

16 COULSDON

16.1 Appreciation of context

- 16.3.1 Coulsdon is one of Croydon’s larger district centres, with mainline rail connections to central London.
- 16.3.2 Analysis found that relative level of sensitivity were low whilst there was some case for the centre being identified as suitable.
- 16.3.3 Coulsdon is an important centre with commercial activity focussed along the old Brighton Road, characterised by a relatively narrow tree-lined, characterful and traffic-calmed high street environment.
- 16.3.4 The town is bypassed by the A23 to the east of the town, with large scale sheds forming a buffer between it and the high street.
- 16.3.5 Building heights in this attractive central area are typically low scale two and sometimes three storeys.
- 16.3.6 The northern and southern ends of the centre have been the subjects of major regeneration.
- 16.3.7 These two zones are considered potentially appropriate for taller forms of development principally because recent developments with them have delivered taller and density schemes. There are however some heritage constraints associated with the southern end of the centre with a Local Heritage Area designation along Chipstead Valley Road.



Fig 145 Area of search

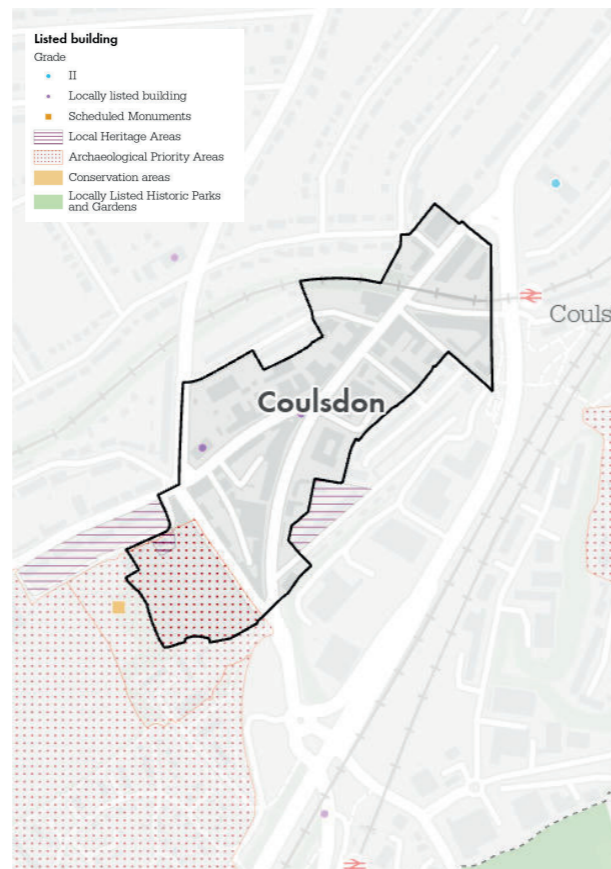


Fig 146 Heritage assets



Fig 147 Figure ground, urban grain

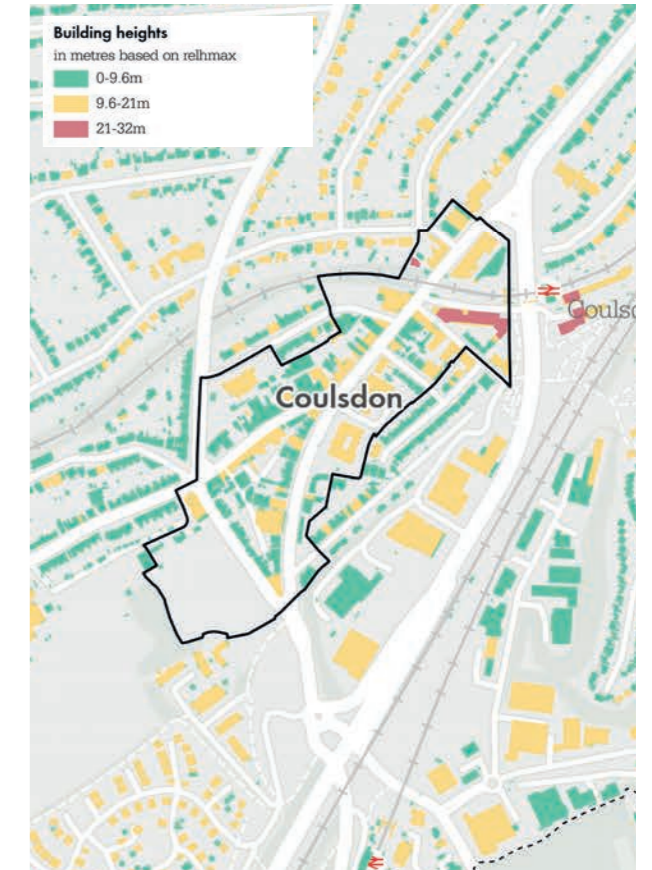


Fig 148 Existing building heights

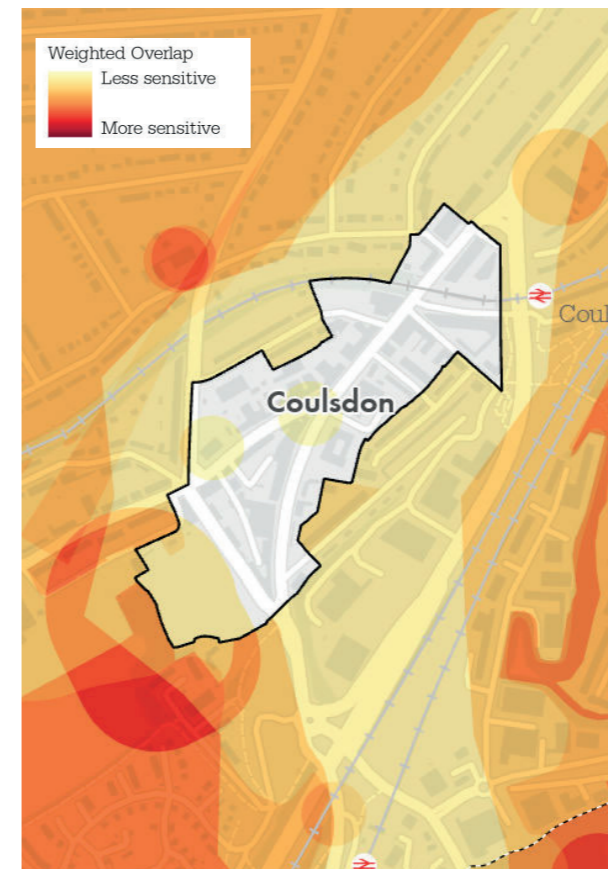


Fig 149 Weighted sensitivity

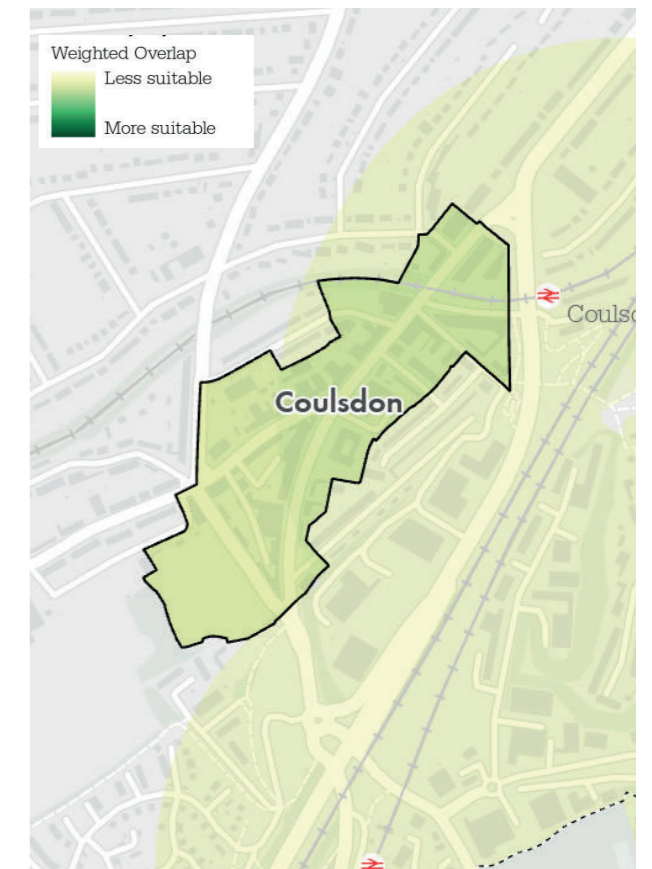


Fig 150 Weighted suitability

16.2 Coulsdon tall building thresholds

16.2.1 Coulsdon is identified as a location considered potentially appropriate for tall buildings.

Threshold of tall in Coulsdon

16.2.2 Casting a VuCity laser beam at the equivalent height of 6 residential storeys demonstrates that almost no existing buildings rise through that threshold - see Fig 151 (although it should be noted that the VuCity model does not include some of the more recent or under construction developments in the Coulsdon area).

16.2.3 Whilst it should be noted that VuCity does not take account of topography, this analysis underpins the definition of tall in Coulsdon as the London Plan default definition of 21 metres measured from the ground to the top of the building (Growth and Characterization LPG).

Upper threshold in Coulsdon

16.2.4 With almost no buildings that could be considered tall, the upper threshold for tall buildings within the area potentially appropriate for tall buildings in Coulsdon is 33m measured from the ground to the top of the building.

16.2.5 There are few heritage constraints in the centre although varying topography is an issue. The VuCity laser beam test of 10 residential storeys shows no buildings passing through that threshold - see Fig 152.

Is this area appropriate for tall buildings?	YES
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Minimum threshold	Upper threshold
21 metres measured from the ground to the top of the building	33 metres measured from the ground to the top of the building

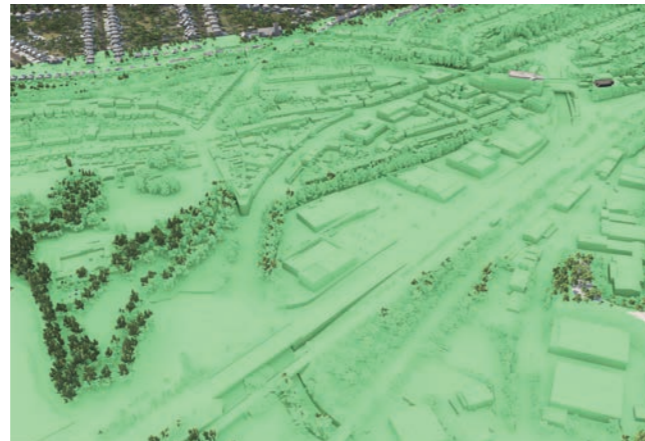


Fig 151 View demonstrating the minimum threshold with green datum line set at approximately 21m (equivalent to 6 storeys)

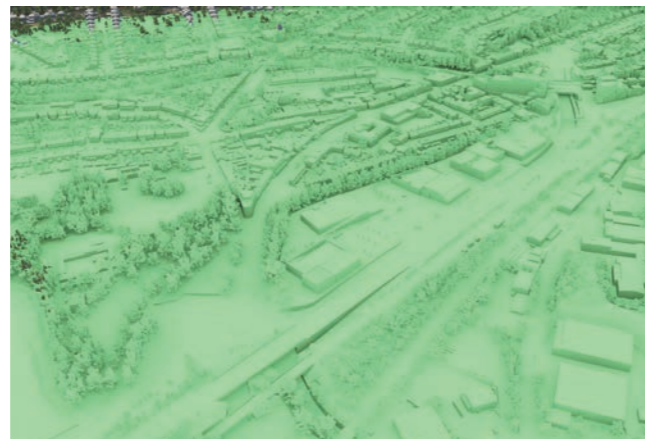


Fig 152 View demonstrating the upper threshold with green datum line set at approximately 33m, equivalent to 10 storeys



Fig 153 Areas potentially appropriate for tall buildings



Fig 154 Areas potentially appropriate for tall buildings

16.3 Coulsdon's tall building boundary

16.3.1 Following a careful review of the townscape attributes and constraints of Coulsdon, two zones are identified as potentially being appropriate for tall buildings. These can be seen in context of their townscape setting in Fig 155.

16.3.2 To the north of the centre, the area around the station has already seen redevelopment for high density mixed use buildings.

16.3.3 The delivered scheme navigates the sensitive issues associated with respecting the high street scale and character, with heights stepping down towards the Brighton Road.

16.3.4 However, in the arguably less sensitive eastern end of the site which now straddles the realigned A23, the opportunity was taken to develop the site adjacent to the station with some taller buildings which are actually quite prominent on this higher ground. The zone centres on the site nearest to the station and pulls away from the more sensitive Brighton Road frontage.

16.3.5 More recently, planning permission was granted for the redevelopment of the former Council car park site at the southern end of the centre on Lion Green Road. Buildings of up to 7 storeys are currently being delivered.

16.3.6 The zone next to Lion Green Road car park has been set back from the street to better mediate the height between the low rise housing on the opposite side of Brighton Road.

16.3.7 The industrial and commercial uses within the Gateway Business Park might also present opportunities for taller forms of development. This location has few constraints being well screened to the north and at a higher level than neighbouring properties but still within walking distance of Coulsdon's two nearby stations.

16.3.8 However, this is valuable employment land and whilst in townscape terms tall buildings in this location may be appropriate if carefully designed, the site falls outside the town centre and is protected for other uses so it is not considered appropriate to show it is potentially appropriate.

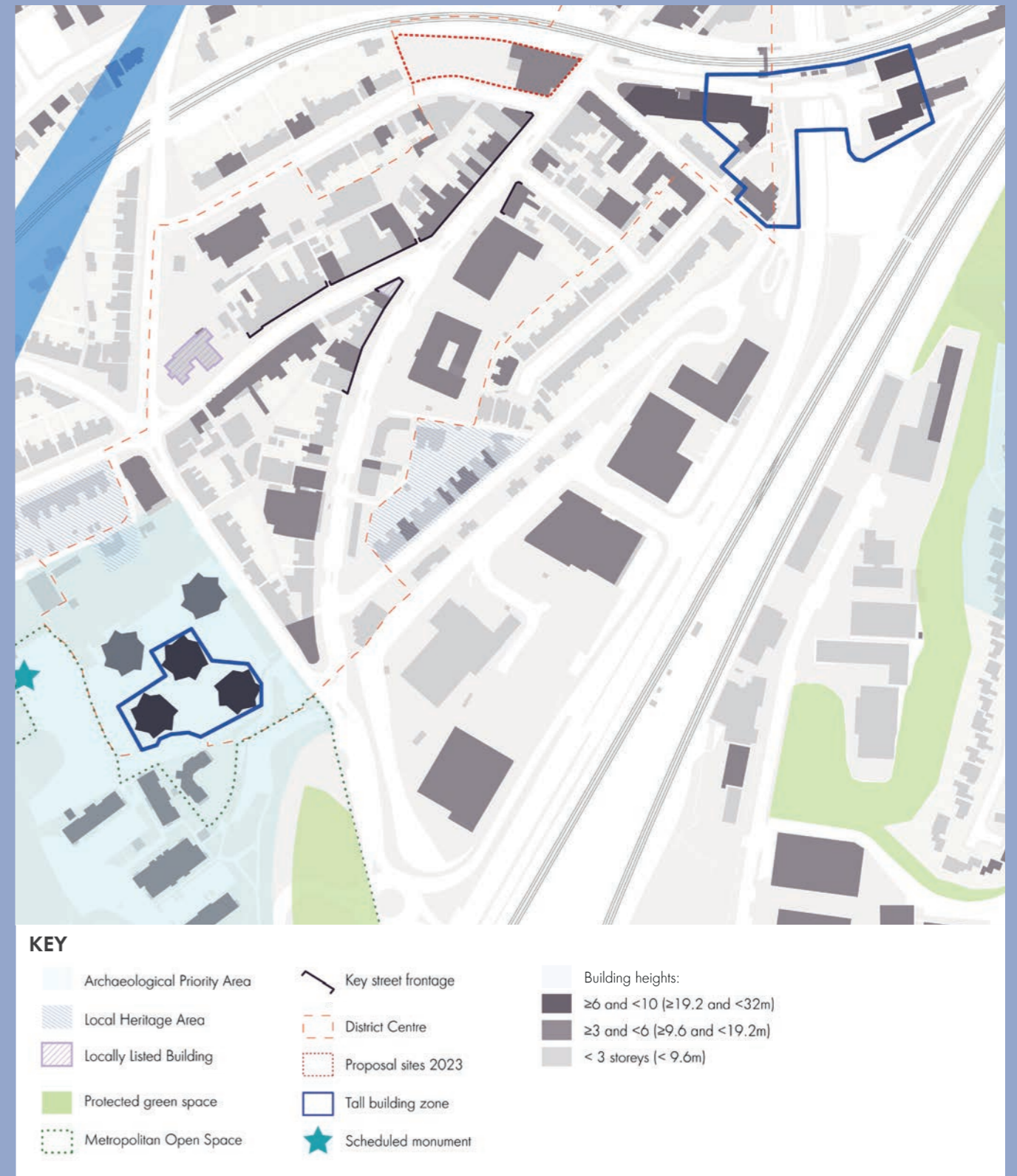


Fig 155 Townscape analysis plan informing tall building boundary

17 NEW ADDINGTON

17.1 Appreciation of context

- 17.1.1 The arrival in 2000 of the Croydon Tramlink connection for New Addington dramatically improved its connections with large retail and service centres.
- 17.1.2 The western side of the central area, along the axis of Central Parade, is characterised by large buildings including some tall residential blocks at either end of this axis.
- 17.1.3 There are few heritage constraints associated with the central area.
- 17.1.4 The central commercial and tightly defined area is found to be relatively suitable for tall buildings whilst there is also some modest level of sensitivity.

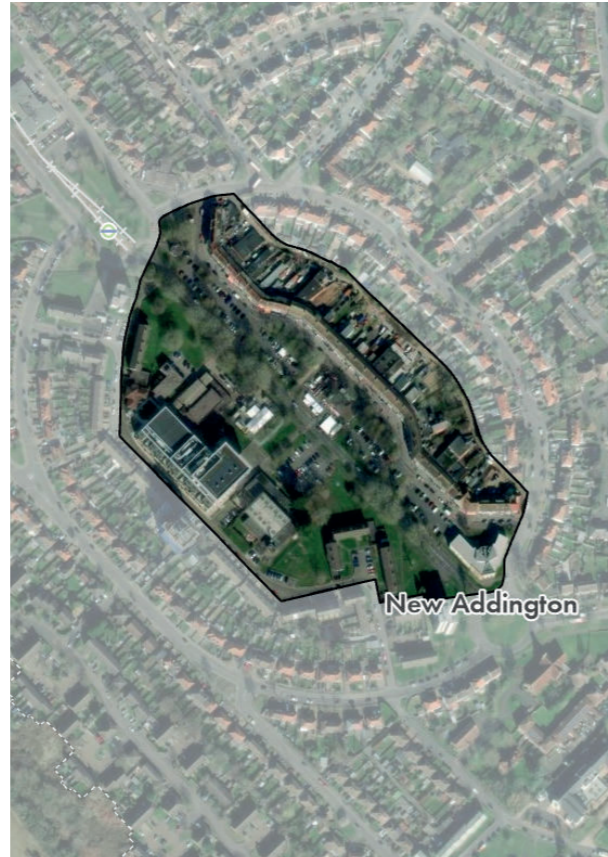


Fig 156 Area of search

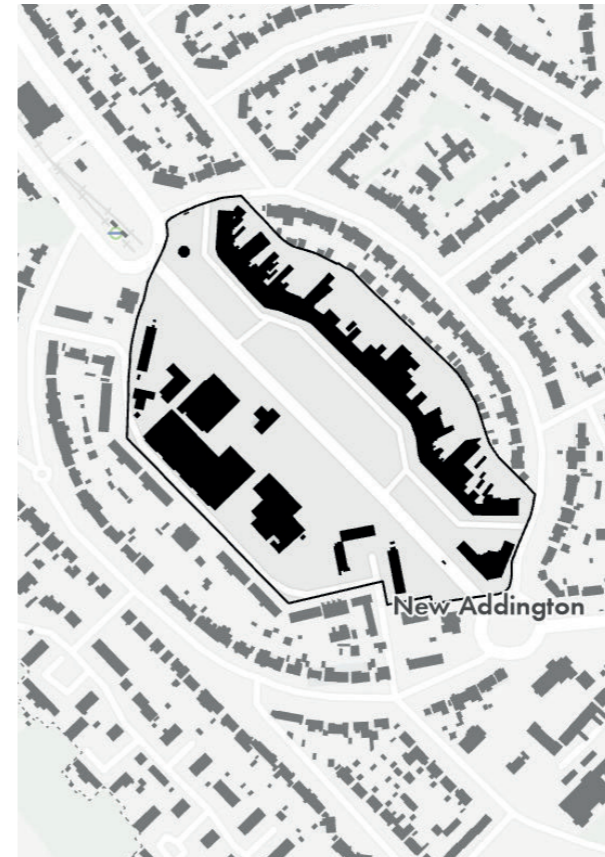


Fig 158 Figure ground, urban grain

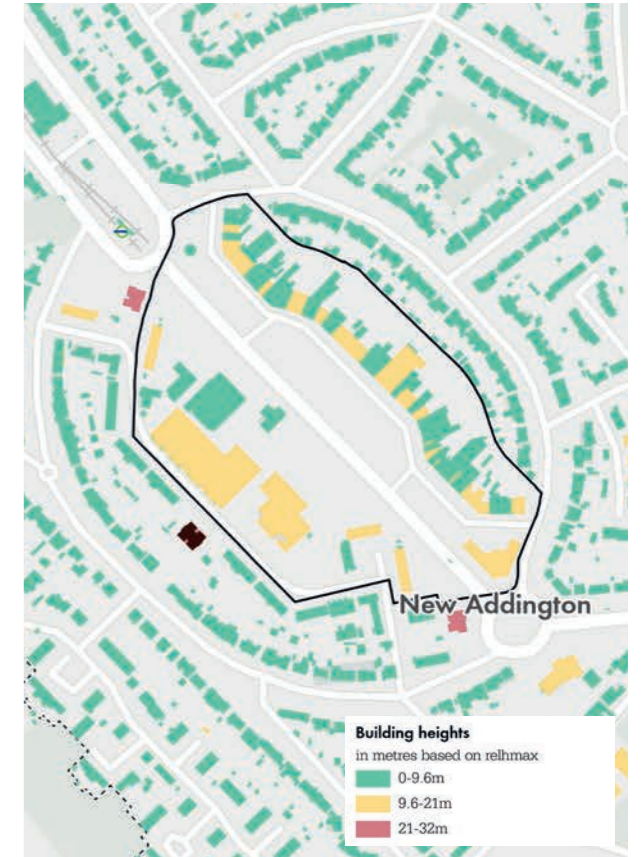


Fig 159 Existing building heights



Fig 157 Heritage assets

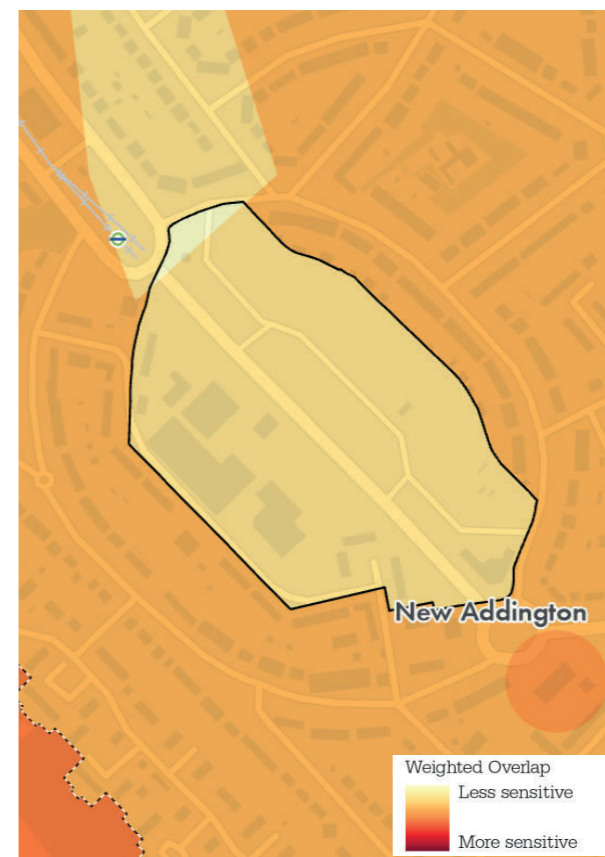


Fig 160 Weighted sensitivity

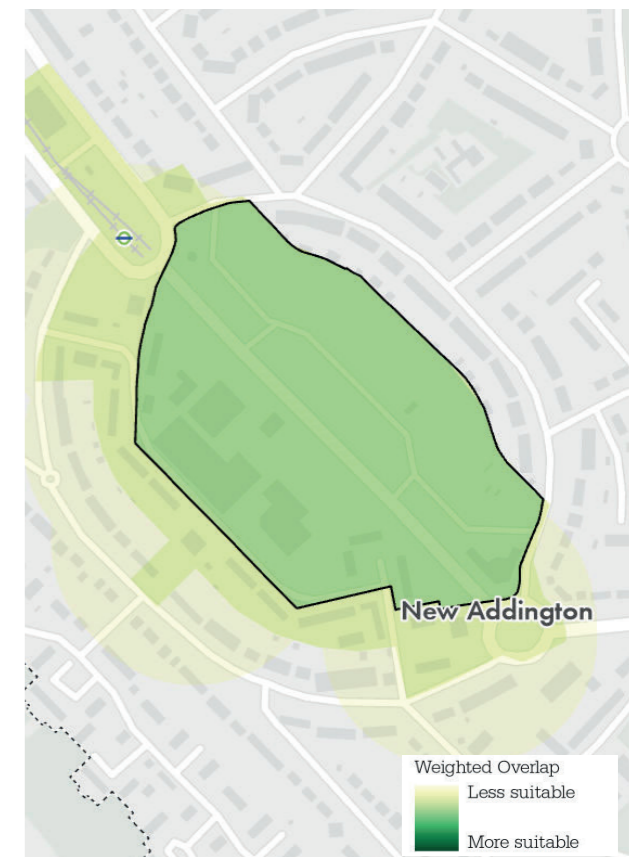


Fig 161 Weighted suitability