

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 19/02093/FUL
 Location: Land and parking adjoining 2 The Lawns to include land to the rear of 142-148 Beauchamp Road, Upper Norwood, London, SE19 3TS
 Ward: Crystal Palace and Upper Norwood
 Description: Erection of 4 no. 3-bed two storey houses, with associated parking (amended description)
 Drawing Nos: 001, 002, 201, 202, 203, 301, 302, 303 and 304
 Applicant: KKB Investments Limited
 Case Officer: James Udall

	2B 4P	3 B 5P	Total
Existing Provision	0	0	0
Proposed Provision	0	4	4

Number of car parking spaces	Number of cycle parking spaces
4	8

1.1 This application is being reported to committee because objections above the threshold in the Committee Consideration Criteria have been received and the ward councillor (Cllr Stephen Mann) made representations in accordance with the Committee Consideration Criteria and requested Committee Consideration.

2.0 RECOMMENDATION

- 2.1 That the Planning Committee resolve to GRANT planning permission.
- 2.2 That the Director of Planning and Strategic Transport has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

- 1. Time limit of 3 years.
- 2. Development to be carried out in accordance with the approved drawings.
- 3. Material samples and details.
- 4. Details of refuse/cycles/boundary treatment/finished floor levels/lighting/green roofs.
- 5. Layout details of car parking.
- 6. Details of hard and soft landscaping (including green roofs).
- 7. 19% reduction in carbon emissions.
- 8. 110 litre restriction on daily water use.

9. Submission and approval of details of visibility splays.
10. Details of the drop kerb to be reinstated.
11. M4(2) adaptable units for inclusive access.
12. Submission and approval of details of a Construction Logistics Plan.
13. No more windows in any upper floor elevation.
14. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport.

Informatives

- 1) Community Infrastructure Levy (CIL).
- 2) Code of practise for Construction Sites.
- 3) Samples of window frames, brick and permeable paving would need to be submitted for Condition 2.
- 4) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport.

3.0 PROPOSAL AND LOCATION DETAILS

3.1 The proposal includes the following:

- Erection of 4 no. 3-bed, two storey houses.
- Provision of 4 off-street car parking spaces (accessed from The Lawns).
- Provision of associated refuse/cycle stores and landscaping.



Image 1: proposed scheme layout

3.2 The scheme follows the refusal of 18/05204/FUL. The main differences are as follows:

- The number of car parking spaces has been increased by two, to provide a total of four car parking spaces.
- The proposed dwellings would be sited approximately a further 1.3m towards the rear of the site compared to the previous scheme.

- The scheme would have a raised planter to the rear of the new dwellings sited along the shared boundaries with the properties in Spa Hill Road.
- The scheme would provide additional planting between the proposed dwellings and the boundary with No.2 The Lawns.
- Modest increase in size to House 1, with reductions in size to Houses 2, 3 and 4.
- The proposed first floor rear windows have been angled to reduce overlooking.
- The scheme has reduced the number of windows at the front of each of the dwellings. This is covered in detail in the residential amenity section below.

Site and Surroundings

3.3 The application site consists of the rear part of the rear garden of No.142 Beauchamp Road and a disused piece of land to the south of The Lawns and to the north of Beauchamp Road, which was formerly used as a small council operated car park. The car park was sold in July 2018 and is now vacant with a hoarding around it; it has been unavailable for parking purposes since it was sold.

3.4 Properties along Beauchamp Road and The Lawns, in close proximity to the site, are single family dwelling-houses, generally two storeys in height and terraced. Some of the properties have off street car parking; these include No.2, No.4, No.8, No.41 and No.43. The majority of the dwellings do not have off street car parking.

Planning History

3.5 18/05204/FUL - erection of 3 no. 3-bed two storey houses and 1 no. 2-bed two storey house, with associated parking. Planning permission refused on the following grounds:

1. *Overdevelopment of this restricted site with an inappropriate form, layout and relationship with neighbouring residential gardens, leading to loss of privacy, detrimental to the residential amenities of immediate neighbours*
2. *Fail to provide sufficient off street parking, resulting in additional on street parking stress detrimental to the residential amenities of neighbours*



Image 2: previous refused scheme layout

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposed development would create good quality residential accommodation that would make a positive contribution to the borough's housing stock and would make a small contribution to the Council achieving its housing targets as set out in the London Plan (2021) and Croydon Local Plan (2018). The proposed development provides much needed family units.
- The proposed development would be of an appropriate mass, scale, form and design that would be in keeping with its context, with the result that the proposed scheme would appear appropriate in context with the built form of the surrounding area.
- The proposed development would not cause unacceptable harm to the amenities of neighbouring residential occupiers.
- The proposed development would not have an adverse impact on the operation of the highway.
- Subject to conditions, the proposed development would not have an adverse impact on surface water flood risk.
- Sustainability aspects and other environmental matters can be controlled by conditions.

5.0 LOCAL REPRESENTATION

5.1 The application was originally publicised on 28th May 2019 by way of 40 letters of notification to neighbouring properties in the vicinity of the application site. A site notice was also displayed. The number of representations received from neighbours, MPs, local groups etc in response to previous notification and publicity of the application were as follows:

No of individual responses: 19 Objecting: 19 Supporting: 0

5.2 Amended drawings were received which were re-consulted upon on 26 October 2020 by way of 40 letters of notification to neighbouring properties in the vicinity of the application site and a site notice being displayed. Following on from the re-consultation the number of representations received from neighbours, MPs, local groups etc in response are as follows:

No of individual responses: 19 Objecting: 19 Supporting: 0

5.3 The following issues were raised in representations. Those that are material to the determination of the application, are addressed in substance in the MATERIAL PLANNING CONSIDERATIONS section of this report:

Summary of objections	Response
<i>Parking Issues</i>	
The scheme would impact on parking for the nearby school	Please see Paragraphs 7.56
Parking/Highways	Please see Paragraphs 7.54 – 7.57
<i>Scale/appearance of development</i>	
Overdevelopment/Density	Please see Paragraphs 7.6 - 7.8

The scheme would be very similar to the previously proposed scheme	The proposed scheme seeks to overcome the previous reasons for refusal. The changes between this scheme and that previously refused are summarised in paragraph 3.2.
Out of character for the area	Please see Paragraphs 7.9 – 7.25
The north of the borough is already densely populated and the proposals will add to that density	Please see Paragraphs 7.6 - 7.8
Gardens would be too small	Please see Paragraphs 7. 15 and 7.50
The number of houses should be reduced	Please see Paragraphs 7.6 - 7.8
Obtrusive by design	Please see Paragraphs 7.9 – 7.25
<i>Neighbour amenity</i>	
Overlooking	Please see Paragraphs 7.28 – 7.48
Loss of light	Please see Paragraphs 7.28 – 7.48
Loss of privacy	Please see Paragraphs 7.28 – 7.48
Noise	Please see Paragraphs 7.47
Detrimental to the amenities of the neighbouring properties	Please see Paragraphs 7.28 – 7.48
Construction works will be disruptive	
Impact on pollution (noise, light, disturbance etc)	Please see Paragraph 7.47
Waste facilities	Bins and refuse would be appear to be acceptable and specific details could be controlled by the imposition of a suitably worded planning condition.
<i>Affordable Housing</i>	
The proposed development will not have any affordable homes to rent or starter homes to buy. The current proposal is to sell the new build at market value - this is not contributing to meeting the strategic objectives of the Homes section of the Croydon Local Plan 2018.	The proposal falls below the threshold (of 10 or more units), above which an element of affordable housing is required. Therefore, in this case, there is no policy requirement for affordable housing.
<i>Safety and Security</i>	
The proposal would include a public access road which would compromise the security of neighbouring houses and encourage crime and anti-social behaviour	Please see Paragraph 7.26

<i>Biodiversity</i>	
The proposal development will adversely impact on the local environment (lack of open and green space for wildlife) and put more strain on the surrounding sewage system	Please see Paragraph 7.58
<i>Non-material issues</i>	
Increasing pressure on local services	The application is subject to the Community Infrastructure Levy, which provides contributions towards local infrastructure.
Impact on local water services	Thames Water are responsible for water supply infrastructure; notwithstanding it is considered that 4 additional properties would not have a significant impact on water services.
Impact on sewers from increase in residents in the area	Thames Water are responsible for sewerage capacity; notwithstanding it is considered that 4 additional properties would not have a significant impact on the sewerage system.
<i>Procedural issues</i>	
Lack of extensive consultation	See 5.1 and 5.2 – the Local Planning Authority has fulfilled its statutory duty for consultation on this application.
Who would be responsible for the walkway?	Walkways within the application site would be the responsibility of the landowner whilst the pavement outside the application site would remain public highway.

5.4 Cllr Mann made the following representations:

- Overdevelopment.
- Fails to address the concerns raised in the previous application.
- If they matched the building line of the neighbouring properties they could get the same number of units in or potentially do that and build a spine building matching the heights of neighbouring buildings without pushing the boundaries as much as they do.

6.0 RELEVANT PLANNING POLICIES AND GUIDANCE

6.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the London Plan 2021, the Croydon Local Plan 2018 and the South London Waste Plan 2012.

6.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), most recently updated in February 2019. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- Promoting sustainable transport;
- Promoting social, recreational and cultural facilities and services the community needs
- Requiring good design.

6.3 The London Plan (adopted March 2021)

- GG2 - Making the best use of land
- GG4 - Delivering the homes that Londoners needs
- D2 - Infrastructure requirements for sustainable densities
- D3 - Optimising site capacity through the design-led approach
- D4 - Delivering good design
- D5 - Inclusive design
- D6 - Housing quality and standards
- D7 - Accessible housing
- D12 - Fire safety
- D14 - Noise
- G5 - Urban greening
- H1 - Increasing housing supply
- H2 - Small sites
- H10 - Housing size mix
- SI 2 - Minimising greenhouse gas emissions
- SI 5 - Water infrastructure
- SI 8 - Waste capacity and net waste self-sufficiency
- SI 12 - Flood risk management
- SI 13 - Sustainable drainage
- T1 - Strategic approach to transport
- T3 - Transport capacity, connectivity and safeguarding
- T4 - Assessing and mitigating transport impacts
- T5 - Cycling
- T6 - Car parking
- T7 - Deliveries, servicing and construction
- T9 - Funding transport infrastructure through planning

6.4 Croydon Local Plan (adopted February 2018)

- SP2 – Homes
- DM1 – Housing choice for sustainable communities
- SP4 – Urban Design and Local Character
- DM10 – Design and character
- DM13 – Refuse and recycling
- SP6 – Environment and Climate Change
- DM23 – Development and construction

- DM24 – Land contamination
- DM25 – Sustainable drainage systems and reducing flood risk
- SP7 – Green Grid
- DM27 – Biodiversity
- DM28 – Trees
- SP8 – Transport and Communications
- DM29 – Promoting sustainable travel and reducing congestion
- DM30 – Car and cycle parking in new development
- DM39 – Crystal and Upper Norwood

6.5 There is relevant additional Planning Guidance as follows:

- Croydon's Suburban Design Guide SPD 2018
- Mayor of London Housing SPG, March 2016
- National Technical Housing Standards, 2015
- National Planning Practice Guidance, 2014

7.0 MATERIAL PLANNING CONSIDERATIONS

7.1 The main planning issues raised by the application that the committee must consider are:

- a) The principle of the development;
- b) Impact of the development on the character and appearance of the area;
- c) Amenities of neighbouring properties;
- d) Amenities of future occupiers;
- e) Traffic and highway safety implications;
- f) Environmental; and
- g) Other matters

The principle of development

7.2 The application is proposing residential development in the suburban area. The site has been previously used for car parking on the front portion whilst the remainder is garden land. The loss of the car parking has been accepted in the previous 18/05204/FUL scheme.

7.3 Policy DM10(e) of the Croydon Local Plan 2018 states that in the case of development in the grounds of an existing building which is retained, a minimum length of 10m and no less than half or 200m² (whichever is the smaller) of the existing garden area is retained for the host property, after the subdivision of the garden. This relates to the rear garden of 142 Beauchamp Road; whilst a 14.85m deep rear garden would be retained for the host, less than half of the existing garden would be retained. Therefore the application scheme would not strictly comply with Policy DM10(e). However, the purpose of this policy is primarily to provide sufficient outlook and amenity to existing dwellings, but also provides additional benefits of maintaining a sense of openness within gardens. As can be seen from image 3 below, the resulting garden (shown in blue) would be the same depth (and actually wider) as the current gardens at 144 to 148 Beauchamp Road. Therefore the use of the rear section of land for residential purposes is acceptable in principle, subject to detailed considerations.



Image 3: existing site layout (application site identified in red and 142 Beauchamp Road in blue)

- 7.4 The Local Plan identifies Crystal Palace and Upper Norwood as an area of sustainable growth with some opportunity for windfall sites and limited infilling; growth will mainly be of infilling with dispersed integration of new homes that respect existing residential character and local distinctiveness. This supports the accepted principle of the site for residential purposes and the site would be an infill site.
- 7.5 Concerns have been raised by neighbouring occupants that the proposal would add increased density to an already over populated part of the borough. Both the London Plan and the NPPF place significant weight on housing delivery and focus on the roles that intensification and small sites in particular will play in resolving the current housing crisis. The Croydon Local Plan 2018 further identifies that a third of housing should come from windfall sites and suburban intensification, in order to protect areas such as Metropolitan Green Belt.
- 7.6 In respect to the density of the scheme representations have raised concern over the intensification of the site and overdevelopment. It is noted that the new London Plan has removed the density matrix that was found in the previous plan and focusses instead on a design led approach, with intensification of the suburbs as a means to achieve housing numbers, requiring the London Borough of Croydon to have 20,790 new dwellings built between 2019/20 and 2028/29. Given that Crystal Palace and Upper Norwood has been identified as an area where additional development can take place, the proposal would accord with the policy aims.

Impact of the development on the character and appearance of the area

- 7.7 The application scheme proposes two storey dwellings with flat roofs. This roof design means that the proposed dwellings would be lower in height than the existing dwellings, which whilst they are also two storey in height, are taller than the proposed dwellings due to their dual pitched roofs.

- 7.8 The Suburban Design Guide advises that dwellings in backland development should be lower in height than the existing dwellings so that they appear subservient to the neighbouring dwellings. Whilst the application site is not strictly a backland development as it has a frontage to The Lawns, it would be sited to the rear of the properties in Spa Hill and Beauchamp Road and would therefore, share some characteristics of a backland site. The proposed development would be lower in height than the existing dwellings which would allow the development to appear subservient to neighbouring properties. The proposed dwellings would be appropriate in terms of height, bulk and mass.
- 7.9 The development employs a well-considered palette of materials and a variety of detailing that exemplifies a 'contemporary reinterpretation' approach with green roofs which is supported. The overall rhythm and generous sizes of the fenestration are complimented by an appropriate and considered choice in framing colour and materials.
- 7.10 The proposed dwellings would have individual doorways all accessed off the new pedestrian path in front of the terrace which would have paving and natural planting. The proposed windows and doors would provide views from the application dwellings onto the path which would provide natural surveillance.
- 7.11 The proposed dwellings have been designed so the first level windows would be directed away from the neighbouring gardens for retention of privacy to the surrounding dwellings.
- 7.12 The proposed dwellings have been designed so that the proposed dwellings form a single unified volume, made up of defined houses that project at various points so that the overall built form of the dwellings are broken up.
- 7.13 The proposed dwellings would be open plan at ground floor level and dual aspect which would improve internal lighting conditions. The layout of the application site provides good sized gardens for the houses which helps soften the appearance of the development.

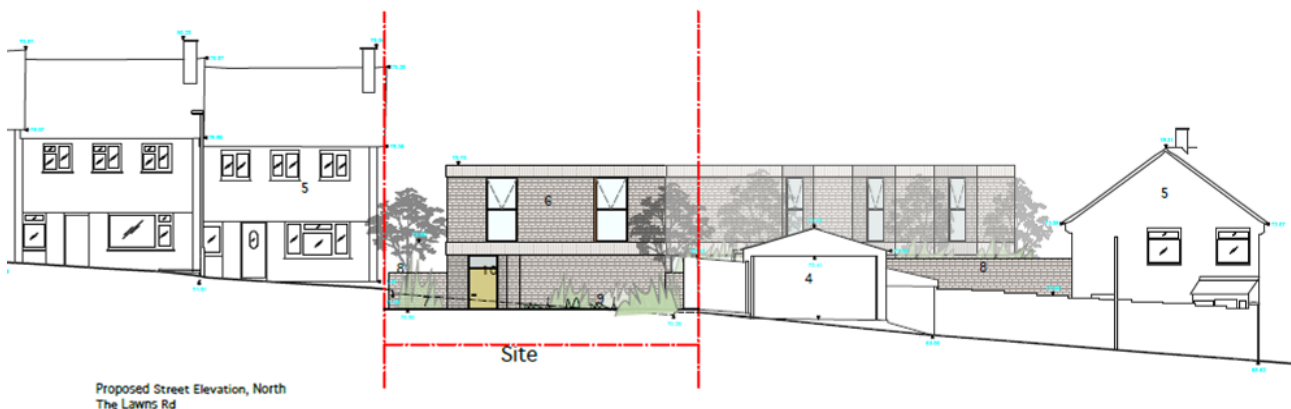


Image 4: proposed site arrangement

- 7.14 The proposed dwellings would be set back between 13m and 13.5m from the road due to the angle of the plot and the angle of the proposed front building. The first building would be set back approximately 1.2m from the front building line of No.2

The Lawns and there would be a separation distance of approximately 3.5m increasing to a distance of 8.6m retained between the proposed front two dwellings and the flank of No.2 The Lawns.

- 7.15 At its closest, the built form of the proposed dwellings would be sited between 18m and 27.5m to the rear of the dwellings in Spa Hill due to the angle of the plot. However, it is noted that the rear building line of the proposed dwellings would be staggered with the building line significantly broken up by rear projections. This staggered approach with increases the separation distance between the proposed dwellings and the neighbouring properties in Spa Hill while reducing the overall built form of the application scheme.
- 7.16 The built form of House 4 would be sited between approximately 14.858m and 15m from the two storey rear projection of the dwelling in Beauchamp Road, due to the angle of the plot and the angle of the boundaries.
- 7.17 The separation distances between the proposed development and the surrounding existing properties is considered to provide sufficient spacing and would not appear cramped. The proposed layout of the development is appropriate and would not appear out of character when viewed from the surrounding area.
- 7.18 The proposed dwellings would be dual aspect which would maximise light penetration. The site entrance and approach from the public highway would be acceptable.
- 7.91 The frontage of the site would be given over to hard-standing to allow for four off street car parking spaces. This responds to the concerns raised in the previously refused application about insufficient parking. The siting of these spaces is considered to be acceptable, with them being proposed as side on to the road. Landscaping is proposed behind the car parking spaces and along part of the frontage and this has the effect of softening the proposed car parking and is acceptable.
- 7.20 The existing car park tarmac surfaced area would be removed and replaced with permeable paving which would allow rainwater to soak into the ground and which would improve drainage in this localised area. Full paving details would controlled by the imposition of a planning condition.



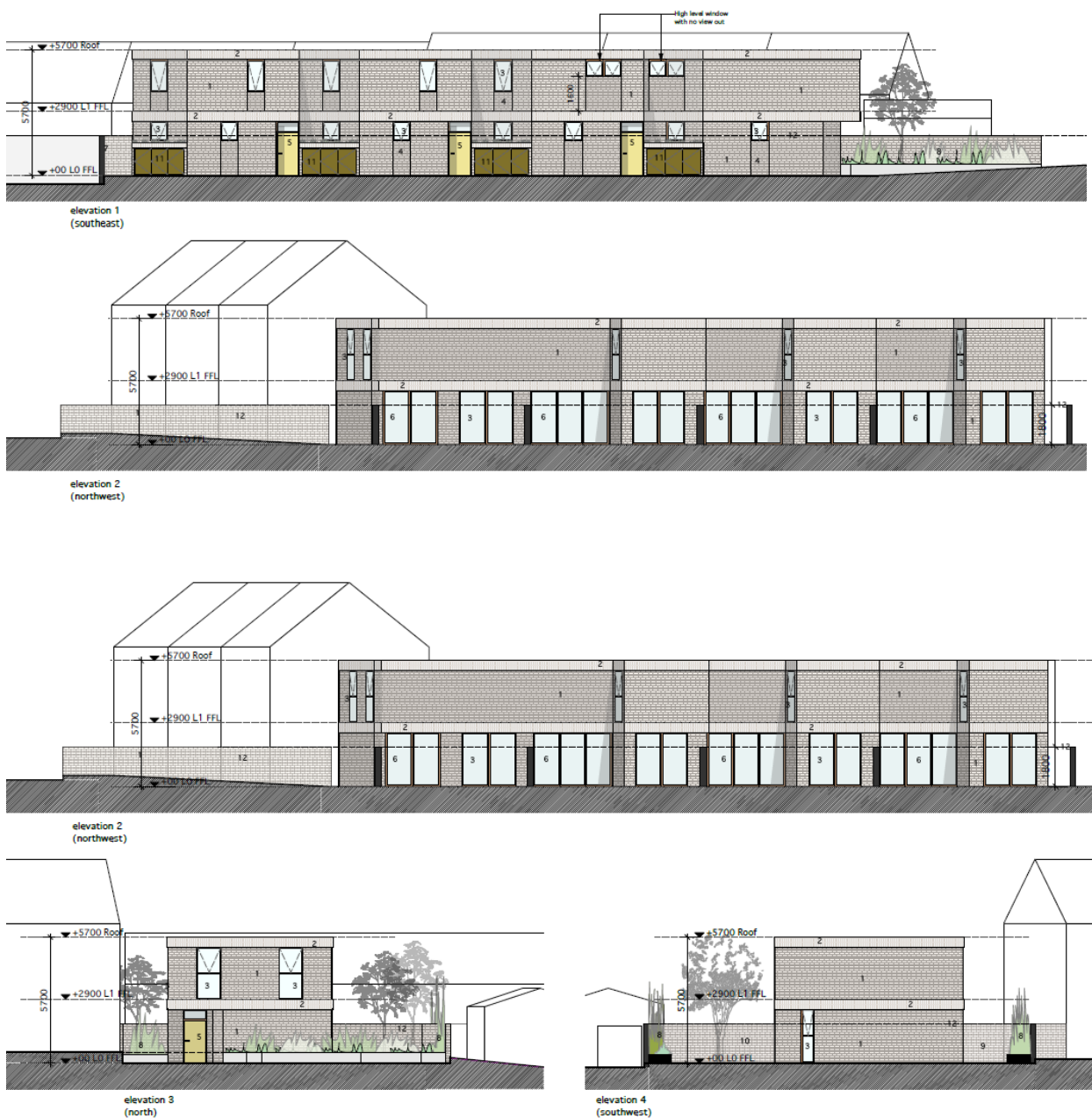


Image 5: key elevations

7.21 Whilst the proposal would introduce a different element of development to the site and an increase in built form, it is considered that the design and layout would not be harmful to the character and appearance of the area. The scheme has been designed to effectively economise the available space and consolidates a vacant site for housing provision. In addition, the house closest to the road turns the corner and addresses the street. The proposal is considered to be acceptable.

7.22 Concerns have also been raised by neighbouring occupiers that the proposed access road would compromise the security of the existing houses. However, it is noted that part of the site was previously used as a car park and would have been publicly accessible. Therefore, the proposed arrangement would be similar, but with better visual surveillance. The scheme would result in dwellings serving the access which would provide natural visual surveillance to the access and therefore improve the security of neighbouring properties. No objection is therefore raised in this instance.

7.23 Whilst the appearance of the development from the street scene is acceptable, specification and samples of external materials would need to be conditioned, alongside details of hard landscape materials including car parking and forecourt paving to ensure that the detailed design is acceptable. Having considered all of the above, against the backdrop of housing need, the proposed development would comply with the objectives of the above policies in terms of respecting local character.

Amenities of neighbouring occupiers

No.2 to No.6 The Lawns

7.24 The proposed pedestrian and emergency access would run along the shared flank boundary with No.2 The Lawns. It is noted that 2 The Lawns does not have any flank windows which would overlook the access and given that the proposed access would only be for 4 houses, with vehicles restricted to the front part of the site, it is considered that the access would have a very limited impact on the amenities of the neighbouring occupants.

7.25 House 1 has been designed with no upper floor windows on the eastern elevation overlooking No.2 The Lawns, relying on windows in the northern elevation overlooking the car parking area. Whilst there would be a modest ground floor window on the elevation facing No.2, due to its design, size, siting and the separation distance retained the proposed window would not harm the privacy of the neighbouring occupants.

7.26 House 2 would have one first floor window which would be angled (as per the recommendation in the SDG) so that it would not overlook the first rear 10m of the garden at No.2 The Lawns. House 2 would have one ground floor window which would face onto the shared boundary with 140 Beauchamp Road. The proposed window would be site approximately 4.2m from the shared boundary with No.140 and approximately 9.7m from No.2 The Lawns. Due to the separation distance retained and the size of the windows the proposed ground floor window would not harm the privacy of both dwellings.

7.27 It is noted that No.4 and No.6 The Lawns are sited further way from the application site. The proposed development would not have any first floor windows which would overlook the rear gardens of No.4 and No.6 with the result that the proposal would not harm the privacy of these neighbouring dwellings.

7.28 At its closest, the built form of the proposed development would be sited between 12.36m and 16.1m from the boundary with No.4 and between 19m and 22m from the shared boundary with No.6. Due to the separation distance retained the proposed development would not harm the daylight of the neighbouring occupants.

7.29 It is also noted that the application scheme would proposed planting at the boundaries which would help protect the privacy of neighbouring occupants and which could be controlled by condition.

7.30 Due to the separation distances retained the siting, design and scale of the proposed development would not harm the amenities or daylight of neighbouring occupants at 2-6 The Lawns.

No. 73 to No.81 Spa Hill

- 7.31 In terms of impacts on the properties in Spa Hill, the ground floor rear window and sliding doors of House 1 would be sited approximately 2.9m from the shared boundary of No.73 increasing to a distance of 4m in places due to the orientation of the building and the change in the boundary. The windows would be sited between 19m and 20m from the built form of No.73 and would face onto planting with the result that the proposed windows would not harm the privacy of the neighbouring occupants. House 1 would have one first floor window. The window would be angled to the north. Due to its location and the angle the proposed window would not harm the privacy of the neighbouring occupants at No.73.
- 7.32 The rear ground floor window and sliding door of House 2 would be sited approximately 4.6m from the shared boundary with No.75 decreasing to a distance of 3.37m due to the angle of the plot and the shape of the boundary. The doors and window would be sited 21.5m from No.75 respectively. The doors and windows would face onto planting and due to this and the separation distance retained the proposed doors and window would not harm the privacy of the neighbouring occupants. House 2 would have one first floor window which would be angled to the north to reduce any potential for overlooking of the neighbouring occupants.
- 7.33 House 3 would have one ground floor rear window and a set of rear sliding doors. The doors would be sited approximately 4.6m from the shared rear boundary with No.77 Spa Hill increasing to a distance of approximately 5.1m from the shared rear boundary due to the angle of the plot. The proposed window would be sited approximately 4.3m from the shared boundary with No.77 increasing to a distance of approximately 4.6m due the angle of the plot. The proposed door and window would face onto planting and would be sited sufficiently form the rear of the properties in Spa Hill that they would not harm the privacy of the neighbouring occupants. House 3 would have one first floor window which would be angled to the north to reduce any potential for overlooking of the neighbouring occupants.
- 7.34 House 4 would have a set of rear sliding doors and one rear window. The doors would be sited approximately 5.8m from the shared boundary with No.79 increasing to a distance of 6.3m due to the angle of the plot. The window would be sited approximately 5.5m from the shared boundary with No. 79 increasing to a distance of 5.9m. The proposed door and window would face onto planting and would be sited sufficiently form the rear of the properties in Spa Hill that they would not harm the privacy of the neighbouring occupants. House 4 would have one first floor window which would be angled to the north to reduce any potential for overlooking of the neighbouring occupants.
- 7.35 Due to the separation distances retained and the layout, siting, design and scale of the proposed development would not harm the amenities or daylight of neighbouring occupants in Spa Hill.

No. 132 to No.153 Beauchamp Road

- 7.36 The southern elevation of the House 4 would be sited approximately 1.2m from the shared boundary with No.146 Beauchamp Road. House 4 would be sited approximately 14.8m from the existing rear projection at No.144 and 15.1m from the rear projection of No.148.

- 7.37 House 4 would have one ground floor flank window which would face onto the shared boundary with No.146. Due to its size, siting, design and the separation distance retained the proposed window would not harm the privacy of the neighbouring occupants.
- 7.38 Houses 3 and 4 would each have two front facing windows which would be sited approximately 3m and 4.3m from the shared boundary with No.140 respectively. The windows would not overlook the first 10m of the rear garden of No.140 and due to this and the separation distance retained the proposed dwellings would not harm the privacy of the neighbouring occupants.
- 7.39 The front windows of Houses 1 and 2 would be sited further away from No.140 Beauchamp Road which would ensure that the proposed development would not cause harm to the privacy of the neighbouring occupants.
- 7.40 In regard to noise and disturbance the proposed development would not result in undue noise, light or air pollution as a result of an increased number of occupants. The use would intensify the vehicular movement at the site, but this would not be significant given the surrounding residential area. Issues of car headlights can be managed through use of robust boundary screening and fencing.
- 7.41 Due to the separation distances retained the siting, design and scale of the proposed development would not harm the daylight of neighbouring occupants in Beauchamp Road.

Amenities of future occupiers

- 7.42 The Nationally Described Space Standards (NDSS) provide minimum technical space standards for new dwellings in terms of the internal amenity space. All of the proposed units meet the minimum required internal space standard.
- 7.43 Concerns have been raised by neighbouring occupants that the proposed gardens are too small. With regard to external amenity space, Policy DM10.4 of the Croydon Local Plan 2018 states that three bedroom houses should have a minimum of between 7sqm and 9sqm of private amenity space. The proposed gardens to the dwellings are well in excess of these minimum requirements and comply with Policy DM10.4m as they vary between 28sqm and 60sqm.
- 7.44 It is noted that the application scheme would have level access to the site from the front allowing the houses to be wheelchair accessible. To comply with the requirements of M4(2) homes, step-free access into the dwelling must be provided. This has been added as a condition.
- 7.45 The applicant has provided details in relation to fire safety, specifically in relation to fire appliance positioning, evacuation assembly point, safety features and access. This matter will be finalised through the Building Regulations regime.

Traffic and Highway Safety Implications

- 7.46 The Public Transport Accessibility Level (PTAL) rating is 2 which means that the site has poor access to public transport. The scheme seeks to provide 4 off street car parking bays. The London Plan (2021) states that within areas of a PTAL rating 2 in

Outer London, three bedroom or larger homes should have a maximum parking provision of up to 1 space.

7.47 The proposed scheme would comply with the guidance set out in the adopted London Plan. It is also noted that part of the existing wide dropped curb could be narrowed to just the width of the proposed access, which would provide an additional on-street parking space in The Lawns – this can be secured by the imposition of a planning condition.

7.48 It is noted that occupants of Beauchamp Road have stated that parents of pupils at the nearby school (which is assumed to be David Livingstone Primary school), park in the surrounding roads to drop off children which causes parking stress. However, the proposed dwellings would have their own parking and the entrance of the application site is sited in excess of 290m from the nearest school. The proposal would therefore be unlikely to worsen the existing issues with school parking.

7.49 Cycle storage facilities would comply with London Plan requirements (requiring 8 spaces), and officers are satisfied that there is capacity to accommodate the required number, details of which could be secured through the imposition of a planning condition. The provision of refuse storage has been shown on the plans and the location and size has been found acceptable.

7.50 Representations have raised concern that construction works will be disruptive. A Demolition/Construction Logistic Plan (including a Construction Management Plan) will need to be submitted for approval prior to the commencement of work and this can be secured through a condition.

Environmental

7.51 Conditions can be attached to ensure that a 19% reduction in CO2 emissions over 2013 Building Regulations is achieved and mains water consumption would meet a target of 110 litres or less per head per day.

7.52 Concerns have been raised by neighbouring occupants that the proposal would affect the local environment. It is noted that the application site is not in a protected area and consists of a car park and a rear garden which would have limited environmental potential. Notwithstanding this, the scheme would have a green roof and grassed areas which would help biodiversity and water flows in the area. A landscaping scheme to encourage biodiversity can also be required by planning condition. On balance it is considered that the proposal would not be so harmful to the environment as to warrant recommending that planning permission be refused.

Other Matters

7.60 The site is not located in any designated flood area. The existing car parking area of the site, which has a hard surface, would be broken up and the replacement with permeable paving and green roofs to the houses is acceptable. Full details can be secured through a condition.

7.61 Representations have raised concerns that local schools and other services will be unable to cope with additional families moving into the area. The development will be liable for a charge under the Community Infrastructure Levy (CIL). This payment will

contribute to delivering infrastructure to support the development of the area, such as local schools.

Conclusion

- 7.62 The principle of development is considered acceptable. The design of the scheme is of an acceptable standard and subject to the provision of suitable conditions as set out in paragraph 2.2, the scheme is acceptable in relation to residential amenity, transport, sustainability and environmental matters. Thus the proposal is considered in general accordance with the relevant policies.
- 7.63 All other relevant policies and considerations, including equalities, have been taken into account.