the proposed and/or neighbouring dwellings, proposals will be required to provide a daylight and sunlight analysis study². Such studies will not normally be required where a neighbour's window directly faces onto or over an application site in a manner that is considered to be un-neighbourly (see figure X.X for

¹ Guidance is available via the 'Site Layout Planning for Daylight and Sunlight: A guide to good practice' (2011).

² Tests required for a daylight and sunlight analysis study are set out in the Building Research Establishment (BRE) document 'Site Layout Planning for Daylight and Sunlight: A guide to good practice' (2011).

an example). These unneighbourly window places undue restraints on the development, and as such the light and outlook they receive will not receive significant protection

2.9.4 New dwellings should maximise access to daylight and sunlight, including consideration for:

- Avoiding creating single aspect dwellings.
- Orientation and layout of proposals to allow a minimum of one room in every dwelling to receive direct sunlight at some point within the day.
- Well-positioned windows in relation to neighbouring built form.
- Well positioned windows in relation to room layout.
- Well considered room layouts that are not overly deep or awkwardly shaped that limit the opportunity for access to natural light.

- Dual aspect rooms with windows on two (2) external walls to allow light from different angles and greater opportunity for direct sunlight, particularly where rooms are north facing.
- Large areas of glazing that maximise light, generally with a window to floor ratio of no less than 15%. Where glazing is within 60° of due south, consideration should be given to heat gain from sunlight as a result of large areas of glazing.
- The use of courtyard arrangements in constrained sites which can provide outlook and access to light.
- The use of rooflights. When located on a flat roof, not allowing a view out, they should be used to supplement another window or skylight that allow some form of outlook.

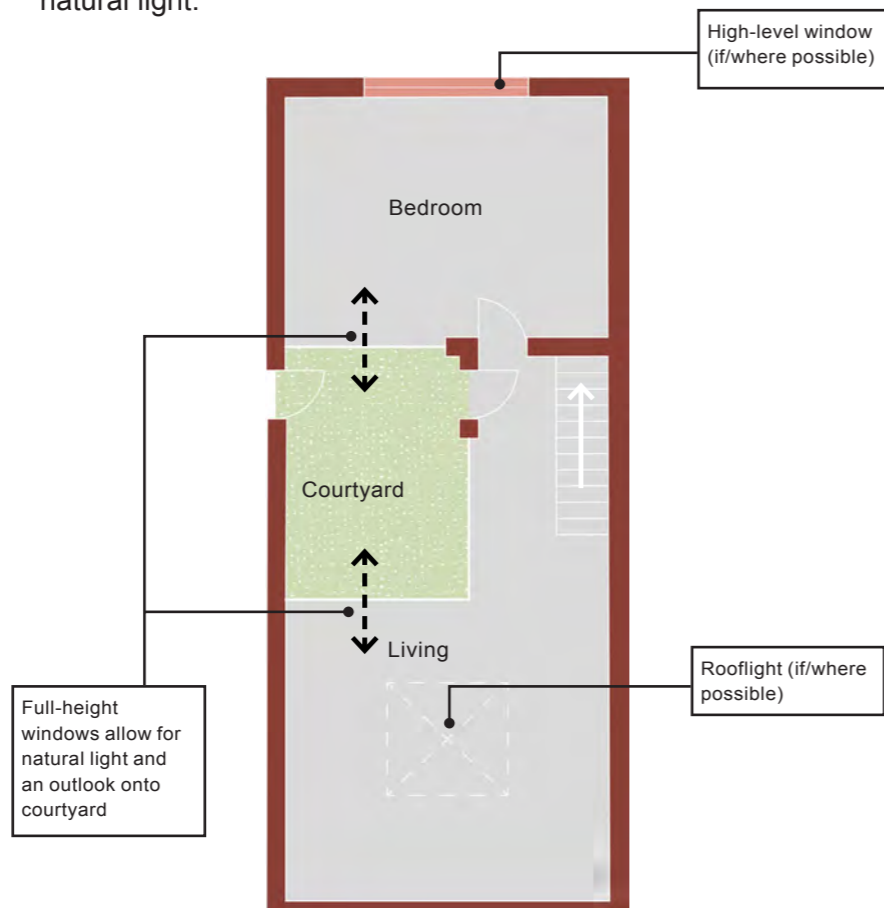


Figure 2.4.1a: Diagram illustrating solutions to access natural light on a constrained site that limits externally facing windows.

FRONT TO FRONT DISTANCES

2.9.5 A front to front separation is considered to be the distance between the front elevation of two properties. The front is typically identified as the elevation that faces a public highway or shared access route.

2.9.6 The relationship between the front elevation of a proposal and a neighbouring property (whether the neighbouring property is existing or part of the same development) should be determined by the following factors:

- Design of the streetscene (the look and feel of the place, informed by scale, form and material treatment); and
- Access to daylight & sunlight.

2.9.7 In suburban locations, the separation distance between front elevations should generally be no smaller than the height of the developments that are facing each other. For example, where a 6m high front elevation faces another front elevation, there should be 6m separation (see figure X.X and X.X)

2.9.8 Where sites are constrained, such as back lands and rear gardens, and such separation distances are difficult to achieve the massing of a proposal should be stepped backwards and forwards so that these distances can be achieved at intervals, with tighter areas in between.

2.9.9 Where there is a concern that a development would appear overbearing to a neighbouring property and/or create a poorly designed streetscene, they will not be supported.

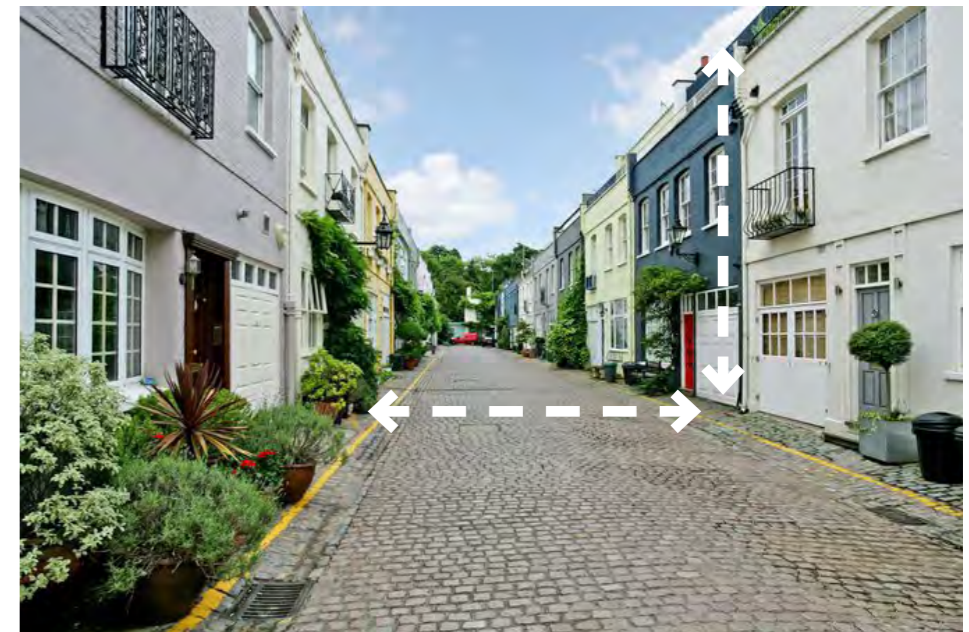


Figure 2.4.1b and 2.4.1c: Separation between front elevations is equal to the width between front elevations

BACK TO BACK DISTANCES

2.9.10 The relationship between the rear elevations of a proposal and existing or other new developments is primarily concerned with maintaining privacy. Whilst the design of suburban streets typically limits direct overlooking through separation distances, an amount overlooking is a fact of living in the suburbs and can be beneficial in providing natural surveillance. It is inevitable that development and the evolution of the suburbs will result in an increase in overlooking as well as impact on outlook from neighbouring properties, however careful design can help to mitigate this.

2.9.11 Back to back distances between habitable rooms should be managed through acceptable distances as described in Figure X which should provide sufficient privacy to existing and new residents.

2.9.12 Direct overlooking into circulation spaces, such as entrance halls and stair wells, utility rooms and bathrooms is usually acceptable. Bathroom windows should be obscure glazed or screened for privacy.

2.9.13 Separation distance from a balcony should be the same as the distances in Figure X. This should be measured from the edge of the balcony.

OBLIQUE OVERLOOKING, ORIENTATION & SCREENING

2.9.14 The massing of a proposal, including the orientation of the facade, can minimise issues of overlooking between rear elevations.

2.9.15 Windows on rear elevations that do not directly face each other, i.e. are at angles to one another and would provide oblique or obscured views are not considered

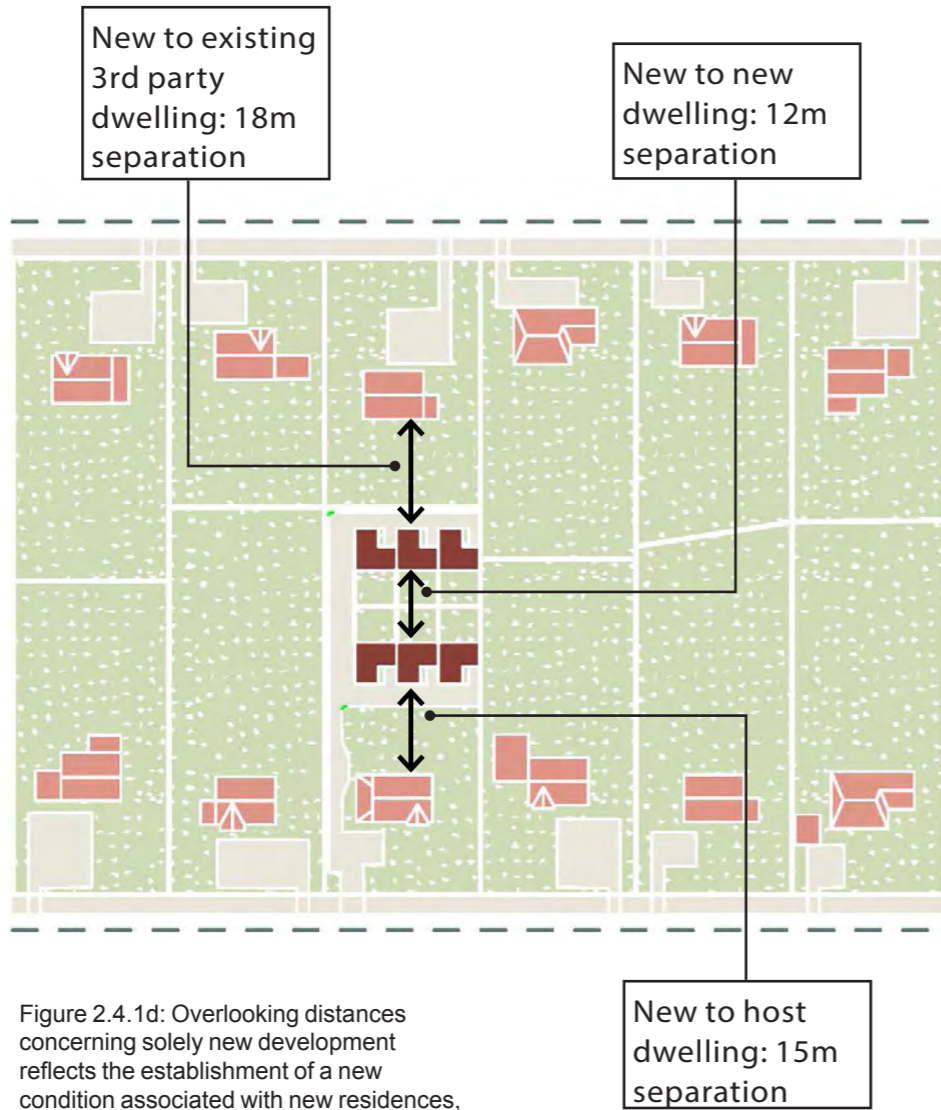


Figure 2.4.1d: Overlooking distances concerning solely new development reflects the establishment of a new condition associated with new residences, rather than a loss of existing amenity through a new development

to result in direct overlooking. As such separation distances may be reduced. The acceptability of this will be assessed on a case by case basis.

2.9.16 Examples for orientation to minimize overlooking include:

- Developing a built form, such as courtyard or stepping footprint that allows the development to be inward looking.
- Developing a built form that directs views away from neighbouring dwellings.

2.9.17 Where acceptable separation distances cannot be

achieved, screening devices may be used to mitigate direct overlooking as per the following:

- Landscaping treatments often provide attractive methods for resolving overlooking without the need for architectural devices. This could include the planting of mature trees and hedges as part of a new proposal. Where such planting would not impact the neighbouring amenity and there is consideration for future maintenance, this approach may be encouraged.
- External panels, perforated screens, louvres, frosting and other methods used to obscure

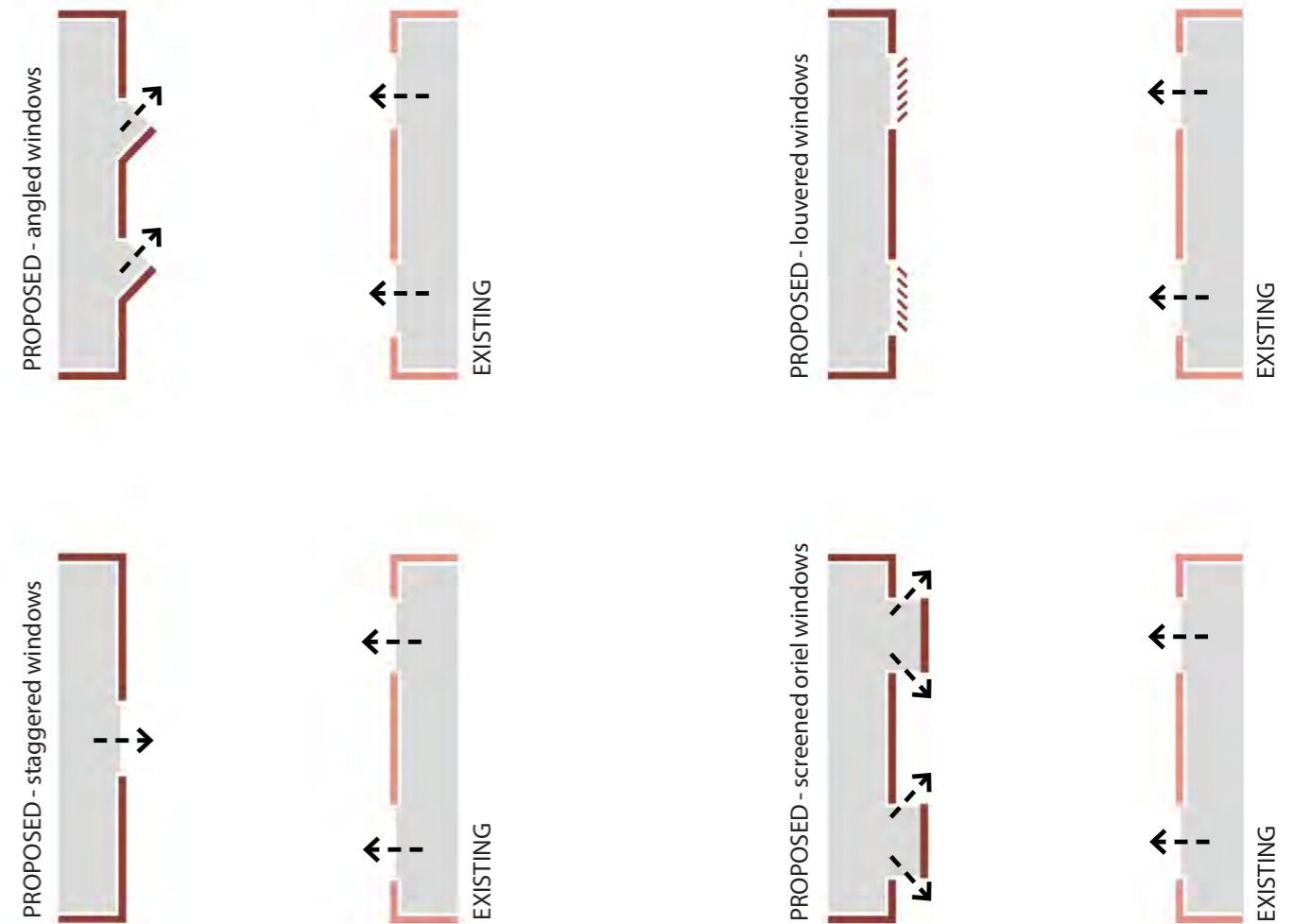


Figure 2.4.1f: Methods for resolving overlooking where necessitated by reduced separation distances.

views will be acceptable where there are no alternative solution (such as massing and orientation). Screening in these forms must be integrated with the building design and will not be acceptable where it appears to add clutter and conflicts with the appearance of the proposal.

- Projecting, oriel or angled windows that direct views will only be acceptable where they are part of a compelling design proposal and should generally provide an area of glazing that allows sufficient natural light
- Where required, the staggering windows to allow only oblique views between habitable rooms

is possible may be acceptable.

2.9.18 The acceptability of the use of any of these devices to overcome issues of overlooking and insufficient separation distances will be judged on a case by case basis. This will include consideration for an overbearing appearance and unreasonable loss of natural light to neighbouring properties.

2.9.19 Where projecting balconies are provided, there is a need to screen the sides of balconies. This can be achieved through the following methods:

- Perforated screens or louvres.

They will only be acceptable where there is a high level of investment in their design so that they are integrated within the language and materiality of the proposal. Where they appear to add clutter and dissonance with the design of the building they will not be acceptable.

- Hit and miss brickwork or stone that responds to the language and materiality of the proposal.
- Frosted glazing tends to be antagonistic to the character of suburban locations and therefore will generally not be acceptable unless it is part of a compelling design proposal.

**OVERLOOKING PRIVATE
OUTDOOR AMENITY SPACES**

2.9.20 In certain circumstances in the borough where overlooking to a neighbouring garden is not present, this may be introduced as development occurs. While a greater level of protection will be afforded to the first 10m of neighbouring garden (in line with Policy DM10.6 of the Croydon Local Plan), the remainder of the garden may be overlooked from neighbouring developments.

2.9.21 In most circumstances, the back to back distances provided in 2.4.1.3 are considered to provide significant separation to ensure the first 10m of garden in a third party or host dwelling are protected from direct overlooking where the rear of properties face each other.

2.9.22 Where a development may result in overlooking to the first 10m of a neighboring garden, the design should be such that only obscured, diagonal or oblique views are possible which would not be considered to be direct overlooking. This may require the introduction of architectural devices as described in X.X.



Figure 2.4.1k: Angled window to prevent overlooking integrated into design of proposal.



Figure 2.4.1l: Hit and miss brickwork used to provide privacy and minimise sense of overlooking to neighbours.



Figure 2.4.1m: Overlooking is minimised through careful orientation of built form and the use of screening to balconies. This scheme may have been improved by the use of perforated screening to the balcony, rather than frosted glass.

2.10 HEIGHTS OF DEVELOPMENTS FACING ONTO THE STREET

2.10.1 The Croydon Local Plan states that buildings across the borough should generally be of at least three (3) storeys. Three (3) storeys may be accommodated by employing the following methods based on the context outlined in the diagram below. Such changes in height along a street already occur across the borough, as such developments do not necessarily need to step down in height towards neighbouring buildings of a lesser height.

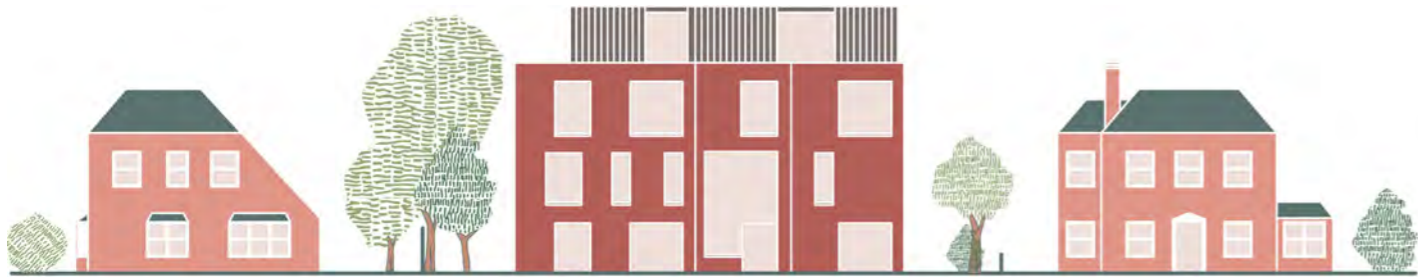


Figure 2.4.2a

Where surrounding buildings are predominantly detached dwellings of two (2) or more storeys, new developments may be three (3) storeys with an additional floor contained within the roof space or set back from the building envelope below.



Figure 2.4.2b

Where surrounding buildings are predominantly single storey, new development should seek to accommodate a third storey within the roof space.



Figure 2.4.2c

Where surrounding buildings are semi-detached homes in a planned estate, new developments should seek to accommodate a full third storey partially contained within the roof space to ensure the characteristic scale of the buildings along the street is maintained.



Figure 2.4.2d

The addition of a third storey within terraced houses will only generally only be through accommodation within the roof. The acceptability of this will be based on the merit of design and the impact on street scene, given the consistent nature of continuous eaves and roof heights. A terraced house on a corner plot may seek to provide a full additional storey.



Figure 2.4.2e

2.11 HEIGHTS & DEPTHS PROJECTING BEYOND REAR BUILDING LINES

2.11.1 Where a development projects beyond a rear building line, the height and footprint of the projection does not necessarily need to be lower or narrower, provided the guidance on Building Lines & Boundaries X.X and Daylight and Sunlight X.X is followed. It should be demonstrated that there would be no unreasonable impact on neighbouring amenity. Where it is necessary to mitigate impact on neighbouring amenity, the projection beyond the rear building line may need to step down in

height and width, to meet the guidance below:

- It follows the 45° rule demonstrated in Figure X.X and X.X. In exceptional circumstances, where orientation, topography, landscaping and neighbouring land uses allow, there may be scope for a depth beyond 45°.
- The flank wall is designed to minimise visual intrusion where visible from neighbouring properties.

2.11.2. Applicants should also refer to the guidance on daylight and sunlight (Refer X.X for guidance), where there would be unreasonable impact on neighbouring access to natural light, the depth of a projection beyond the rear building line

should be reduced. The design of a flank wall visible from neighbouring properties should be carefully designed to minimise visual intrusion.

2.11.3 Where stepping the height and width of a building, care should be taken as a stepping form can dilute the massing and architectural merit of a proposal. This in itself may draw more attention to the proposal through complicating form. Where stepping would overly complicate the form and create more visual intrusion on neighbouring amenity, no stepping should be introduced and an overall smaller footprint that does not require stepping may need to be provided.

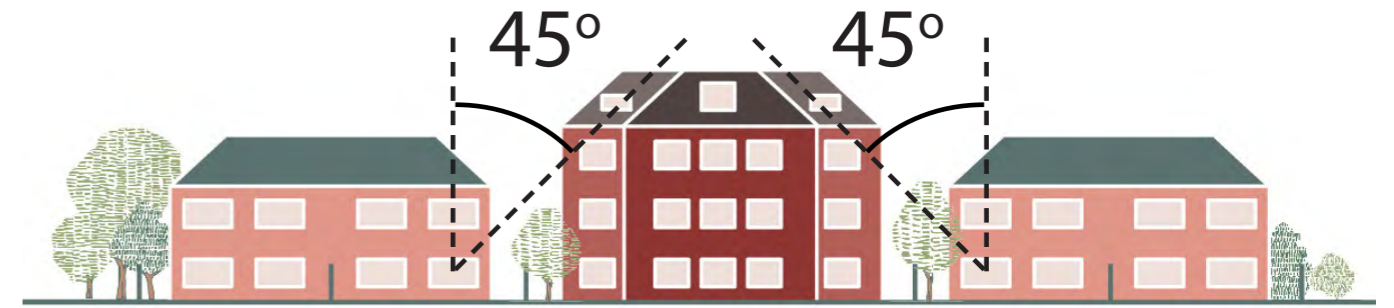


Figure 2.4.3a: Height of projection no greater than 45° as measure from the middle of the window of the closest habitable room on the rear of the neighbouring property.

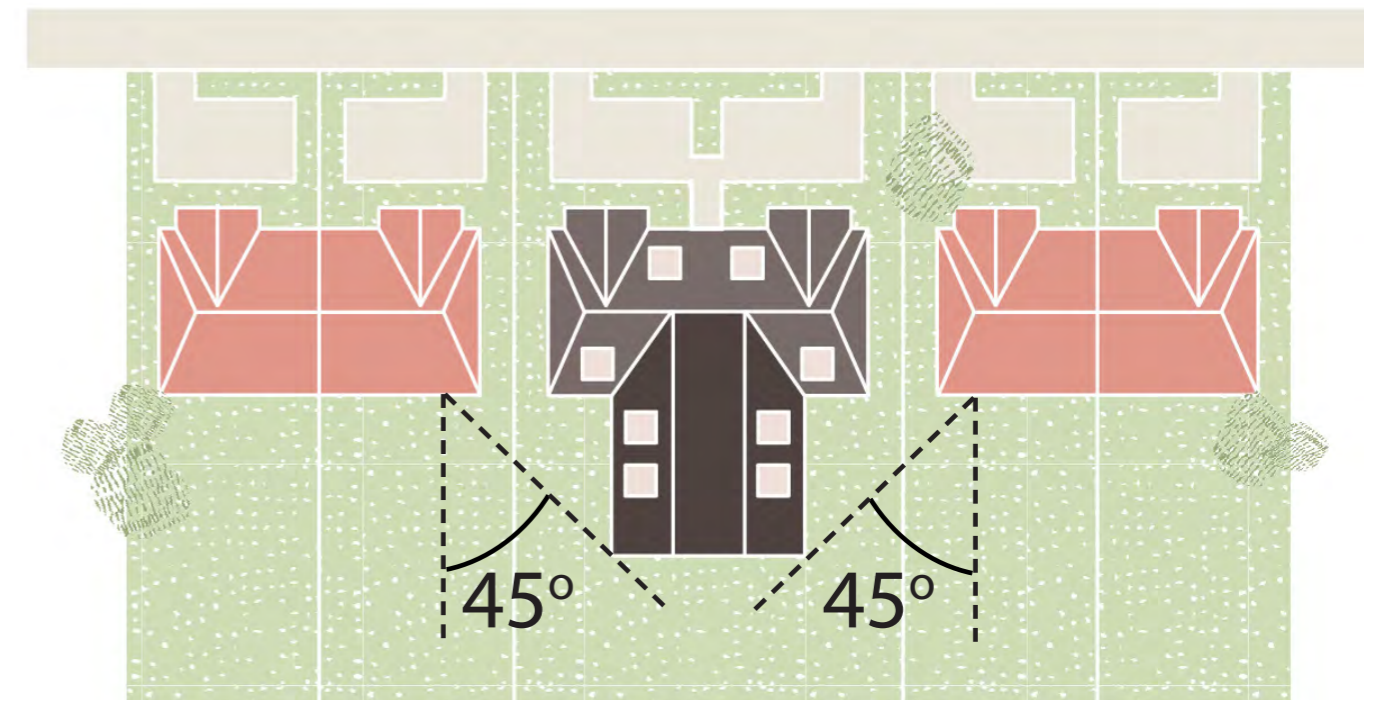


Figure 2.4.3b: Depth of projection no greater than 45° as measure from the middle of the window of the closest habitable room on the rear of the neighbouring property.

Assesment of neighbouring impact for Guidance (Figures 2.4.3c - 2.4.3f)

EXISTING:



EXISTING:



ACCEPTABLE:

Simple architectural form that meets guidance 2.4.3 and results in minimal intrusion on neighbouring amenity.



PROPOSED EXAMPLE 1:



Built form is stepped in where it extends beyond the neighbours rear elevation to allow a deeper footprint (meeting guidance 2.4.3) and minimising impact on neighbouring amenity.



PROPOSED EXAMPLE 2:



UNACCEPTABLE:

A proposal that presents an architecturally unresolved and overly complicated form whilst meeting the guidance in 2.4.3. This proposal creates greater visual intrusion on neighbouring property.



PROPOSED EXAMPLE 3:



2.12 HEIGHTS OF DEVELOPMENTS IN REAR GARDEN SITES

2.12.1 Where a development is proposed within a rear garden, including redevelopment of a garage to the rear of a property and:

- i. If any part of the proposed development would be within 25m of the rear wall of the host or any neighbouring dwelling, the proposal should be of a height that is subservient. This will generally mean at least 1 storey lower than the host dwelling, but accommodation may be provided within roofspace. (Refer to Figure X.X.)
- ii. Where no part of the proposed development would be within 25m of the rear wall of the host or any neighbouring dwelling, the proposal may be of the same number of storeys of the predominant building height in the area. (Refer to Figure X.X.)

2.12.2 The different approaches above is to ensure a sense of openness is maintained on smaller plots¹.

¹ As per the Borough Character Typology appraisal which identifies the smallest gardens being under 25m.

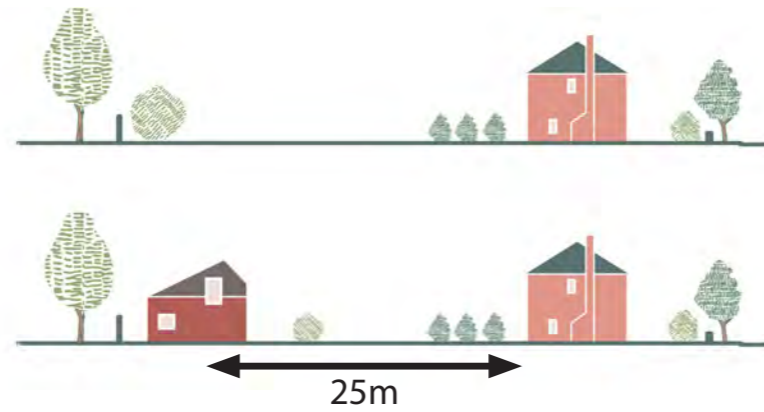


Figure 2.4.4a: Rear garden development within 25m of any other dwelling, including host dwelling. Height of development is at least 1 storey less than that of host dwelling, however accommodation is included in the roof space.

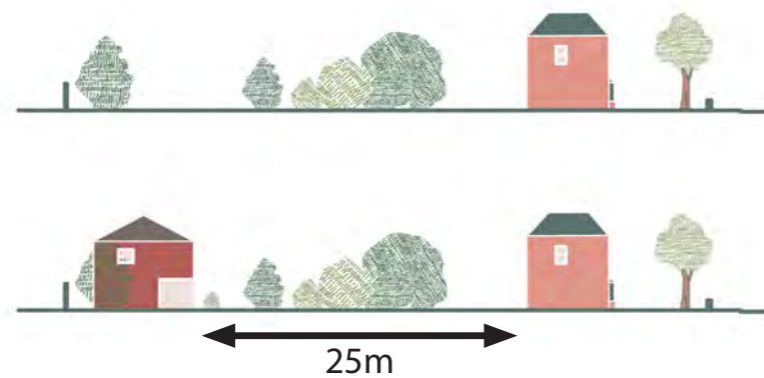


Figure 2.4.4b: Rear garden development over 25m from any other dwelling, including host dwelling. Height may be equivalent to host dwelling.

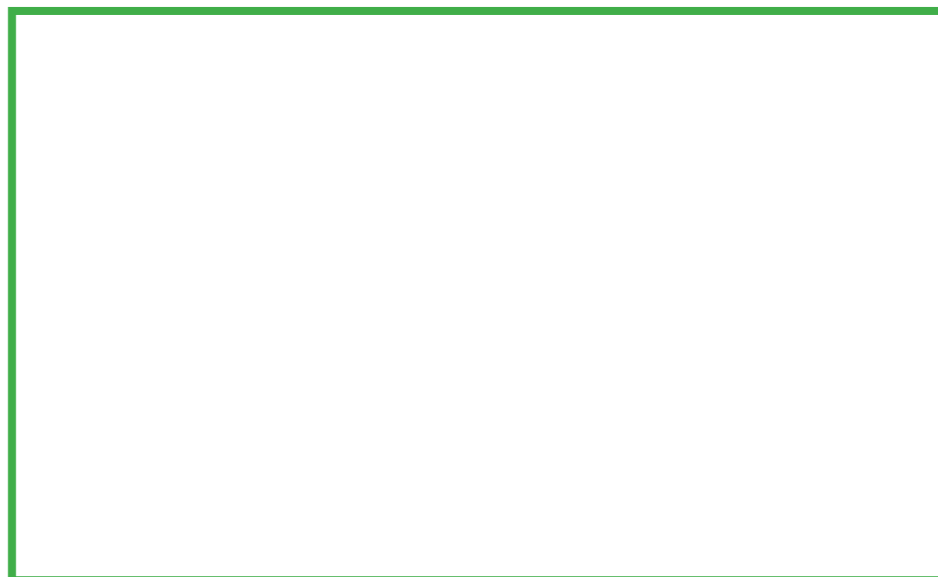


Figure 2.4.4c: A rear garden development within 25m of another dwelling that has a height that is subservient to the surrounding dwellings.

2.13 HEIGHT OF DEVELOPMENT ON BACK LAND SITES (INCLUDING BLOCKS OF GARAGES)

2.13.1 Back land sites and blocks of garages tend to be of a size to accommodate developments of a larger scale. The height of back land development should generally be no greater than the predominant surrounding buildings. If the development introduces a bigger built form, it can be advisable to step the height, as in the examples below. Stepping the height of a proposal can help to retain a sense of openness when viewed from neighbouring properties. (Refer to Figure X.X.)



Figure 2.4.5a: Proposal in back land - height stepped to maintain sense of openness in neighbouring gardens and within the development itself.



Figure 2.4.5c: Proposal in backlands - height stepped to maintain sense of openness



Figure 2.4.5b: Proposal in back land - height no greater than predominant height of surrounding buildings

2.14 HEIGHT & DEPTHS ON CORNER PLOTS

2.14.1 By working with the dual aspect and prominent townscape position, proposals for the development of corner plots should seek to accommodate additional height and depth.

2.14.2 Redevelopment of corner plots to provide new dwellings, including extensions or conversions:

- should seek to include an (1) additional storeys to the 3 storeys recommended in the Croydon Local Plan Policy DM10.1. Some corner plots may be able to accommodate further height provided the massing is responsive to neighbouring properties.
- may extend beyond the neighbouring rear elevations to a greater amount than set out in guidance in X.X where it would enhance the definition of a suburban block and contribute positively to the townscape.
- should respond to the positioning of neighbouring front elevations, which may require stepping in footprint to maximise development potential of a corner plot.
- should ensure that where driveways and vehicle access points join the public highway that they meet minimum distance thresholds from junctions and allow for safe sightlines.

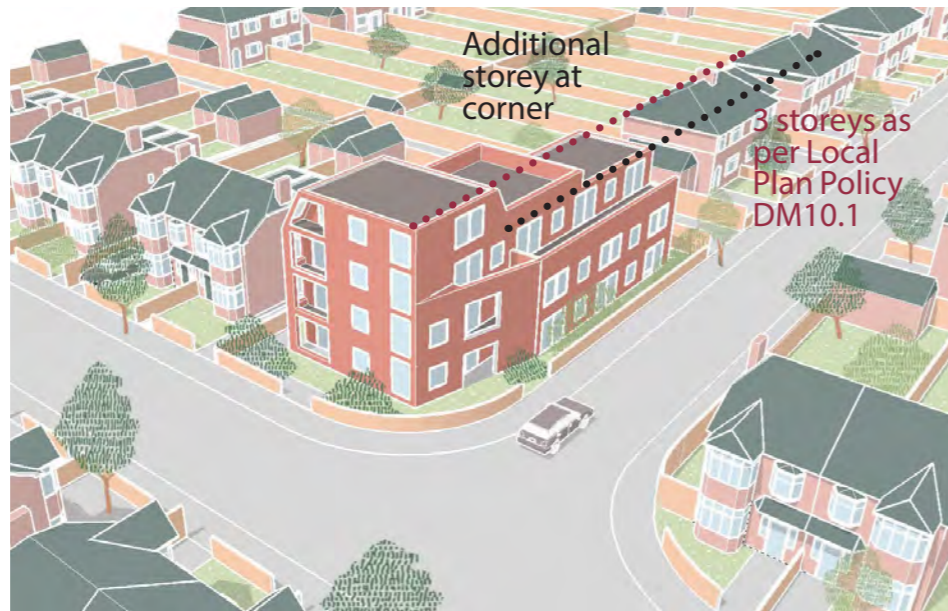


Figure 2.4.6a Additional height on corner plot

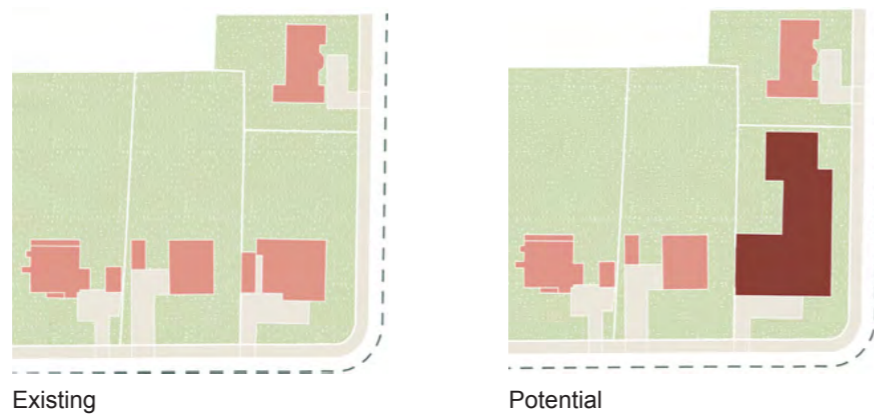


Figure 2.4.6b: Additional depth on corner plot with stepping of building footprint on a corner plot, responding to position of neighbouring front elevations.



Figure 2.4.6c: An example of additional height and depth on a corner plot.

2.15 BUILDING ACROSS BOUNDARIES

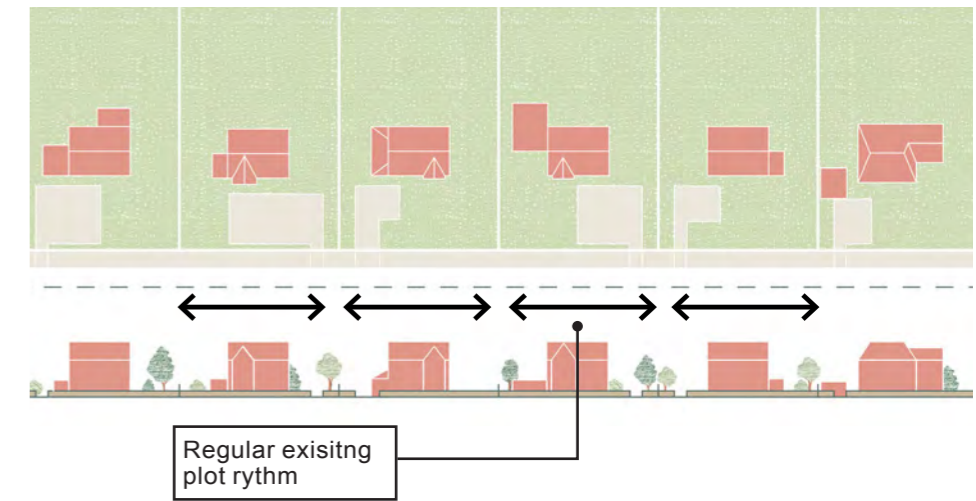
2.15.1 Where neighbouring plots are redeveloped in conjunction, the form of the building may span the side boundary providing that the design responds to the gap in built form that historically existed across the boundary as drawn in diagrams X and X. This is particularly important in areas where there is a consistent rhythm to the existing plot widths that contributes to the character of the area.

2.15.2 Proposals which span plot boundaries may seek to achieve this through:

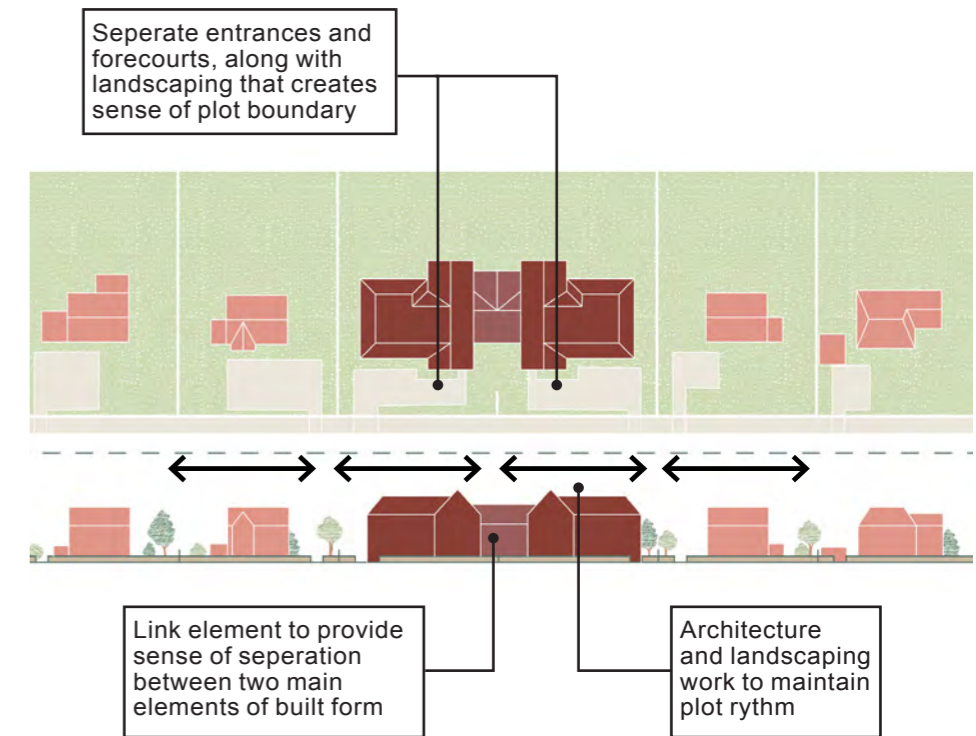
- stepping form to create a link element between two main building forms located on each of the original plots. (Care should be taken with the height of the roof form so that it does not appear awkward in the streetscene); and/or
- use of fenestration and material treatment to differentiate the mass that spans the boundary from the mass either side.

2.15.3 Consideration should also be given to the landscape design of the forecourt as this can also impact how the relationship between built form and boundaries is read. Proposals which span plot boundaries should:

- use landscaping to reference the former boundaries between plots, creating semi-separated areas of gardens and parking; and
- ensure the design of the front boundary respects the original access points and rhythm of divisions along the street, wherever possible.



EXISTING



POTENTIAL

Figure 2.4.7a: Maintaining sense of original development pattern through massing and site layout.

2.16 RELATIONSHIP TO BOUNDARIES IN STREETS OF DETACHED AND SEMI-DETACHED HOMES

2.16.1 In some locations, the position of buildings and the space between homes creates part of the suburban feel. This can include:

- The distance from plot boundary to plot boundary (i.e. the space from garden wall to garden wall on either side of a dwelling);
- The frequency of driveways that access onto the street;
- The views afforded by gaps between properties
- How far properties are set back from the pavement.

2.16.2 Developments that seek to build closer to the boundary of neighbouring plots must demonstrate consideration to the impact on neighbouring amenity as well as the rhythm of development along the street.

2.16.3 Separation distances, where there are no habitable rooms on the side elevations of the neighbouring or proposed development, should be no smaller than 1m, to allow for access to the rear of a property. Where existing development is built closer to the boundary, a proposal may seek to build to the same line as the existing.

2.16.4 Where a street is characterised by greater separation distances and development up to 1m of the boundary would impact the streetscene, a greater separation will be required. This should

generally be landscaped.

2.16.5 When considering internal layouts, outlook and issues of overlooking, with regards to proximity to a boundary, it is important to consider how neighbouring buildings may be developed in a similar manner in the future. Where there are habitable rooms facing to the side boundary, walls should be offset from the boundary to a distances that ensures sufficient access to daylight & sunlight (Refer X.X for guidance).

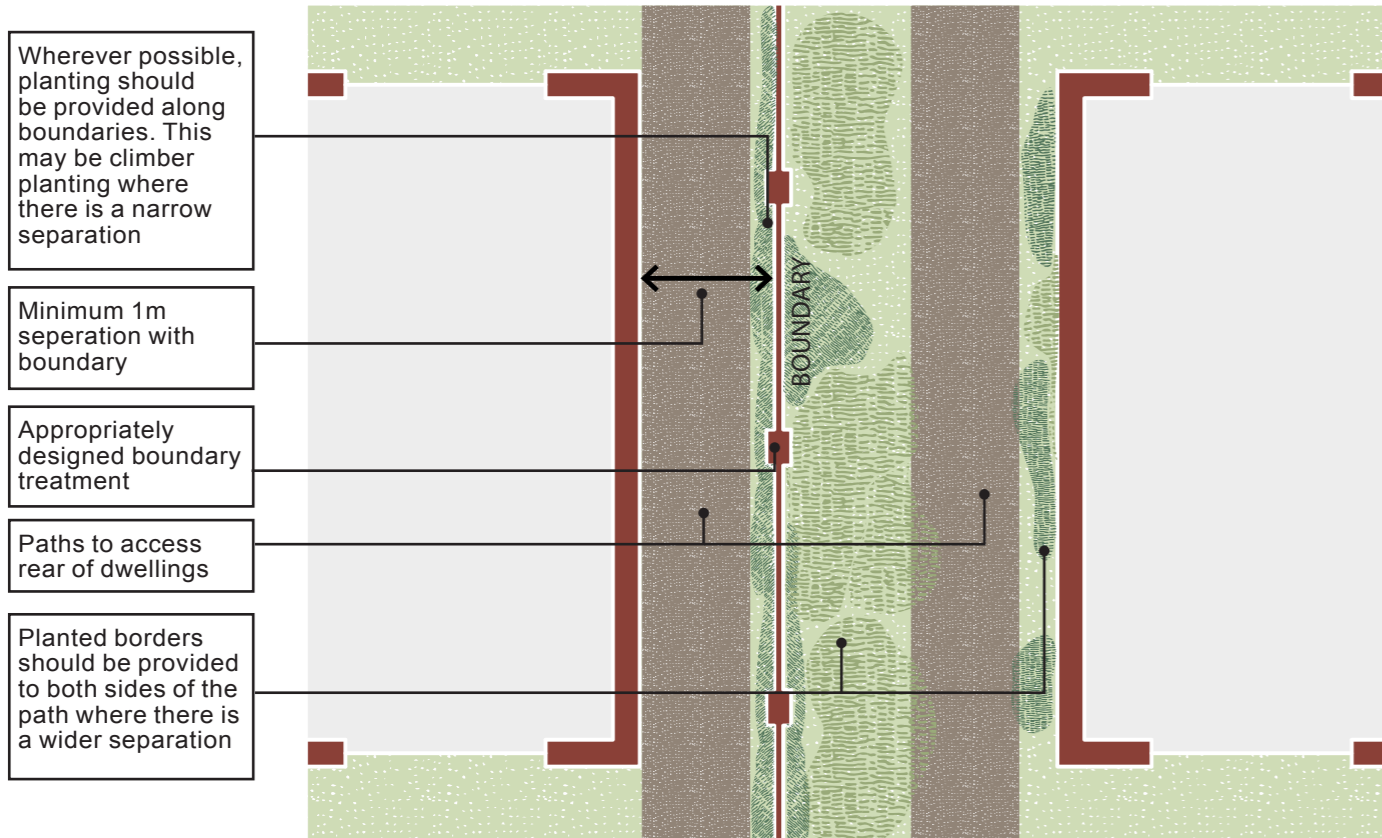


Figure 2.4.8a: Relationship with boundary.

2.17 BUILDING ALONG BOUNDARIES IN REAR GARDEN AND BACK LAND SITES

2.17.1 Due to plot size it will often be desirable to build along boundaries in rear garden and back land sites. It is important that this is done in a manner that avoids creating overbearing built form that may impact on neighbouring amenity.

2.17.2 Development in rear gardens, garage and back land



Figure 2.4.9a and 2.4.9b: Existing rear garden without development and view from neighbouring kitchen window



Figure 2.4.9c and 2.4.9d: Rear garden with development built along boundary and view from neighbouring kitchen window. No windows face onto neighbouring garden and proposal drops down towards boundary, to minimise loss of amenity and ensure development potential on neighbouring garden.

sites should be positioned so that:

- There is sufficient separation distance to ensure that the first 10m of rear garden from a host dwelling (if applicable) is not built over (Refer Figure X) in accordance with Policy DM10.4(e) of the Croydon Local Plan;
- The design of buildings along boundaries may be thoughtfully designed to give the impression that there is no unreasonable loss of sense of openness or overbearing to neighbouring properties. Developments that propose to build along boundaries must

demonstrate:

- that the appearance of the wall, as viewed from neighbouring properties, would be attractive and not overbearing; and
- how rainwater goods will be contained within the curtilage of their plot.
- all guidance on overlooking (Refer X.X) and heights (Refer X.X) have been adhered to.

2.17.3 All developments on rear garden, garage and back land sites should demonstrate how the proposal would not prejudice similar development on neighbouring sites in the future.



2.18 FRONT ELEVATIONS – POSITIONING & WIDTHS

2.18.1 Proposals should consider the position to the front elevation of the proposal in relation to neighbouring properties and the streetscene to ensure that:

- Where there is a consistent front building line, any development should align with this unless it can be demonstrated it would positively enhance the character of the street; or
- where there is an inconsistent front building line, the front elevation of a development may step forward or back provided it does not negatively impact the street scene.

2.18.2 The width of a proposal should be determined by the appearance within the streetscene and proposed proportions and fenestration of the front elevation. The maximum width of a development should also be guided by the proposal's relationship to the plot boundary (Refer X.X for guidance) and impacts on Daylight & Sunlight (Refer X.X for guidance)

2.18.3 Fenestration and material treatment can be used to add interest to elevations and resolve proposals that would otherwise appear overly wide or narrow in the streetscene.

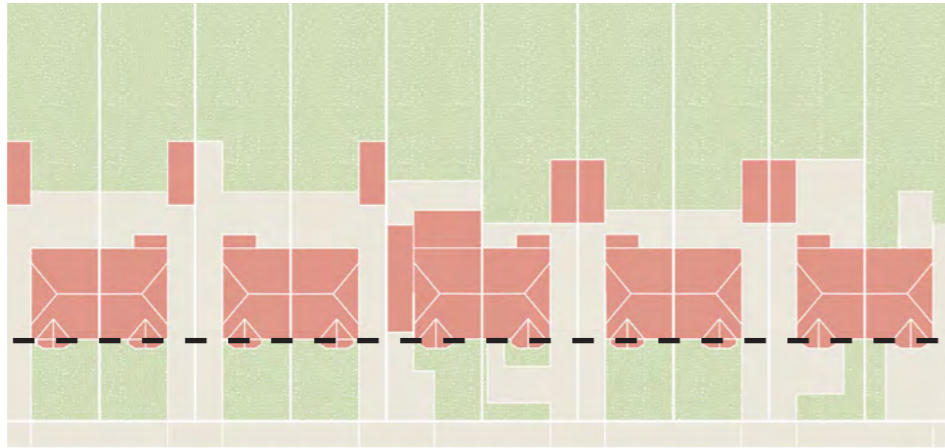


Figure 2.4.10a: A consistent building line facing the street

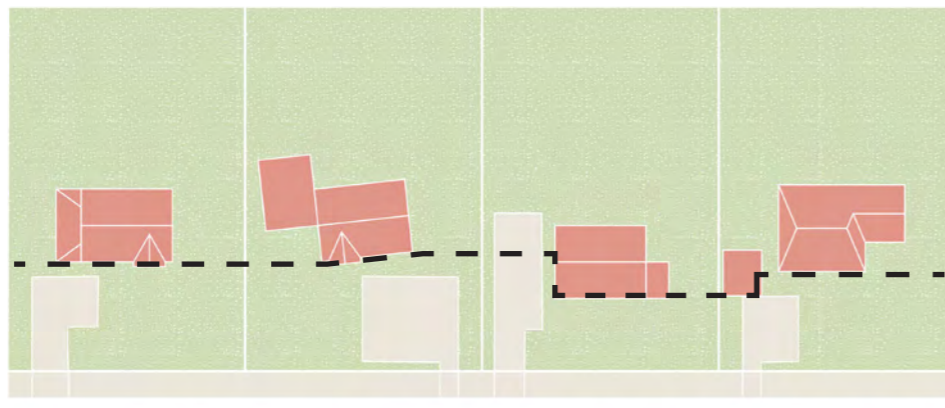


Figure 2.4.10b: An inconsistent building line facing the street



Figure 2.4.10c: A wide development which has successfully dealt with its width through proportions and fenestration



Figure 2.4.10d: A development which appears wide and squat as a result of poorly considered proportions and fenestration

2.19 ROOF FORMS

2.19.1 Roof forms should be proportionate to the mass of the associated building and should respond to the design of the proposal. Whilst pitched roofs are commonly associated with suburbia, flat roofs are also acceptable. Proposals should ensure that:

- the proportions of the roof to the rest of the proposal is well considered. Where a pitched roof is proposed, deep plans can lead to shallower pitches which read poorly in the streetscene and will generally not be acceptable.
- Where a stepping roof form is used, it is done in a manner that adds interest to a proposal and helps reduce the appearance of mass, rather than overcomplicating the external appearance.
- any projecting flat roofs associated with a development predominantly covered with a pitched roof are sensitively integrated into the design and do not confuse or detract from the external appearance. Where appropriate, projecting flat roofs can provide a functional use, such as a balcony.
- where dormers are proposed that cut through the eaves line, the scale and positioning of the dormer in relation to the eaves is well considered (Refer Figure X and X for examples).

2.19.2 It should be noted that pitched roof forms can read as overbearing in elevation drawings. Due to their pitch, the mass of such a roof is usually less when read in the streetscene. As such it can be beneficial to provide a street level 3D view of the proposal to help describe the overall appearance of the proposal.



Figure 2.4.11a: Flat roof forms are acceptable. Set-back top floors with a change in material can be used to add interest and break down the mass.



Figure 2.4.11b: Unconventional roof forms can be used successfully to break down the mass of a proposal where part of a compelling design



Figure 2.4.11c: Projecting flat roofs successfully used as balconies.



Figure 2.4.11d: Pitch of roof is steep enough to read positively in the streetscene.



Figure 2.4.11e: Pitch of roof appears too shallow in relation to mass of building.



Figure 2.4.11g: Well proportioned and positioned dormers contribute to design of roof.



Figure 2.4.11f: Poorly proportioned and positioned of dormers and eaves results in a poorly resolved roof.

2.20 BASEMENTS & WORKING WITH TOPOGRAPHY

2.20.1 Croydon's topography presents many opportunities for new development in semi-submerged lower floors with level access on one side of a property. In other settings, it may be possible to provide fully submerged basements or lower-ground floor development, however these are often considered to be uncharacteristic of many suburban settings and need to be carefully designed to minimise any negative impacts on the streetscene.



Figure 2.4.12a: Stepping massing down a hill to gain additional accommodation

2.20.2 A sloping topography can provide opportunities to work with the landscape to achieve greater footprints which extend beyond neighbouring elevations by stepping the building mass. By stepping built form down a slope, impacts on neighbours can be avoided. It is important that the rhythm of stepping follows the gradient of the slope to avoid large built form protruding from the hillside.

2.20.3 Basements, lower-ground floor development and massing that steps down a slope that do not require the introduction of light wells will generally be acceptable provided that any habitable rooms have sufficient access to natural light (Refer X.X for guidance). Proposals for such basement spaces will be judged on a case-by-case basis, based on the impact to the street scene, neighbouring development potential and amenity.

2.20.4 Basements, lower-ground floor development or massing that steps down a slope that requires the introduction of lightwells will only be acceptable where:

- Located to the rear of a property, or if located to the front of a development, would not be intrusive on the streetscene. Where necessary, this may require railings to be screened with planting;
- Any retaining walls are integrated into the design of the proposal and wherever possible should be landscaped (Refer X.X for guidance);
- Lightwells have a depth that is greater than 25° as measured from 2m high on windows into habitable rooms and they meet BRE guidance (unless this would render development unviable on back land and rear garden sites, in such circumstances a compelling design would need to mitigate failure to meet this guidance); and
- All flats within are dual aspect, and have well-considered internal layouts to ensure the accommodation is functional and liveable.

2.20.5 Basements or lower-ground floor development in areas where there is a historic pattern of such

development will generally be acceptable where they are well laid out and have sufficient access to natural light and are designed to respond to the existing character or basement or lower-ground floor development in the area.

2.20.6 Where any proposal for basements, lower-ground floors or massing that steps down a slope would result in large retaining walls, they must be designed in line with landscaping guidance (Refer X.X) and accompanied by landscaping plans detail the integration and resolution of impacts on the street scene and neighbouring amenity.

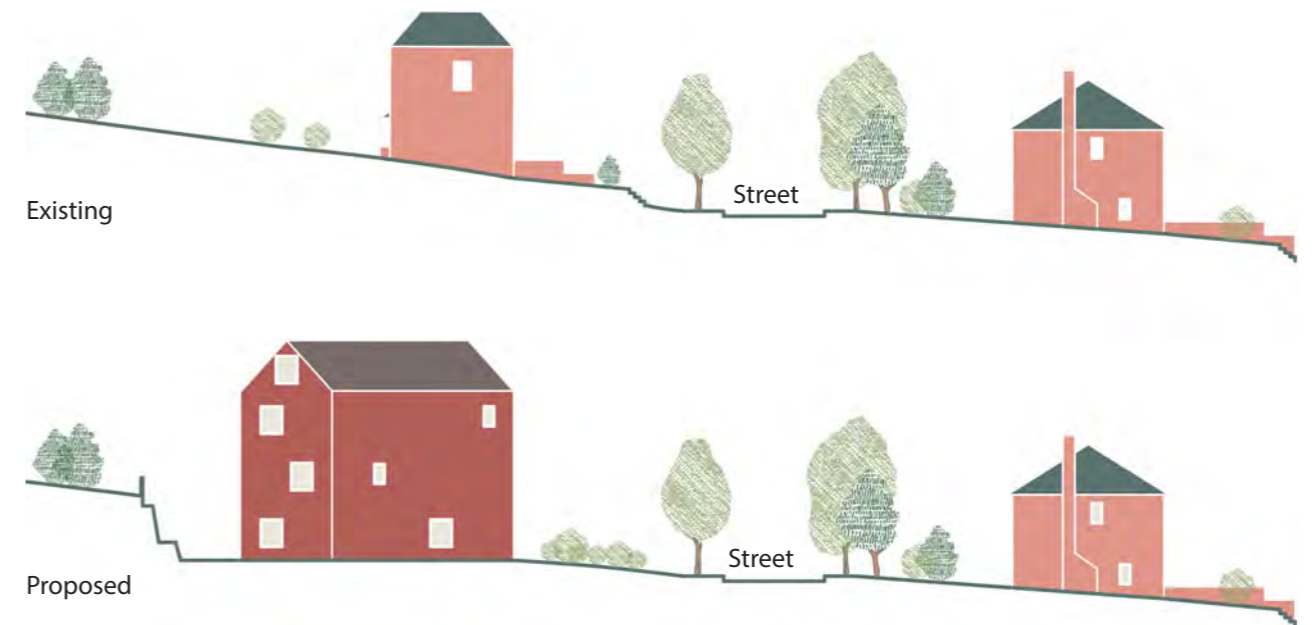


Figure 2.4.12c: A proposal with semi-submerged ground floor, including lightwell to rear, making use of the topography to provide additional accommodation.

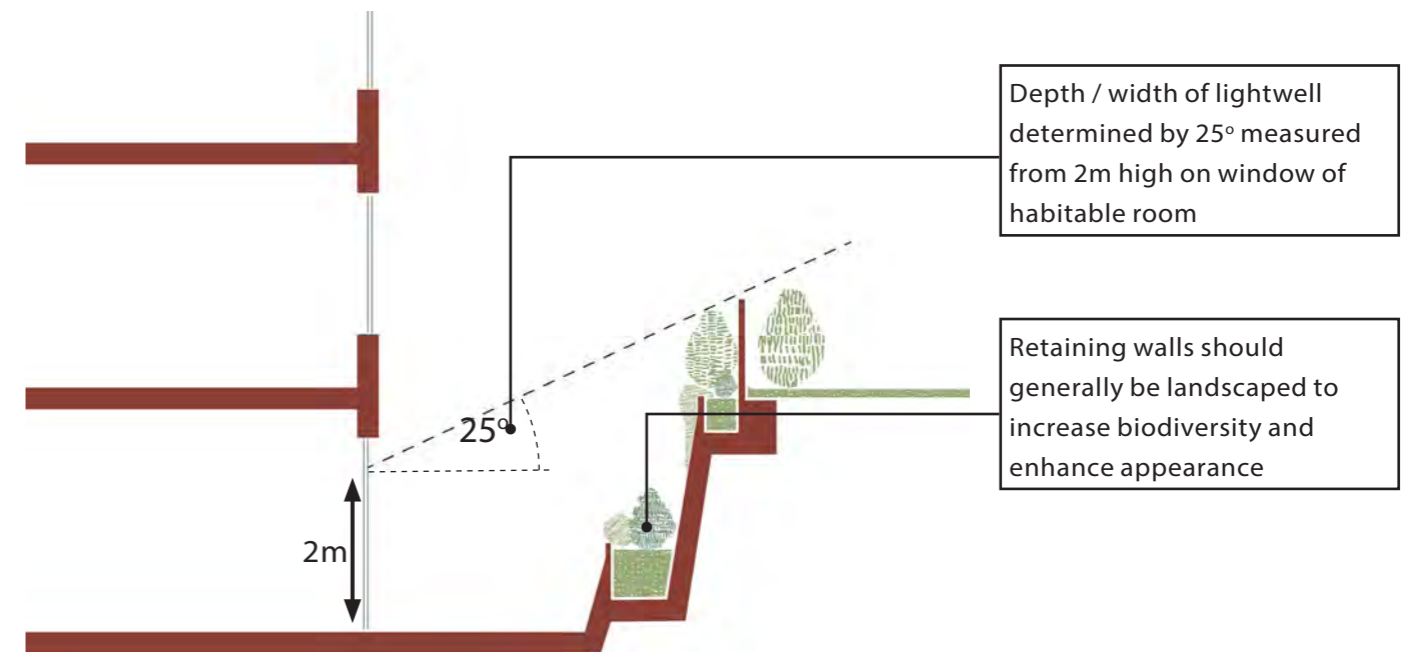


Figure 2.4.12d: Section showing the design guidance for creating a light well for a basement or lower-ground floor.

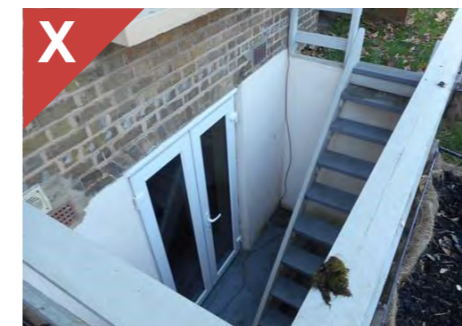


Figure 2.4.12e: Poorly designed and small lightwell that is not integrated into the design of the wider proposal.



Figure 2.4.12f: Successful use of topography to integrate parking into a basement. Once matured, planting will reduce appearance of retaining wall.

MATERIALS AND EXTERNAL APPEARANCE

2.21 MATERIALS

2.21.1 Materials should be of high quality and chosen specifically as an integral part of the design.

2.21.2 The existing material palette in Croydon varies greatly depending on the age of development in the area. Detail on materials associated with specific housing typologies present in Croydon can be found in the Croydon Typology Appraisal¹.

2.21.3 Choice of primary facing materials should be informed by the specifics of the development and the specific nature of the context surrounding a development site, however in general, robust, natural materials with natural variation are characteristic of suburban locations. For example, this may include:

- Brick (including high quality red, multi-stock, London stock)
- High quality clay hung tiles
- High quality clay roof tiles
- High quality natural slate tiles.

2.21.4 Applicants should assess the surrounding area as this may inform their choice of materials. Materials which are innovative or different from their context may be acceptable where they are part of a compelling design, and where relevant give careful consideration to heritage assets (Refer X.X for guidance).

2.22 MATERIAL

¹ Available at: <https://www.croydon.gov.uk/sites/default/files/articles/downloads/Borough%20Character%20Appraisal.pdf>

CHOICE & APPROACH TO CHARACTER

2.22.1 Material choice should form part of the approach to character as set out in guidance X.X.

2.22.2 In an Innovative and Original Approach, there is likely to be good scope for the use of contemporary materials, as well as more traditional materials. The choice of material should contribute to the Innovative and Original Approach.

2.22.3 In a Contemporary Reinterpretation approach, contemporary materials could be used successfully in conjunction with more traditional building forms, provided they form a consistent and considered part of the overall design and are well detailed. It may also be appropriate to use traditional materials with contemporary detailing. The choice of materials in such an approach is likely to be informed by the local context.

2.22.4 In a Sympathetic and Faithful approach, applicants should wherever possible seek to use the same materials and detailing as the surrounding housing typologies. For this to be successful, applicants may wish to use reclaimed materials. Poor quality modern reproductions of traditional materials and their detailing will not be acceptable.



Figure 2.5.1a - 2.5.1c

2.23 MATERIAL APPLICATION & DETAILING

2.23.1 The extent of application of different materials within a proposal (i.e. the amount of area covered), along with the material joints between different elements has significant impacts on the built quality of a building, how it weathers over time and its appearance in the short and long term. Development proposals should also consider how the material choice will be viewed at the scale of a door opening, window reveal, eaves overhang, and material join and corner detail.

2.23.2 Changes in material can be useful to increase or reduce the emphasis of different parts of a building, as well as adding interest. For example a projecting bay may have a different materials to draw attention to it as an architectural feature, where as a mansard roof or top floor which is set-back may choose a more ephemeral material to reduce emphasis. However, where they are not properly integrated into a design and lack depth (for example by being applied to one façade that meets a corner where you read the material junction, as in figure x.x), they will not be acceptable.

2.23.3 Patterns of materials such as change in brick or metal perforation, or a combination of materials, can be used to add interest to large blank facades where such blank facades are considered unacceptable. Use of patterns must read as part of the overall architectural expression of the building, rather than as an alien element applied to the envelope of a building.



Figure 2.5.2a - 2.5.2d: Effective use of high-quality materials in well considered details that express elements of the facade and add interest

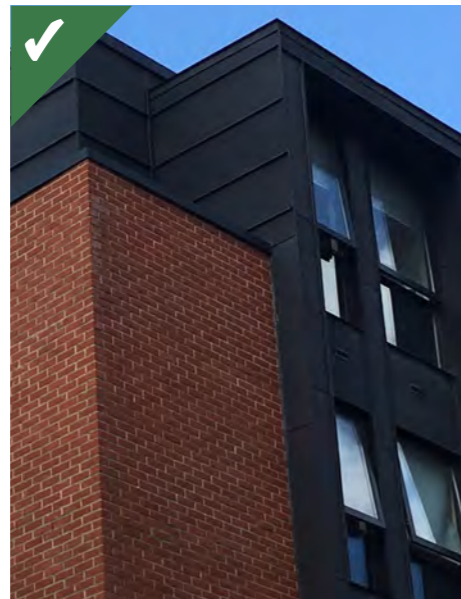


Figure 2.5.2e - 2.5.2g: Effective use of high-quality materials in well considered arrangements and patterns that express elements of the facade and add interest



Figure 2.5.2h - 2.5.2i: Poor choice of materials that have not been well maintained.



Figure 2.5.2j - 2.5.2k: Detailing that shows that the materials lack depth and are surface applied, resulting in unappealing appearances. On the left, the change in render colour at the corner contributes to a flimsy appearance. On the right, the half-timbering has been wrapped around the side of the building but stops at the first window. It should have either been continued along the length of the side of the building or kept to a higher level within the gable so it did not break the eaves line.

2.24 FENESTRATION / PLACEMENT OF OPENINGS

2.24.1 The placement of windows and doors within a façade should be carefully considered to provide relief from the materials covering the bulk of the building envelope. The regular pattern and proportions of windows and doors is also often a key characteristic of an area.

2.24.2 The regular or irregular sizing and placement of windows and doors in a local area should be identified through photographic and drawn contextual analysis, typically by line drawings of the street elevations. Development proposals may use this as a starting point for window and door proportions and positioning. Positioning may occur by replicating or departing from the pattern, provided it is part of a well-considered and compelling architectural expression. Where symmetrical elevations or a consistent pattern of openings are characteristics of an area and the proposal seeks to replicate this, the scale and proportions of the elevation should not be altered as this can create a weak pastiche.

2.24.3 The proportion and position of windows can be used to adjust the way the proportions, scale, mass and height of a building are perceived; for instance helping to emphasise verticality, horizontality or even reduce the apparent scale of a building that appears too wide or tall. For example, vertically proportioned openings on a wide façade can help to reduce the appearance of width by adding verticality to the expression of the façade. Arrangements of windows that create an in-balance across a façade or appear poorly positioned

or proportioned, and do not appear to form part of a compelling architectural approach, will be unacceptable. Large elevations with small openings can be overbearing and will generally not be acceptable. New developments of a scale larger than the existing predominant scale may struggle to replicate fenestrations of neighbouring properties successfully and as such may require larger opening sizes.

2.24.4 Front entrances to a property should be clearly identifiable and of a scale that responds to the scale of the development; standard domestic doors and surrounds usually appear small on larger developments containing flats. Applicants may consider the use of framing devices, such as porches, to add emphasis to a front entrance.



Fig 2.5.3b: Proportions and positioning of windows add to horizontal emphasis of the facade and contribute to a weak pastiche



Fig 2.5.3a: Windows are too small and their positioning fails to break up mass of facade



Fig 2.5.3d: Generously sized openings help to break up the mass of the building. Their position adds rhythm to the elevation.

2.25 REVEALS & OVERHANGS

2.25.1 Interest can be added through detailing of eaves, window and door openings, lintels and plinths. The depth of these Window and door reveals should generally have depth to provide substance, texture and character. Reveals should generally be at least 100mm deep.

2.25.2 Varying the depth of a window reveal, from a recess to a bay, can be used to add interest to a façade, but should be done with care to avoid overly complicated façades.

2.25.3 Fully flush facades with windows and doors aligned to the external envelope, are only acceptable on contemporary proposals where it is justified as part of a well-considered and compelling overall architectural approach. Where applicable, development proposals will need to demonstrate that there is sufficient expression in façade through massing and material treatment to ensure that façades does not appear overly flat and/or overbearing.

2.25.4 Deep eaves or large overhanging rooves will only be acceptable where they are integrated into the design and would not result in unpleasant and shady spaces.



Figure 2.5.4a: Deep reveals provide a sense of solidness that can add appeal to facades. Varied depths of reveals adds interest to the facade.



Figure 2.5.4b: Shallow reveals can result in a poor appearance that lacks depth and windows appear as if they are stuck on. Shallow reveals should generally only be used where they are part of a compelling design.

2.26 BALCONIES

2.26.1 Balcony design is an integral part of a proposal and must be part of the initial design phase.

2.26.2 Balconies supported by columns will generally not be acceptable to the front of a property, but may be acceptable to the rear of a property where they are integrated into the design. Recessed and cantilevered balconies add less clutter to the external appearance of a development.

2.26.3 Balustrades may adopt the same material as the building envelope, minimising the impact on the external appearance. However, this may limit the amount of light to windows and doors set within the balcony, in which case, a metal or wooden balustrade may be used as these can be appropriate in a suburban setting.

2.26.3 Metal and wooden

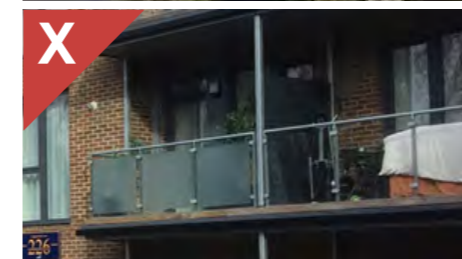


Figure 2.5.5a - 2.5.5b: External balconies with supports that are not integrated into design of the proposal. The use of glass balustrades have resulted in occupiers retrofitting screening devices to provide privacy exacerbates the poor appearance.

balustrades should be finely detailed and of a colour that responds to the window frames and materials of the external envelope of the building.

2.26.4 Glass balustrades can dominate the appearance of a development as their reflectivity can cause them to stand out and they can often present an overly commercial character, therefore their use will generally be unacceptable. Where glass balustrades are proposed, it must be part of a compelling design and should avoid using tinted glass. Such glass balustrades will only be acceptable where they are designed with minimal framing. Glass balustrades with heavy metal framings and fixings will not be acceptable.

2.26.5 Wherever possible, the sides of balconies should be open to maximise amenity for future residents, however in some cases screening may be required for overlooking purposes. Balconies

that require screening to prevent sideways overlooking should be avoided as add-on screening devices often appear incongruous in a suburban residential setting. Where necessary, screening material that is climb-proof and responds to the materials and design of the building envelope should be used. For example, 'hit and miss' brickwork are acceptable means to resolve issues of sideways overlooking and appropriate response to a brick building. Similarly, perforated metal may be used to create a screen while drawing upon the material of the window frames (if relevant). Frosted glass screens are generally unacceptable as the material appearance often contrasts with the material of the building envelope, making a feature that is not traditionally characteristic of suburban settings unduly prominent.

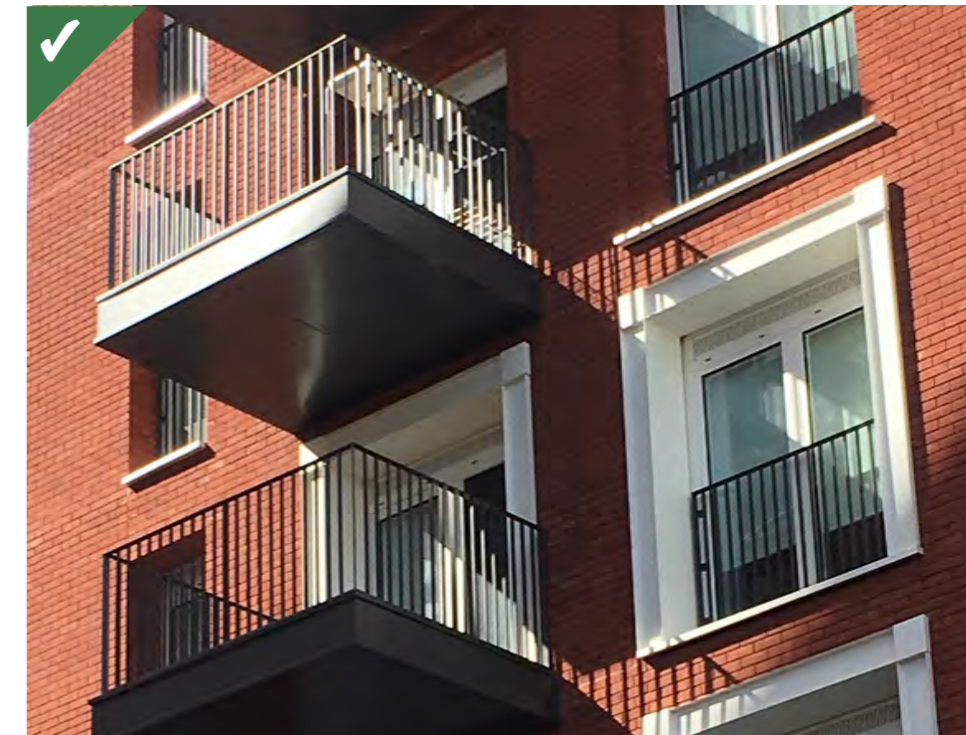


Figure 2.5.5c: Well detailed metal balustrades that are simple and durable, resulting in a minimal appearance that does not clutter the appearance of the facade.

SITE LAYOUT & SERVICING

2.27 VISIBLE ANCILLARY ITEMS

2.27.1 With the exception of rainwater goods, no servicing items, such as vents, flutes or pipes, should be located on the front elevation or prominent side elevation of a development. Such items add clutter and diminish the appearance of a building. All pipes should be grouped and, where technically possible, combined into a single pipe. Pipes should be located to be as discreet as possible, at the end of an elevation or at the corner of a recess. Shadow gaps incorporating drainage could be incorporated within the design of the building, breaking up the built mass while reducing the visual impact of such ancillary items. Applicants should illustrate external pipe locations on elevations submitted with planning applications.

2.27.2 Soil and waste pipes should be incorporated into the envelope of the building. Applicants will be expected to demonstrate there is appropriate space for servicing pipes to be accommodated within the envelope of a building.

2.27.3 Eaves and/or gutters which overhang a sites boundary are generally not acceptable as this could prejudice the development potential of adjoining sites.

2.27.4 Meter cupboards and service intakes should be located out of sight from the street or in subterranean meter cupboards where possible. Applicants must provide indicative meter and service head locations with development applications.

2.27.5 Solar panels should be integrated into the design from an early stage with a regular layout and a discreet appearance. If located on a flat roof, they should be not visible from street level.

Where located on a pitched roof, they should be integrated into the design of the roof so as to minimise impact on the appearance of the development.

2.27.6 Other items such as alarm systems and signage should be considered early in the design stage. The quantity should be limited and positioned to avoid the appearance of applied clutter on the external envelope.

2.27.7 If colours other than white are used in window and door surrounds, (i.e. grey aluminium), all externally applied items, such as pipes and meter cupboards, should generally be finished in the same colour. Applicants

should indicate the colour and finish of ancillary items on elevations submitted with planning applications.



Figure 2.5.6a & 2.5.6b: Poorly considered placement of visible ancillary items on external envelopes



Figure 2.5.6c: Example of where placement of servicing items has been considered early in the design development, ensuring elevations are kept free of clutter

2.28 SUBDIVISION OF PLOTS AND INFILLING

2.28.1 Proposals that seek to subdivide and/or infill should consider the existing pattern of development along the street, and the associated visual amenity that breaks in built form provide.

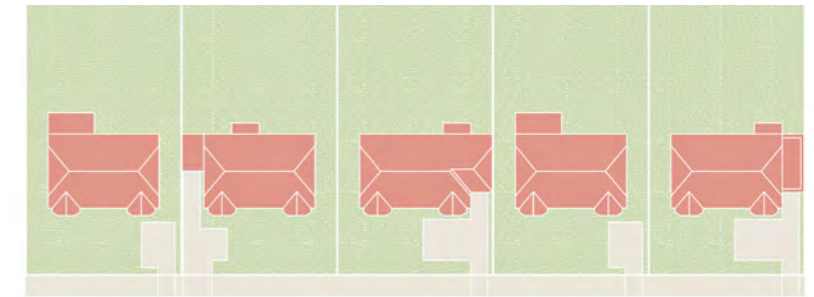
2.28.4 The pattern of front gardens, boundaries and driveways visible from the street can add rhythm to the street and contribute to the townscape. This can be interrupted where a plot is subdivided.

2.28.2 Whilst spaces between sets of terraced homes and pairs of semi-detached homes are often characteristic of the original design and can provide visual amenity, in many streets this pattern of development has already been broken by side extensions and older infilling. In any street where it would not result in significant loss of visual amenity, infilling will be acceptable.

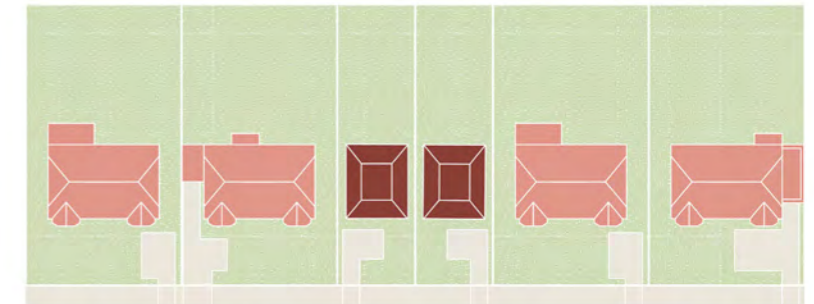
2.28.5 Where subdivision would be visible from the street, proposals should ensure that where there is a consistent pattern of forecourts, driveways and/or boundaries:

- they are retained or rebuilt to follow the existing pattern of the street. This should include minimising the number of new vehicular access points. Vehicular access points may be shared by several properties.
- the front garden is not subdivided with walls, fences or hedges. A larger front garden should be maintained with access to properties from one forecourt.

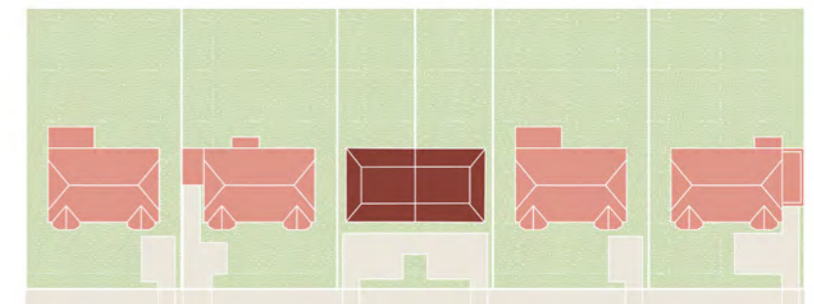
2.28.3 Subdivision will only be acceptable where it doesn't limit the provision of a larger development or the delivery of family homes.



Existing: Even spacing of existing plots provides a consistent rhythm to the street



Unacceptable: Plot subdivision which divides forecourt would interrupt consistent rhythm of the street



Acceptable: Plot division with shared forecourt that helps to maintain consistent rhythm of the street

Figure 2.6.1a: Method for plot subdivision in a street with a consistent rhythm of plot sizes



Figure 2.6.1b: Successful subdivision to provide two new homes, with one to the rear of the plot.



Figure 2.6.1c: Successful subdivision to provide a new home (right). The design of the entrance and boundary treatment, including planting, helps to integrate the newer dwelling into the streetscene.

2.29 DRIVEWAYS, ENTRANCES AND NEW ROUTES

ENTRANCES & BOUNDARY TREATMENTS

2.29.1 Entrances to new developments could be clearly marked with gate posts, planting or a built boundary treatment (such as a brick wall) that responds to the existing streetscene, the proposed dwelling and scale of the street.

2.29.2 Gated developments will not be acceptable.

2.29.3 Entrances should avoid tall walls or wooden fences either side of a new driveway that close off the development to the street.

2.29.4 Front boundaries should be designed to respond to any consistent boundary treatments along the street. Planting along the front boundary can help improve the streetscene and will generally be encouraged.

NEW DRIVEWAYS AND HARDSTANDING

2.29.5 New driveways should be designed in accordance with Figure X.X and Figure X.X. New driveways and hardstanding should be designed to ensure no net loss of vegetation or areas of planning and landscaping.

2.29.6 Entrances should be of a width that meets the criteria set out in Figure X and where possible, replicate any characteristic scale and pattern of entrances and easements witnessed along the road. Overly wide entrances and easements that would impact the streetscene or result in loss of landscaping will not be acceptable.

2.29.7 Undercroft arrangements are only acceptable where they do not negatively impact the streetscene, can be concealed from the street with a garage door and meet relevant emergency access and highways regulations. A garage door should be of a scale appropriate to the street and the proposal.



Figure 2.6.2a: Streetscene dominated by hardstanding and high fences used as boundary treatments.



Figure 2.6.2c: A low-level boundary treatment which integrates planting.

NEW STREETS

2.29.8 If the scale of a development requires a new street, where the new street meets an existing road, this should be designed in accordance with Croydon Council's New Streets Specification 201¹ and the Public Realm Design Guide.

2.29.9 The design of new streets and entrances should consider the safety of residents, avoiding over-engineered solutions that prioritise motorists and maximising the use of landscaping measures to control motor vehicle movement.

¹ Available at: <https://www.croydon.gov.uk/transportandstreets/rhps/newstreetspec>

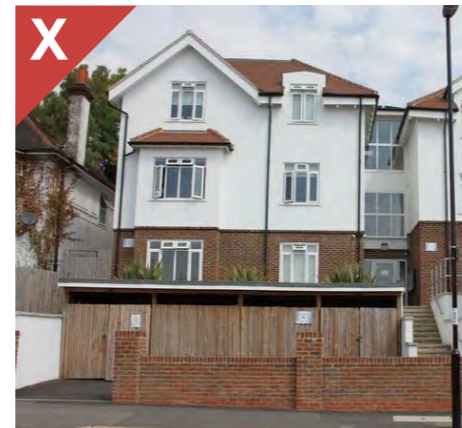


Figure 2.6.2b: Failure to screen hardstanding and bin stores with a landscaped boundary treatment.



Figure 2.6.2d: The impact of a retaining wall is minimised through in the use of planting.

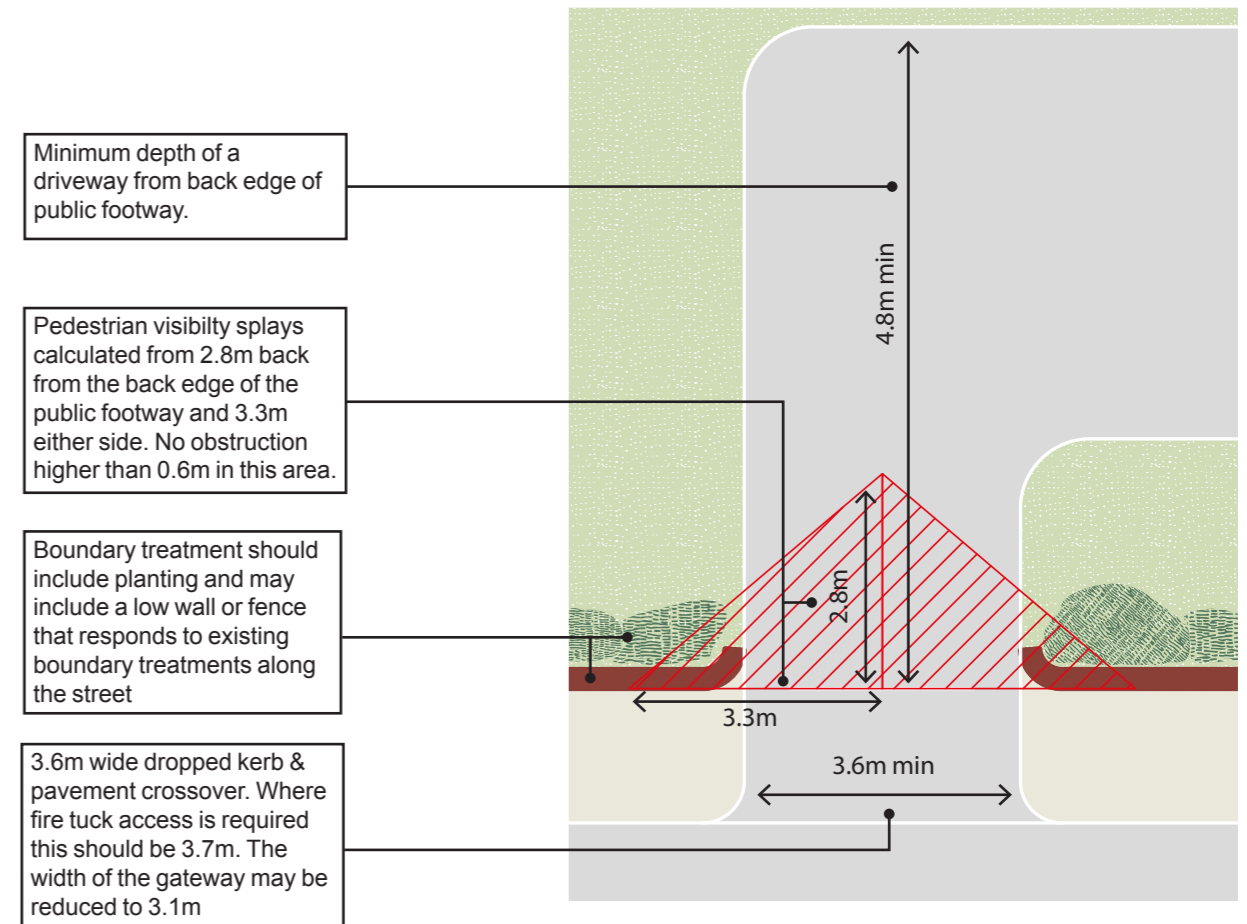


Figure 2.6.2e: Requirements for entrances and boundary treatments

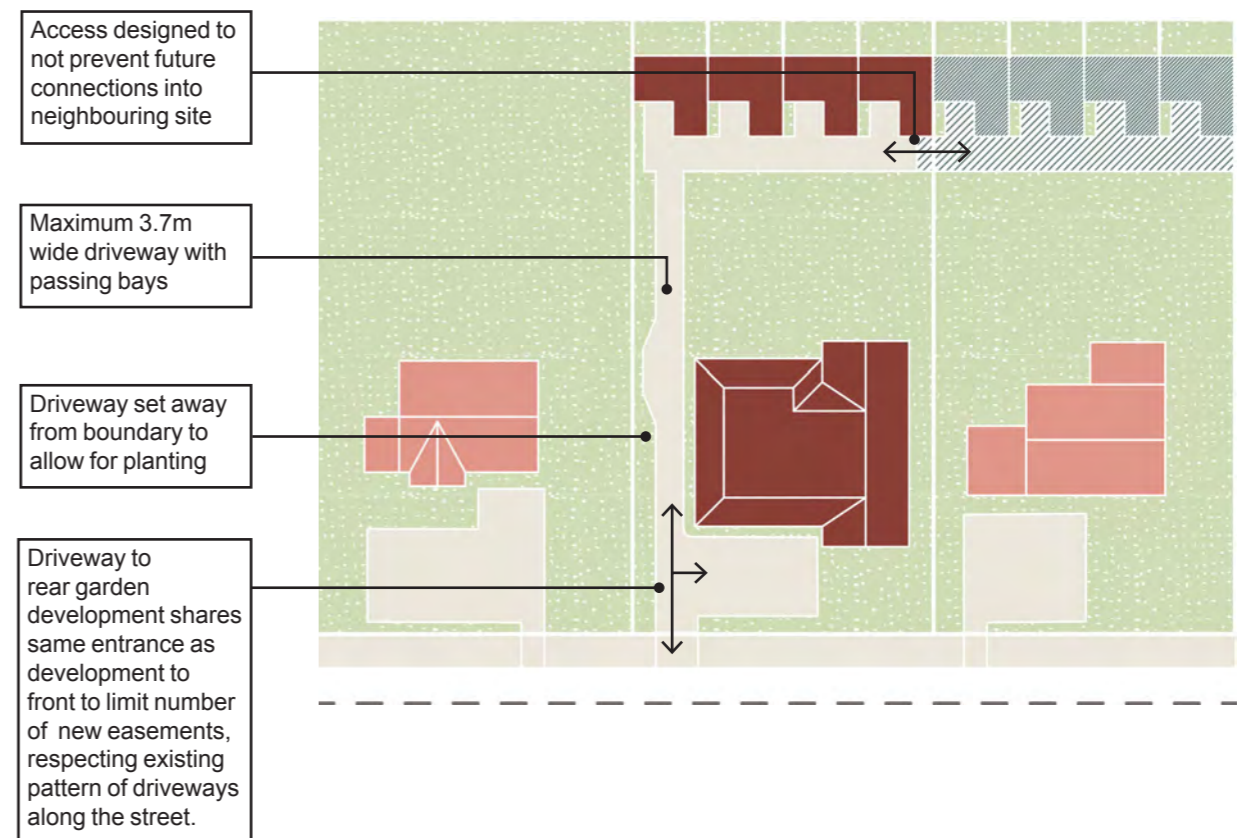


Figure 2.6.2f: Optimal layout of driveway for redevelopment of a detached home and for to access rear garden development

ACCESS REQUIREMENTS:

2.29.10 When designing a proposal, consideration should be given to the need for appropriate access arrangements, including safety. This includes:

- Providing emergency service access¹ and refuse collections;
- Where emergency or service vehicle access is not possible, such as back land sites with narrow driveways, alternative service requirements should be discussed with the relevant authority;
- Where appropriate access and turning for refuse collection vehicles² is not possible, a refuse store must be provided within 20m of the street³. This

1 As per Building Regulations. Available at: https://www.planningportal.co.uk/info/200135/approved_documents

2 Refer to Croydon Council's 'Waste and Recycling in Planning Document (2015)' for guidance, available at (Insert Link).

3 As per Veolia waste collection standards.

point must be no more than 30m from the front door of the dwelling (excluding vertical distance) (Refer to figure X.X)

- Where it is not possible to find a suitable location for the refuse store, the proposed development may be required to demonstrate how the refuse associated with the development will be available on the street on collection days, for example, through an established management company and management schedule for the development;
- Where a car free development is proposed, it may be possible to provide pedestrian only access where the appropriate set down space is easily accessible from the closest highway to meet access requirements⁴;
- Access into a building and

4 As defined by Building Regulations. Refer to (Insert link) for guidance.

individual units via circulation spaces should be designed to allow ease of access for all users. Consideration must be given to the accessibility of outdoor space and the provision of space for activities to occur outdoors which support the health and development of children (Refer to Figure X.X);

- Where a proposal on a rear garden or back land requires the use of a rear lane to access the development, this route ensures safety for users and residents through the use of lighting, high quality surfaces and overlooking. Where the location would prohibit any natural surveillance from a public highway or neighbouring properties over such an access route, proposals will generally not be acceptable.

CONNECTING INTO THE EXISTING NEIGHBOURHOOD

2.29.11 Where possible, development should seek to create connections through suburban blocks, providing a thoroughfare that links between existing parallel streets. These will be encouraged where they create quicker access to transport services, parks and other amenities. Such connections should be designed to prioritise pedestrian movement and must ensure safety, including a good level of natural surveillance through overlooking and optimised active frontages, along with the

use of lighting and high quality surfaces.

2.29.12 These connections may require a development to obtain access to an existing shared access route outside of the development site. Proposals should demonstrate that, where possible, they seek to provide connections through an agreement with neighbouring land owners.

2.29.13 Development should safeguard space to allow for future connections and avoid ransom strips.



Figure 2.6.2h: A new route created by a back land development is well light, overlooked and has a legible destination.

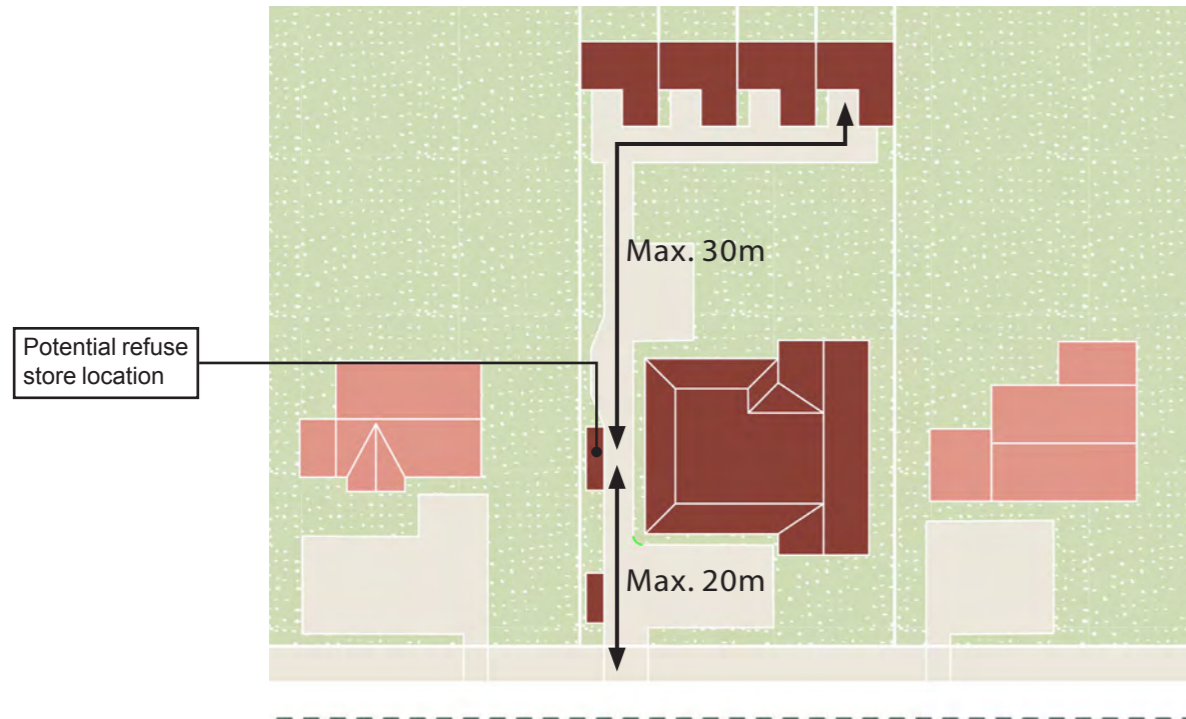


Figure 2.6.2g: Suitable location of bin stores on sites with limited access for refuse lorries

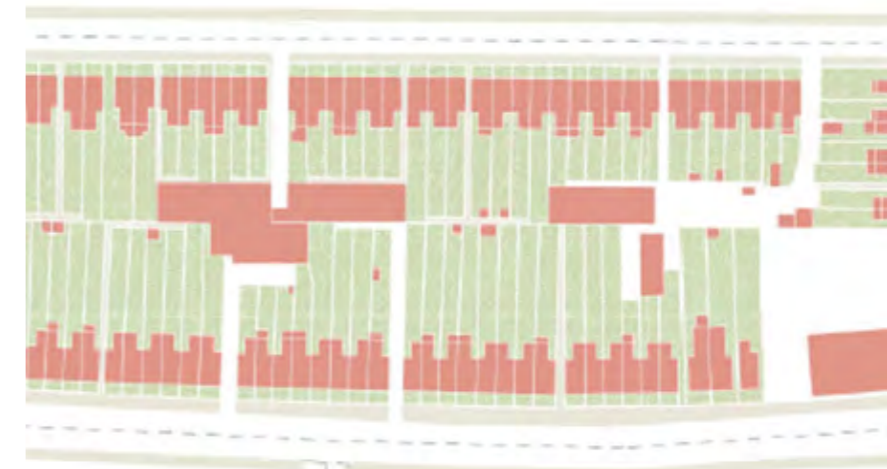


Figure 2.6.2i: Existing street pattern with back lands

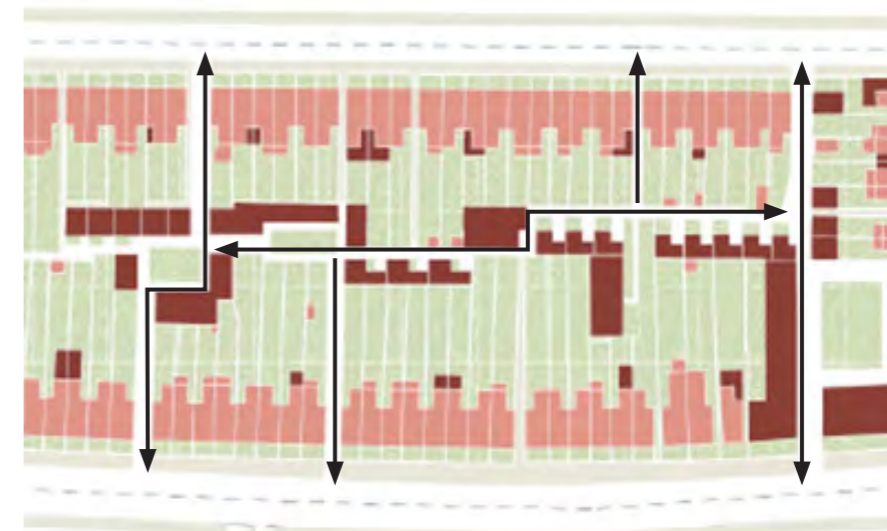


Figure 2.6.2j: New connections created through suburban block after a series of back land developments

2.30 PARKING DESIGN

2.30.1 The provision of car parking associated with a proposed residential development can often lead to the loss of both front and rear gardens. The cumulative loss of gardens within suburban locations can greatly impact biodiversity, presenting issues associated with flood risk and air quality, along with health and wellbeing. The loss of front gardens to parking is particularly problematic in terms of negative impact on the street scene.

2.30.2 Policy DM10.2 of the Croydon Local Plan 2018 requires that parking within the forecourt of buildings will only be acceptable where it would not cause undue harm to the character or setting of the building and where there is sufficient screening without the vehicle encroaching on the public highway.

CAR PARKING

2.30.3 Car parking should be provided in a mixture of locations (including the front and rear of the property), thus reducing an overbearing and unacceptable amount of hardstanding in one location.

2.30.4 Car parking should only be accommodated in forecourts facing onto the street up to a quantum that is not considered to impact negatively on the street scene. Applicants will need to demonstrate this through an assessment of the prominence of forecourt parking within the existing street scene and include measures to mitigate impacts, such as mature planting. Car parking in forecourts must be set back from the front edge of the plot by at least 0.75m to provide for a boundary treatment (wall, fence or hedge) and landscaping (hedge, 58



Figure 2.6.3a: Poor design of parking without landscaping; hardstanding dominates forecourt.

flower borders or grass)

2.30.5 In instances where the topography can be exploited to provide subterranean car parking, it will be looked upon favourably as it can reduce the need for parking in forecourts and rear gardens. However, creating it in other circumstances is recognised as expensive and may undermine the viability of development¹.

2.30.6 Back land or rear garden development may utilise a courtyard arrangement where car parking can be concealed between built form or where garages can be introduced at ground level with accommodation above.

2.30.7 In some locations, parking may be accommodated on the street where a documented kerbside capacity for car parking (using Lambeth Methodology²) and it will be decided on a case by case basis. Parking on streets should note be through designated bays.

¹ Basement car parking should be balanced against cost and will not be an acceptable grounds for the lack of affordable housing provision (where applicable to schemes of 10 or more units).

² Available at: <http://www.trafficsurveys.co.uk/lambeth-methodology.htm>



Figure 2.6.3b: The use of a basement for parking allows the front garden to remain predominantly planted.



Figure 2.6.3c: Bays of parking separated by planting.

2.30.8 Parking should:

- Avoid impeding access to outdoor amenity space from ground floor properties or shared doors; and
- be screened with planting and be informed by a landscaping plan which minimises visual impact and neighbour amenity on neighbours; and
- include within the design a flexible parking resource to accommodate motorbikes and microcars and electric vehicles.

2.30.9 Where existing lawns, planted areas and trees (soft landscaping) is lost to hardstanding associated with new

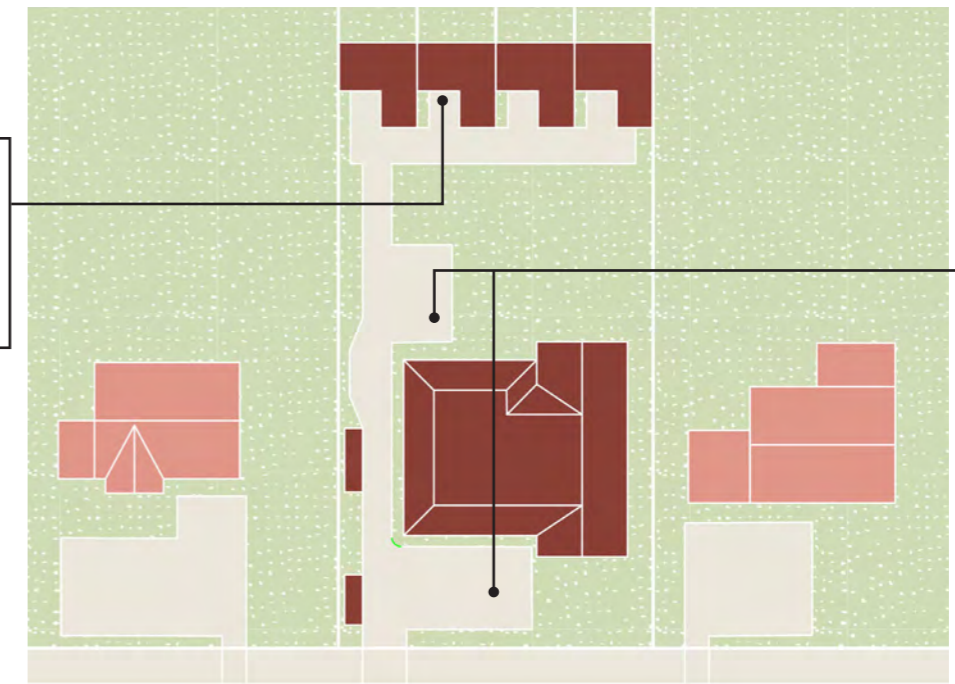


Figure 2.6.3d: Indicative parking arrangement for a street facing and rear garden development

development, including parking, this must be offset with appropriate landscaping and drainage systems (Refer X.X for guidance).

2.30.10 All parking spaces within a development site should have dedicated electric vehicle charging provision in accordance with the London Plan minimum standards and Croydon Local Plan, requiring the provision of active spaces³ and passive provision⁴.

³ Active spaces are fully wired and connected, ready to use, points at parking spaces.

⁴ Passive provision requires the necessary underlying infrastructure (eg capacity in the connection to the local electricity distribution network and electricity distribution board, as well as cabling to parking spaces) to enable simple installation and activation of a charge point at a future date.

2.30.11 The Active provision should be in the form of a wall mounted charging point adjacent to the parking bay. Stand-alone charging point posts should be avoided wherever possible. Tethered cable charging points should be avoided unless the occupier's vehicle is known. The charging point should be able to provide two power rating options, either a "standard" 3kW or "fast" 7kW⁵.

⁵ Further information is available at: <https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guide/guidance-by-transport-type/electric-vehicle-charging-points#activation> and <https://www.zap-map.com/charge-points/charging-home/>.

2.31 ANCILLARY STORAGE FACILITIES AND BUILDINGS

2.31.1 Storage for refuse and cycles is an essential part of development and additional storage as part of domestic living is desirable. Where it is not feasible to incorporate storage facilities into the envelope of the building, they may be provided separately or in combined buildings but with separation of uses. Storage facilities whether within the envelope of the building or not, should be integrated into the design of a proposal from an early stage. New dwellings must provide suitable refuse and recycling, cycling and other ancillary storage facilities in line with Policy DM10 and DM30 - Cycling and Policy DM13 – refuse and recycling of the Croydon Local Plan 2018.

2.31.2 Storage facilities should be designed to:

- be of a capacity large enough for the development;
- be of a secure, weatherproof and solid construction, with a material palette and design that responds to the design and material palette of the proposed development;
- be secure on all sides (and where appropriate the roof), with doors or gates;
- be in an easily accessible location;
- for cycle storage, be in a well overlooked location;
- for refuse stores, be located in a visually discreet and easily accessible location. Generally, they should not be accessible via the front boundary so as to avoid visual intrusion on the appearance of the building and streetscape;
- have minimal impact on

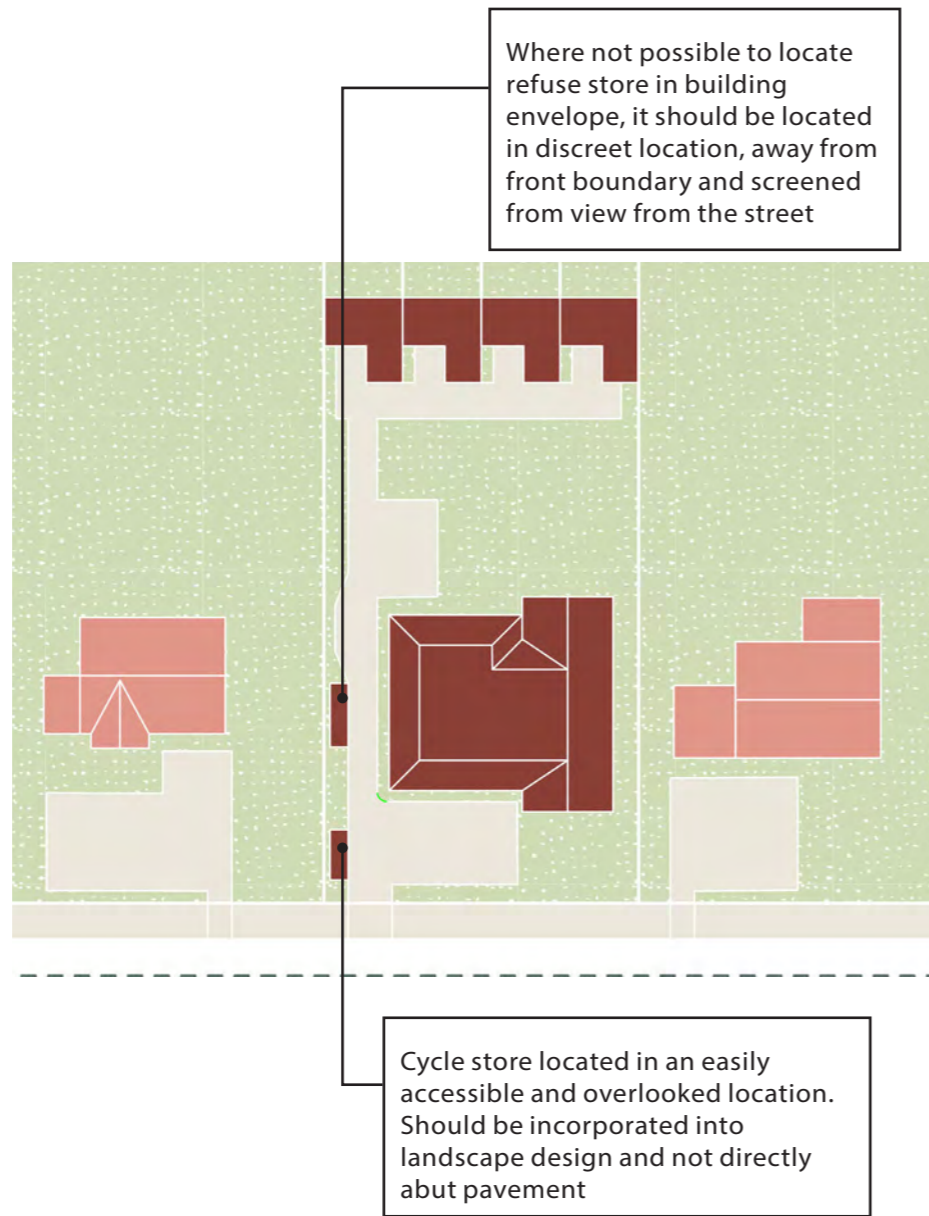


Figure 2.6.4a: Indicative refuse and cycle storage locations.

- the amenity of neighbours, including visual consideration, collection noise and odours associated with refuse;
- where possible, make use of subterranean storage;
- where possible, be integrated into the landscape design;
- for cycle storage, it should be designed to allow occupants to choose how the space is used if they do not wish to store bicycles, providing the option to store other items;
- for cycle storage, does not

require bicycles to be wheeled through living spaces.

2.31.3 For more detailed information on refuse stores, refer to Croydon Council's technical guidance¹.

2.31.4 The Council will, in exceptional circumstances, consider kerbside refuse, recycling and cycle stores for residential

¹ Guidance is available at: <https://www.croydon.gov.uk/environment/rrandw/new-developments-and-conversions>



Figure 2.6.4b - 2.6.4c Refuse stores in highly visible locations that are not integrated into the landscape design or any other aspect of the design. The top image illustrates insufficient storage being planned for, resulting in bins cluttering the driveway.



Figure 2.6.4d: A refuse store recessed within a boundary treatment conceals it from view from the street without the need for creating a separate structure. It could have been improved through the introduction of gates to enclose the front.



Figure 2.6.4e: A cycle store which can be used for storing other items, in a discreet yet easily accessible and visible location

development only. This is only acceptable where these are designed so as to include public realm improvements to the street, potentially including planting that minimises visual intrusion. This is likely to be associated with conversions of residential units above shops, where the current lack of suitable refuse storage leads to waste presented in bags on the footpath, or a series of larger developments that are part of the wider regeneration of an area. In these circumstances, shared storage facilities are encouraged for efficiency and

less impact on the visual amenity. These stores should be designed to ensure:

- they are secure and designed to prevent fly tipping
- where possible, they make use of subterranean storage;
- they use a material palette and design that responds to the associated development and/or the surrounding context;
- they have minimal impact on the street scene through landscaping and other public realm improvements in the surrounding area.

LANDSCAPING & OUTDOOR AMENITY SPACE

2.32 LANDSCAPING

2.32.1 The provision of landscaping is particularly important to support Croydon's ecology and biodiversity, particularly the retention of trees, where possible. Policy DM10.8 of the Croydon Local Plan sets out the landscape policy which requires proposals to seek to retain existing landscaping features that contribute to the setting and local character of an area.

2.32.2 Landscape plans should be considered early in the design of a scheme. Proposals with varied planting and features will contribute to the biodiversity of an area, as well as the visual amenity of a property and neighbourhood. This will add value to a development and its setting.



Figure 2.7a & 2.7b: Well landscaped communal areas with a variety of planting that add interest.

provision of grassed areas with other landscaping elements will generally not be acceptable.

- Providing greenroofs where a significant amount of existing landscaping is lost to hard standing and/or the footprint of the proposal. Applicants may be required to calculate and demonstrate on a plan the quantity of landscaping lost.

2.33 PROTECTING BIODIVERSITY

2.33.1 All proposals should seek to support and enhance the biodiversity of the suburbs is enhanced by:

- Retaining existing trees and planting, and where removed, replacing with mature trees and planting where the loss is outweighed by the benefits of a development.
- Providing landscaping that incorporate a range of features. This should include a mixture of trees, hedges, shrubs, planted borders, grassed areas and where possible water features. This should be demonstrated in landscaping plans submitted at application stage and may be conditioned as part of an approval. Plans which do not balance the

2.34 DESIGN OF PRIVATE & SHARED OUTDOOR AMENITY SPACE

2.34.1 New dwellings should include outdoor amenity space that:

- Where possible, is directly accessible from the dwelling.
- Where possible, provides outlook from habitable rooms.
- In exceptional circumstances where directly accessible private outdoor amenity space is not possible or would negatively impact the external appearance of the proposal, extra emphasis will be placed on the provision of high quality shared outdoor amenity space.
- Where shared outdoor amenity space is provided, units with direct access should include an area of semi-defensible private

space. The remaining shared garden space should not be subdivided and associated with specific units, but rather designed to accommodate a series of different uses and high quality spaces that can be shared by residents.

- Shared outdoor amenity space should seek to include grassed and planted areas as a minimum, and a shared patio area.
- Schemes over 10 units and all schemes containing flats must provide play space in accordance with Policy DM10.4 (d) of the Croydon Local Plan.
- Shared access to a garden tap should be provided and identified on landscape plans
- Shared access to a garden shed or similar store for storing gardening equipment.

2.35 LANDSCAPE DESIGN ASSOCIATED WITH RETAINING WALLS & LARGE ROOF AREAS

2.35.1 Retaining walls may be required on sloping sites. Where necessary, retaining walls should respond to the materials and design of the proposed

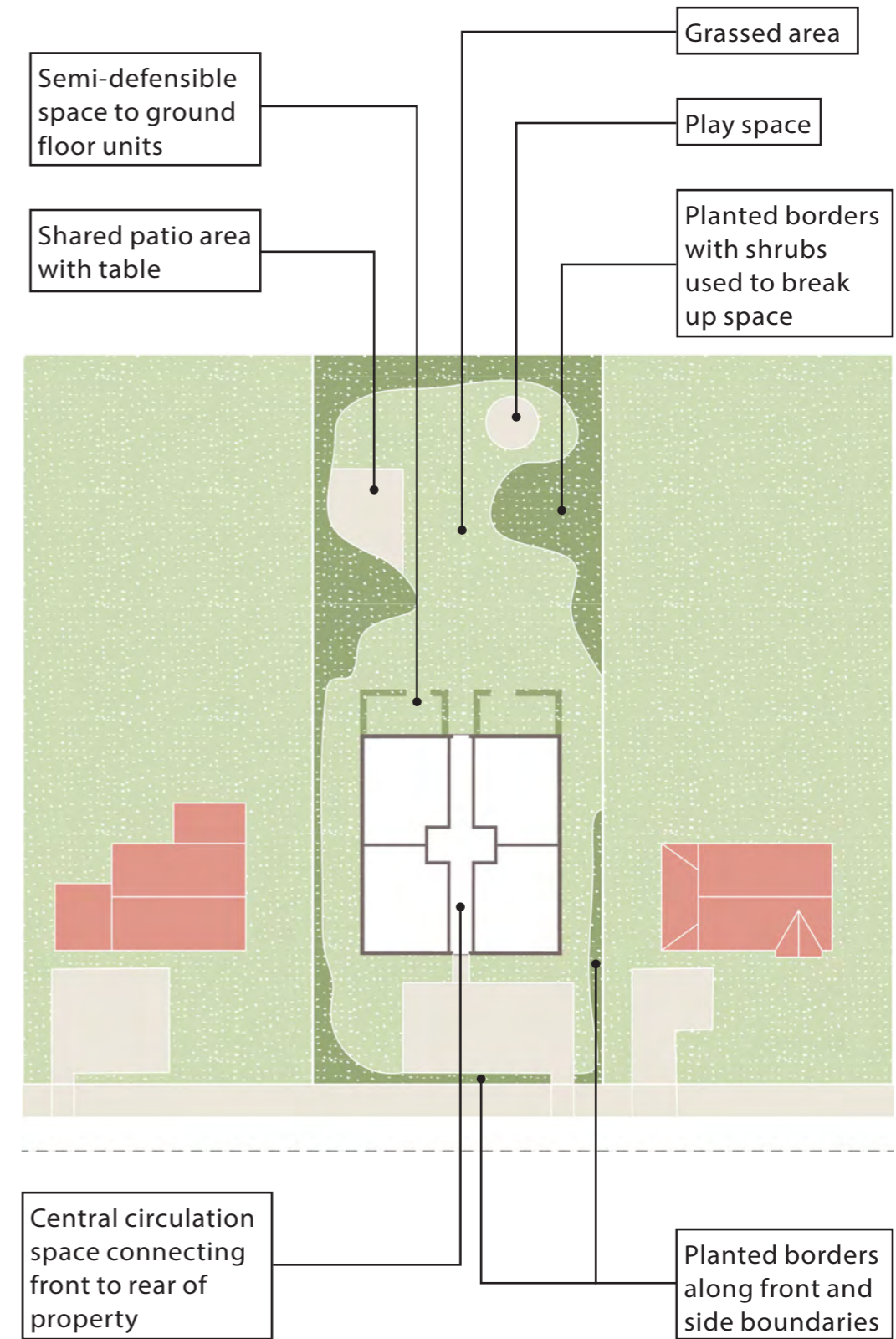


Figure 2.7c: Diagram for a typical shared amenity space layout

development and should be integrated into the landscaping proposal. This may include stepped planting borders within the retaining wall. Large, blank retaining walls that impact the street scene or neighbouring

amenity will not be acceptable.

2.35.2 Where large roof areas cannot be avoided and are visible, landscape design should be used to make these less prominent as viewed from the streetscene and

neighbouring habitable rooms. This may include the provision of a green roof and plating surrounding the built form to help reduce impact on visual amenity.

2.36 SUSTAINABLE DRAINAGE SYSTEMS (SUDS)

2.36.1 SuDS are an approach to managing surface water run-off which seeks to ensure that a proposed development is able to mimic natural drainage systems and retain water on the site, as opposed to traditional drainage approaches which involve piping water off site as quickly as possible. Where required, they should be integrated into the landscaping design at an early stage.

WHEN ARE SUDS REQUIRED?

2.36.2 SuDS are required where there is risk of surface water flooding or all or part of a proposed development is in a Flood Zone 2 or 3¹. Developments will be required to provide a Flood Risk Assessment in which mitigation, such as SuDS, may be recommended. All major developments (more than 10 residential units) are required to provide a Flood Risk Assessment and Drainage Strategy in accordance with the National Planning Policy Framework and Planning Practice Guidance. Where there is a potential issue associated with surface water or development in a flood zone, developers should, as early in the design and development process as possible, seek advice from the Lead Local Flooding Authority².

WHY USE SUDS?

2.36.3 SuDS offer significant advantages over conventional piped drainage systems in reducing flood risk by attenuating the rate and quantity of surface water runoff from a site, promoting groundwater recharge and biodiversity benefits, as well as improving water quality and amenity value.

¹ For information on whether a proposed development site is located in a flood zone, refer to the Croydon Local Plan 2018 interactive mapping tool, available online at: <http://www.planvu.co.uk/croydon2018/>

² Advice is available at: <https://www.croydon.gov.uk/environment/flood-water/advice-to-planning-applicants>

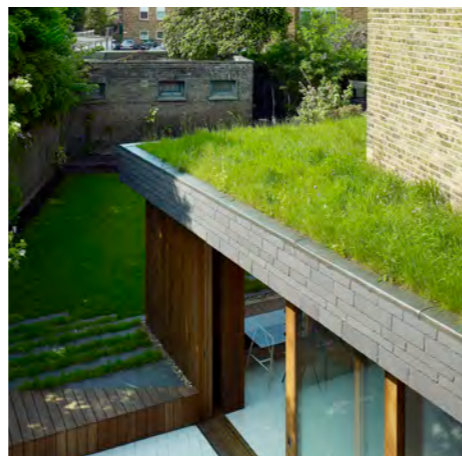


Figure 2.7d - 2.7g

DESIGN OF SUDS

2.36.4 SuDS should be incorporated and integrated into the design of the landscape and buildings in suburban development to maximise landscaping and biodiversity opportunities. Appropriate options for SuDS in small scale suburban developments include:

- **GREEN ROOFS:** A specially designed roof covering that absorbs water and attenuates flow to a drainage layer below.
- **FILLER TRENCHES AND DRAINS:** Shallow trenches filled with shingle and gravel to allow for temporary surface attenuation.
- **DRAINAGE SWALES AND PONDS:** Vegetated spaces that can be used to store excess water and may include an existing level of water and capacity provision. Drainage swales and ponds may also be included in a landscaping plan for development that is free from water except in case of flooding.
- **BIORETENTION SYSTEMS:** Contained, lowered landscaped areas or pre-fabricated units with soil and vegetation to reduce run-off.
- **PERMEABLE PAVING:** Permeable paving that allows water to filter down to the layer below and be discharged into a controlled drainage system.
- **RAINWATER AND/OR GREYWATER HARVESTING:** The easiest and most common form that can be provided is a household water butt, where it can be stored and used for gardening and other purposes at a later date. Greywater (water from showers, baths, basins etc.) needs to be treated to be stored for any amount of time is more complex but should be considered to achieve climate change and building control objectives.

Figure 2.7h - 2.7i

CASE STUDIES

2.37 REGINA ROAD

2.37.1 A good example of a proposal for a back land development on a site which is highly constrained, narrowing at one end. The development proposes a larger block where the site is wider, containing flats, and then a series of 2 storey and 1 storey houses. The change in scale reflects the proximity to existing neighbours. The use of high-quality contemporary materials differentiates the proposal from its surroundings, with architectural forms that reinterpret traditional suburban building types to create unique homes that respond to issues of overlooking.

2.37.2 For more information, visit the planning public access register on the Council's website, using case number: 16/06023/FUL



2.38 MULBERRY LANE

2.38.1 A good example of a sympathetic and faithful approach on a site formerly housing garages that has been developed into a 3 storey development containing 5 flats. All chosen materials and considered detailing responds to the surrounding architecture. The development sits within the East India Conservation Area adjacent to other intensification examples, including the conversion and extension of existing properties into flats and rear garden development.

2.38.2 For more information, visit the planning public access register on the Council's website, using case number: 12/00605/P



2.39 ONSLOW GARDENS

2.39.1 A good example of an innovative and original approach in a rear garden development. The development provides 2 new family homes in the rear gardens of existing properties, with access being provided by an existing easement of one of the host dwellings. The form and material approach is contemporary and seeks to enhance the local character by deliberately distinguishing itself from the existing street facing development.

2.39.2 For more information, visit the planning public access register on the Council's website, using case number: 16/00455/P



2.40 RUSHDEN & RAVENSDALE

2.40.1 An example of 3 adjacent sites delivering a total of 28 homes in place of existing garages. Each site within the proposal presents a positive approach to suburban intensification. The proposal for a 7-storey block of flats on the corner site makes the most of its prominent location within the streetscene. Homes of 2 and 3 storeys located to the rear of existing dwellings are of a scale that respond to their context.

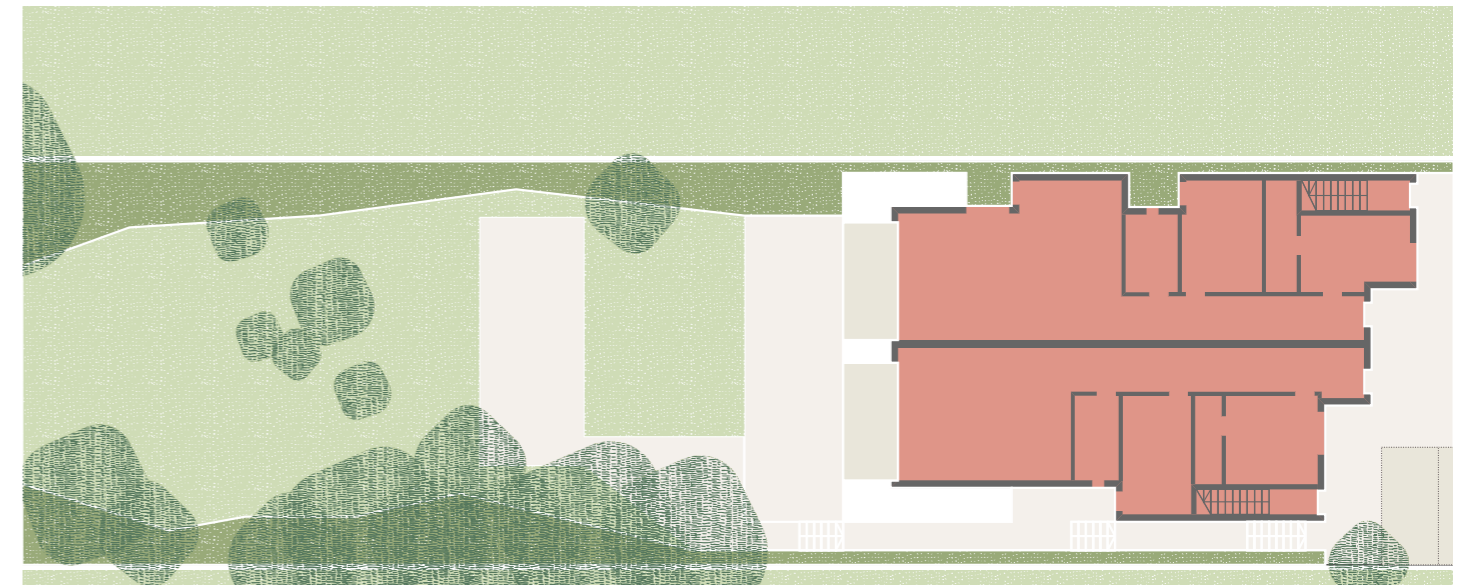
2.40.2 For more information, visit the planning public access register on the Council's website, using case number: 16/06374/FUL



2.41 MELVILLE AVENUE

2.41.1 The redevelopment of a single dwelling into 6 flats within a 3 storey + basement dwelling. The proposal is of high-quality contemporary architectural design that makes a contextually considered responds to the site and neighbourhood characteristics. The units are large and carefully planned, with generous window sizes. The landscaping and roof terraces make the most of the topography of the site, providing well considered communal amenity spaces.

2.41.2 For more information, visit the planning public access register on the Council's website, using case number: 17/00720/FUL



2.42 EAGLE HILL

2.42.1 The redevelopment of a constrained site formerly containing garages to provide 8 flats within a development that carefully steps down the site's steep topography. The homes are orientated around internal courtyards to bring light into deep plans and to prevent overlooking to neighbouring properties, whilst providing multiple outlooks. The building form is innovative and makes reference to the site's former use as garages.

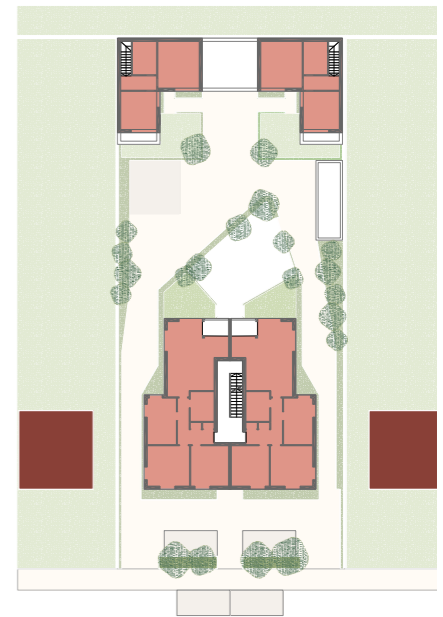
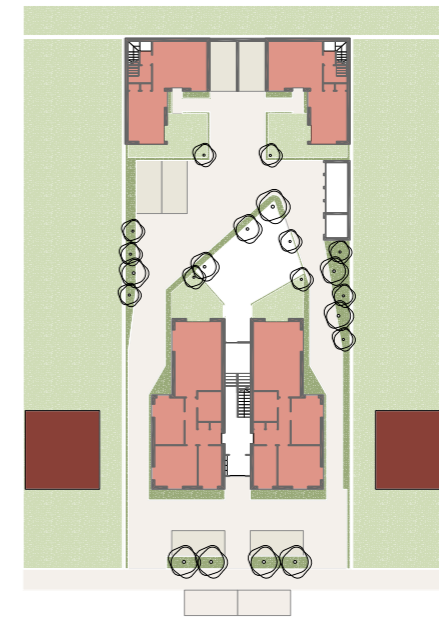
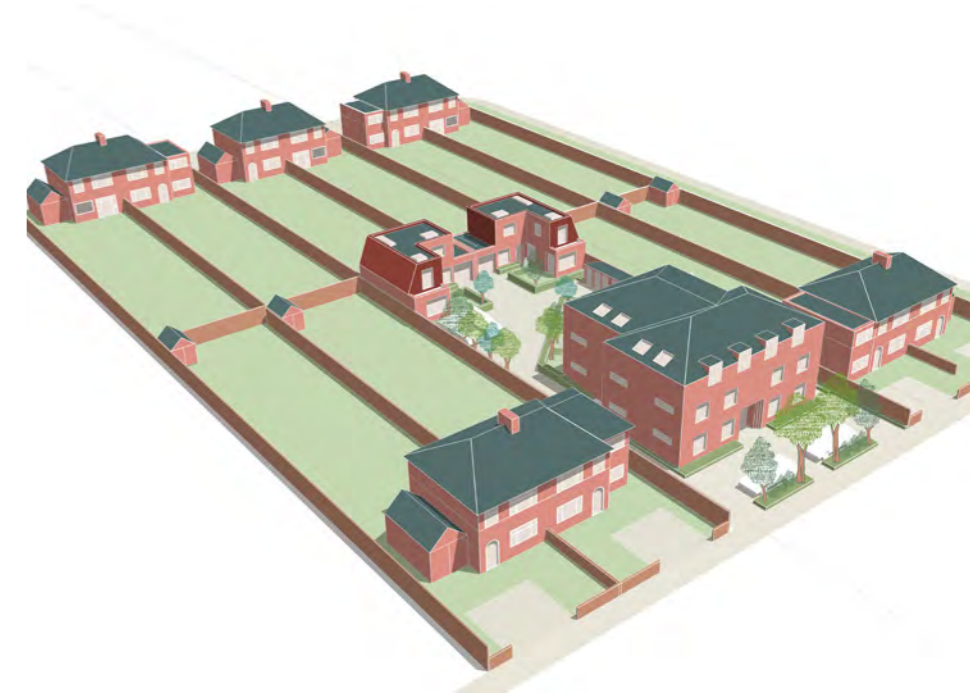
2.42.2 For more information, visit the planning public access register on the Council's website, using case number: 16/06275/FUL



2.43 PAIR OF SEMI-DETACHED HOUSES

2.43.1 The redevelopment of 2 adjoining semi detached properties, typically each being 3-bedroom dwellings. The proposal provides a total of 8 new homes. 6 x 3-bedroom flats are located in the street facing block, the third floor of which is partially contained within the roofspace. The rear garden development provides 2 x 2-bedroom houses. The distribution of mass across the site reduces the impact of intensification on streetscape whilst providing a high percentage of family-sized units. The proposal that faces onto the street makes use of symmetry to respond to the context of the semi-detached street, with an enlarged building envelope to provide increased footprint to ensure the delivery of family-sized units. Parking is distributed across the site to minimise visual intrusion.

2.43.2 This is a designed scheme to highlight the possibility of such redevelopment.



2.44 REAR OF RIDDLEDOWN AVENUE

2.44.1 The redevelopment of garages associated with properties on Riddlesdown Avenue. These sites have access via a lane off of Riddlesdown Road. Each site has been developed individually over a number of years and typically provide 3-bedroom homes across 2 floors which step down the sloping sites. This exemplifies the potential for individual home owners to incrementally redevelop a row of standalone garages to the rear of their properties where there is appropriate access.

2.44.2 For more information, visit the planning public access register on the Council's website, using case numbers: 17/01054/FUL, 16/04623/FUL, 16/03789/P and 16/02755/P



2.45 OVAL MEWS

2.45.1 Redevelopment of dis-used commercial/industrial buildings to provide 3 flats and 6 houses on an awkwardly shaped site with challenging overlooking issues. Where the proposal fronts the street it takes a sympathetic and faithful approach, matching materials and details to the neighbouring properties. To the rear a mews style language is developed with a close-knit plan orientated around a shared access path. The layout ensures homes are dual aspect and have access to private outdoor amenity space.

2.45.2 For more information, visit the planning public access register on the Council's website, using case numbers: 5/01118/P



2.46 PURLEY DOWNS ROAD

2.46.1 A good example of the redevelopment of a single family house into a 8 four-bed homes. 2 houses face onto the road, with a further 6 houses set in the rear garden. The development is designed in a traditional style using high quality and robust materials that responds to the existing local architecture.

2.46.2 For more information, visit the planning public access register on the Council's website, using case number: 16/04186/FUL

