

PART 6: Planning Applications for Decision

Item 6.4

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 20/02305/FUL
 Location: Crown Point, Beulah Hill
 Ward: Crystal Palace and Upper Norwood
 Description: Erection of part four/part five storey building comprising 7 flats, and erection of four storey building comprising 2 townhouses, provision of associated off-street parking spaces, cycle storage, and refuse storage.
 Drawing Nos: PL-100 Rev 3 ; PL-101 Rev 3; PL-102 Rev 2 ; PL-103 Rev 2 ; PL-104 Rev 1 ; PL-050 Rev 2 ; PL-099 Rev 3 ; PL-401 ; PL-301 ; PL-302 ; PL-201 ; PL-202 ; PL-001 ; PL-303 ; 547-201.
 Applicant: AP Assets Ltd
 Case Officer: D Gibson

Proposed Residential Accommodation

7 Flats and 2 Houses

	1 bed (Flats)	2 bed (Flats)	4 bed (Houses)	Total
Proposed	2 x 1 Bed/2Person	5 x 2 Bed (4 x 2 Bed/3Person) 1x2 Bed/4Person	2 x 4 Bed with internal garages	9

Car Parking, and Cycle Storage Provision

	Total Number of car parking spaces	Number of Disabled Spaces	Number of cycle parking spaces
Residential	3 car spaces (1 at surface and 2 in 4 Bed Houses.	1	22

1.1 This application is being reported to Planning Committee because objections above the threshold in the Committee Consideration Criteria have been received and a local ward councillor, Stephen Mann, has objected and referred it to Committee.

2.0 RECOMMENDATION

2.1 That the Planning Committee resolve to **GRANT** planning permission subject to a S106 legal agreement to secure a sustainable transport contribution of £3,737.50 towards car club provision. Also, to restrict residential parking permits in the event of future controlled parking zone.

2.2 That the Director of Planning and Strategic Transport is delegated authority to issue a Grant of planning permission subject to the following conditions, legal agreement, and informatives :-

1. Development to be implemented within three years.
2. In accordance with the approved plans.
3. External Facing Materials to be submitted for approval.
4. Submission of details of soft and hard landscaping (including details to comply with Mayor's Vision 2020), including new/replacement semi-mature tree planting and biodiversity enhancements, and boundary treatments (including details of children's playspace) for approval.
5. Following details to be submitted to Council for approval and provided, where appropriate, prior to first occupation of dwellings : refuse storage enclosure appearance, cycle storage enclosure appearance, provision for larger cycle storage, privacy screens to balconies, security lighting, visibility splays/egress to vehicle access, finished floor levels, sound insulation to glazing, electric vehicle charging point.
6. Submission of a scheme of tree protective fencing and permanent ground protection to be installed before any works commence.
7. Adherence to estate management plan.
8. Development to meet Carbon Dioxide 19% reduction beyond 2013 Building Regulations.
9. Development to meet 110 litre per person/day water use target.
10. Submission of SUDs details to Council for approval.
11. Restriction of windows in northern flank elevations of both blocks.
12. Windows in western rear elevation of block of flats to be obscure-glazed.
13. Submission of Construction Logistics Plan to Council for approval.
14. Submission of Delivery and Servicing Plan to Council for approval.
15. Contaminated land - Submission of Environmental Historical Site Review to Council for approval.
16. Units to meet M4(2) and M4(3) accessibility standards as appropriate.
17. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport.

3.0 PROPOSAL AND LOCATION DETAILS

3.1 The proposal is an application for full planning permission:

3.2 The proposal includes the following:

- Provision of 7 flats in a part 4/part 5 storey block (east block) – lower ground, ground, first, second, and third floors).
- Provision 2 townhouses in a 4 storey building(west block – lower ground, ground, first, and second floors).
- Provision of 3 residential car parking spaces (including 1 disabled space). This would be 1 surface space and 2 spaces in the townhouse garages.
- Provision of associated cycle storage (22 spaces) and refuse storage.
- Provision of communal external amenity space and children's play space.

- 3.3 Amended plans were submitted during the course of the application to reduce the amount of car parking (from 6 spaces to 3 spaces) and to increase the number of trees proposed in the landscaping scheme.

Site and Surroundings

- 3.4 The site has an area of 1400 square metres and is on land behind Crown Parade/Crown Apartments, which is a four storey chevron shaped terrace facing onto Beulah Hill to the west and Crown Dale to the north. A central raised island with shrubs on it. Trees that were previously on the island have been removed. There is also a concrete air-raid shelter on the island. There is a vehicle access around the central island. There are 13 garages on the southern side of the site. There is informal hardstanding parking for 7 cars. There is an electricity sub-station to the southern perimeter of the site. The land has a significant downward slope from west to east (front to back). The site access is located adjacent to the southern flank of the Crown Parade/Crown Apartments building and has electronic black steel gates which open inwards.
- 3.5 Crown Parade is set at ground level and has 16 shop units which have rear exits onto the application site. Crown Apartments is formed of 42 flats (above Crown Parade) which have rear half-walled landings leading to half-walled fire-escapes.
- 3.6 The area is known as Crown Point and the site is close to an intersection where Beulah Hill, Crown Dale, Crown Lane, and Knight's Hill meet at a crossroads. Crown Parade is designated as a Shopping Parade. There is also a smaller shopping parade directly opposite Crown Parade and there are other shops near the intersection at Crown Lane and on both sides of Knights Hill. At 409-411 Beulah Hill there is a major mixed use site (Lidl supermarket) recently constructed in connection with planning permission 16/03817/P.
- 3.7 The area is predominantly residential in character and the housing to the east, south-east, and south of the site is generally from the inter-war and post-war period of the twentieth century. However, there is a pocket of housing on the western side of Preston Road, to the south of the site, that date from the Victorian period and which are within a Local Area of Special Character as designated in the Croydon Plan. In recent years several low to mid-rise flats have been constructed in the area. This includes a four storey block of nine flats at 316 Beulah Hill and a five storey block of flats at 405 Beulah Hill. The former is directly adjacent to the south-west corner of the site and the latter is on the opposite side of the carriageway. To the north east of the site 2 Crown Dale (Regents Court) accommodates fourteen flats. The site is bounded to the south by the rear gardens of houses on Grecian Crescent.
- 3.8 The Croydon Local Plan 2018 Place Policy is DM39 – Crystal Palace and Upper Norwood. Knight's Hill, and the northern sides of Crown Dale and Crown Lane are within the boundary of the London Borough of Lambeth.
- 3.9 The site has Transport for London Ptal Rating of 3 (Moderate access to public transport). This part of Beulah Hill is part of the Strategic Road Network

(controlled by Transport for London). There are several bus routes close to the site. The nearest railway station is West Norwood - approximately 1km to the north.

- 3.10 The site is within an area of low flood risk from fluvial flooding and surface water flooding.

Relevant Planning History

- 3.11 20/00571/Pre – A pre-application for the re-development of the site was submitted in February 2020.
- 3.12 19/02436/FUL - Erection of part three/part four storey building comprising 4 two bedroom and 2 one bedroom flats, erection of three storey building comprising 2 two bedroom maisonettes, provision of additional parking spaces.
Granted Planning Permission 1 August 2019 – not implemented.
- 3.13 18/02261/DISC - Discharge of Conditions 3 (Estate management plan) and partial discharge of condition 6 (Contaminated land report) of Planning Permission 15/05054/P.
Discharged (Approved) 19 October 2018.
- 3.14 15/05054/P - Alterations ; Erection of part three/part four storey building comprising 4 two bedroom and 2 one bedroom flats ; erection of three storey building comprising 2 two bedroom maisonettes ; provision of additional parking spaces.
Granted Planning Permission 8 July 2016 – not implemented.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of a residential development is acceptable given the national and local need for housing and the residential status of the land. There is also an extant planning permission for 8 dwellings in two separate blocks on the site.
- The proposal includes a significant number of family units.
- The design and appearance of the development is appropriate. Whilst acknowledged that the mass of built form is greater than the existing extant planning permission of site, the massing and height of the development would be in context with the extant planning permission and recent transitions in the surrounding built environment.
- The living conditions of adjacent occupiers would be protected from undue harm subject to conditions.
- The living standards of future occupiers are satisfactory (in terms of overall residential quality) and would comply with the Nationally Described Space Standard (NDSS).
- The level of parking and impact upon highway safety and efficiency would be acceptable and be further controlled through restricting residential parking permits in the event of a future controlled parking zone and financial contribution towards car club provision.
- Sustainability aspects have been properly assessed and their delivery can be controlled through planning conditions.

5.0 CONSULTATION RESPONSE

5.1 The views of the Planning Service are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.

Transport for London (TfL) (Statutory Consultee)

Summary of comments

- Number of proposed parking spaces (6) should be reduced. (Officer Comment : Amended plans received reduced the number of parking spaces to 3).
- A minimum of 20% of spaces should be provided with active electric charging points, with the remainder provided with passive provision. (Officer Comment: This would be secured by condition)
- If a CPZ is implemented the future residents of the site should be exempt from obtaining a permit. A contribution could be sought from the applicant to contribute toward the implementation of a CPZ in the area. (Officer Comment: The restriction of parking permits and a financial contribution (this would equate to £3,737.50) towards car club provision to promote sustainable transport. (Officer Comment : The applicant has agreed this subject to a S106 agreement).
- Measures should be put into place for the shared vehicle/pedestrian entrance to ensure the Mayor's Vision Zero Approach and Healthy Streets guidance is adhered to. It should include a clear change in materials or other method to provide segregation and emphasis pedestrian and cycle priority should be included within the design. (Officer Comment : This matter could be secured by condition).
- The amount of cycle provision (20 spaces) and storage provision is acceptable. (Officer Comment: The provision of cycle spaces is actually 22).
- The applicant should provide a proportion of cycle parking on wider spacings, to accommodate larger or adapted cycles (Officer Comment : This matter can be secured by condition).
- The cycle parking appears to be in an area of the development that is not overlooked, the applicant should consider locating the cycle parking in area that is more central to the site, and partial to passive surveillance. (Officer Comment : The cycle storage would be overlooked by the future occupiers of the new development and occupiers of Crown Apartments)
- A construction logistics plan (CLP) and a delivery and service plan (DSP), should be secured by condition. (Officer Comment : These will be secured by condition).

6.0 LOCAL REPRESENTATION

6.1 The following Councillor has made representation:

Councillor Stephen Mann (Ward Councillor). Objecting and referred application to committee on the following grounds:

- Overdevelopment
- 6.2 The application has been publicised by way of 125 letters of notification to neighbouring properties in the vicinity of the application site. A site notice was also erected in the vicinity of the site.
- 6.3 The number of representations received from neighbours in response to notification and publicity of the application are as follows:
- No of individual responses: 192 Objecting: 119 (includes one duplicate)
Supporting: 70
- 6.4 The following issues were raised in representations. Those objections that are material to the determination of the application, are addressed in substance in the MATERIAL PLANNING CONSIDERATIONS section of this report:

Summary of Objection Comments

Objection	Officer Comment
Townscape	
1. Overdevelopment/Density 2. Cumulative development 3. Out of character	See paragraphs 8.8 to 8.14 below.
Amenity of Adjacent Residents	
4. Loss of outlook 5. Loss of privacy 6. Loss of light 7. Increased noise 8. Increased vermin 9. No pre-consultation done	See paragraphs 8.18 to 8.21 below.
Amenity of Future Occupiers	
10. Poor layouts 11. Inadequate amenity space 12. No affordable housing 13. Noise from commercial units	See paragraphs 8.15 to 8.17 below.
Transport and Highways	
14. Increased traffic 15. Increased parking 16. Highway Safety 17. Fire Safety	See paragraphs 8.22 to 8.28 below.
Trees	
18. Loss of trees	See paragraphs 8.34 to 8.36 below.

19. Loss of habitat	
Other Matters	
20. Refuse storage	See paragraphs 8.29 to 8.31 below.
21. Loss of air-raid shelter	See paragraph 8.12 below.
22. Effect on drainage	See paragraph 8.32 below.
23. Effect on security	See paragraph 8.21 below.
24. No energy strategy	See paragraph 8.33 below.
25. Increased service charges	Not material to planning.

Summary of Supporting Comments

1. Will provide much needed housing / family housing.
2. Close to amenities and public transport.
3. Will regenerate site/surroundings.

7.0 RELEVANT PLANNING POLICIES AND GUIDANCE

7.1 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 Consolidated London Plan 2016, the Croydon Local Plan 2018 and the South London Waste Plan 2012.

Emerging New London Plan

7.2 Whilst the emerging New London Plan is a material consideration, the weight afforded is down to the decision maker linked to the stage a plan has reached in its development. The Plan appears to be close to adoption. The Mayor's Intend to Publish version of the New London Plan has been responded to by the Secretary of State. Therefore, the New London Plan's weight has increased following on from the publication of the Panel Report and the London Mayor's publication of the Intend to Publish New London Plan. The Planning Inspectors' Panel Report accepted the need for London to deliver 66,000 new homes per annum (significantly higher than existing adopted targets), but questioned the London Plan's ability to deliver the level of housing predicted on "small sites" with insufficient evidence having been presented to the Examination to give confidence that the targets were realistic and/or achievable. This conclusion resulted in the Panel Report recommending a reduction in London's and Croydon's "small sites" target.

7.3 The Mayor in his Intend to Publish New London Plan has accepted the reduced Croydon's overall 10 year net housing figures from 29,490 to 20,790 homes, with the "small sites" reduced from 15,110 to 6,470 homes. Crucially, the lower windfall housing target for Croydon (641 homes a year) is not dissimilar to but slightly larger the current adopted 2018 Croydon Local Plan target of 592 homes on windfall sites each year.

- 7.4 It is important to note that in the Intend to Publish New London Plan, that the overall housing target in the New London Plan would be 2,079 new homes per annum (2019 – 2029) compared with 1,645 in the Croydon Local Plan 2018. Therefore, even with the possible reduction in the overall New London Plan housing targets, assuming it is adopted, Croydon will be required to deliver more new homes than our current Croydon Local Plan 2018 and current London Plan (incorporating alterations 2016) targets.
- 7.5 For clarity, the Croydon Local Plan 2018, current London Plan (incorporating alterations 2016) and South London Waste Plan 2012 remain the primary consideration when determining planning applications.
- 7.6 Policy 3.3 of the London Plan 2016 recognises the pressing need for more homes in London and Policy 3.8 states that Londoners should have a genuine choice of homes which meet their requirements for different sizes and types of dwellings in the highest quality environments. The impact of the draft London Plan is set out in paragraph 7.2 to 7.4 above.
- 7.7 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued 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:
- Achieving sustainable development;
 - Making effective use of land;
 - Delivering a sufficient supply of homes;
 - Promoting healthy and safe communities;
 - Promoting sustainable transport.
- 7.8 The main policy considerations raised by the application that the Committee are required to consider are:
- 7.9 Consolidated London Plan 2016
- 3.1 Ensuring equal life chances for all
 - 3.3 Increasing housing supply
 - 3.4 Optimising housing potential
 - 3.5 Quality and design of housing developments
 - 3.6 Childrens/young peoples play & informal recreation areas
 - 3.8 Housing choice
 - 3.9 Mixed and balanced communities
 - 5.1 Climate change mitigation
 - 5.2 Minimising carbon dioxide emissions
 - 5.3 Sustainable design and construction
 - 5.12 Flood risk management
 - 5.13 Sustainable drainage
 - 5.16 Waste net self sufficiency
 - 6.3 Assessing effects of development on transport capacity

- 6.9 Cycling
 - 6.13 Parking
 - 7.2 An inclusive environment
 - 7.3 Designing out crime
 - 7.4 Local character
 - 7.6 Architecture
 - 7.14 Improving air quality
 - 7.19 Biodiversity and access to nature
 - 7.21 Woodlands and trees
- 7.10 Croydon Local Plan 2018
- SP1 The Places of Croydon
 - DM39 Crystal Palace and Upper Norwood
 - 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
 - SP6.3 Sustainable design and construction
 - DM23 Development and construction
 - DM25 Sustainable drainage systems and reducing floor risk
 - DM27 Biodiversity
 - DM28 Trees
 - SP8 Transport and communications
 - DM29 Promoting sustainable travel and reducing congestion
 - DM30 Car and cycle parking in new development
- 7.11 There is relevant Supplementary Planning Guidance as follows:
- London Housing SPG March 2016
 - Croydon Suburban Design Guide Supplementary Planning Document April 2019

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The main planning issues raised by the application that the Planning Committee are required are as follows:

1. Principle of development
2. Housing and housing mix
3. Townscape and visual impact
4. Housing quality for future occupiers
5. Residential amenity for neighbours
6. Parking and highway safety
7. Refuse storage
8. Flood risk
9. Sustainability
10. Trees, landscaping and biodiversity

11. Other planning matters

Principle of Development

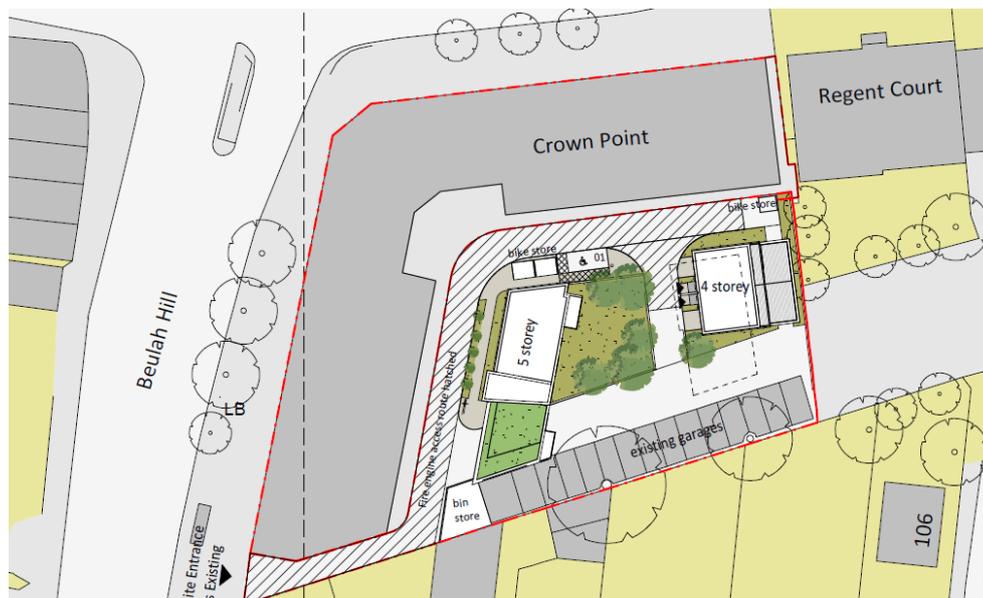
- 8.2 In this instance the principle of developing the site for new residential development has been established by the previous planning permissions for the site 15/05054/P and 19/02346/FUL which both made provision for 8 new dwellings on the site.
- 8.3 The planning permission 19/02436/FUL was granted 1st August 2019 for the erection of part three/part four storey building (east block) comprising 6 flats (4 x two bedroom and 2 x one bedroom flats), and the erection of a three storey building (west block) comprising 2 x two bedroom maisonettes, provision of additional parking spaces.
- 8.4 The current proposal seeks to add an additional third floor 2 bedroom/4person flat to the scheme by increasing the height of the proposed east block of flats by one storey, and to increase the height of the west block by one storey to provide two four bedroom townhouses with integrated garages (instead of two maisonettes). Effectively, the east block of flats would have 7 flats and one additional half width storey to facilitate its provision, and the west block would have one additional full storey to create larger living accommodation (i.e. 2 x 4 bedroom houses instead of 2 x 2 bedroom maisonettes).
- **New Housing**
- 8.5 This application must be considered against a backdrop of significant housing need, not only across Croydon, but also across London and the south-east. All London Boroughs are required by the London Plan to deliver a number of residential units within a specified plan period. In the case of the London Borough of Croydon, there is a requirement to deliver a minimum of 32,890 new homes between 2016 and 2036 (Croydon's actual need identified by the Croydon Strategic Housing Market Assessment would be an additional 44,149 new homes by 2036, but as there is limited developable land available for residential development in the built up area, it is only possible to plan for 32,890 homes). This requirement is set out in policy SP2.2 of the Croydon Local Plan (CLP) (2018), which separates this target into three relatively equal sub targets with 10,760 new homes to be delivered within the Croydon Opportunity Area, 6,970 new homes as identified by specific site allocations for areas located beyond the Croydon Opportunity Area boundary and 10,060 homes delivered across the Borough on windfall sites. The draft London Plan, which is moving towards adoption (although in the process of being amended) proposes increased targets which need to be planned for across the Borough. In order to provide a choice of housing for people in socially-balanced and inclusive communities in Croydon, the Council will apply a presumption in favour of sustainable development of new homes.
- 8.6 This presumption includes Crystal Palace and Upper Norwood, which is identified in the 'Places of Croydon' section of the CLP (2018) as being an area for '*Sustainable growth...including some opportunity for windfall sites, and limited infilling with dispersed integration of new homes that respect existing*

residential character and local distinctiveness'. The Croydon Suburban Design Guide (2019) sets out how suburban re-development can be achieved to high quality outcomes and thinking creatively about how housing can be provided on windfall sites. As is demonstrated above, the challenging targets will not be met without important windfall sites coming forward, in addition to the large developments within Central Croydon and on allocated sites.

- 8.7 The application is for a residential development providing new and additional homes within the borough, which the Council is seeking to provide. The site is located within an existing residential area and as such providing that the proposal accords with all other relevant material planning considerations, the principle of development is supported.

Housing and Housing Mix

- 8.8 Policy SP2.7 seeks to ensure that a choice of homes is available to address the borough's need for homes of different sizes and that this will be achieved by setting a strategic target for 30% of all new homes up to 2036 to have three or more bedrooms.
- 8.9 The development proposes a unit mix comprising of 1 x 1 bedroom (11%), 5 x 2 bedroom/3 person (56%), 1 x 2 bedroom/4 person (11%) and 2 x 4 bedroom/6 person (22%). The proposal would make provision for over 30% of the accommodation to be family accommodation based on the inclusion of a 2 bedroom/4 person unit within the scheme and of two 4 bedroom/6 person townhouses. On that basis the proposed amount of family units would be acceptable. The varied accommodation would also provide a good housing mix, providing flats for larger families, smaller families, couples, and singletons.



Townscape and Visual Impact

- 8.10 Policy promotes new housing development which achieves a minimum height of 3 storeys, but only on the basis that it respects the character with regard to the pattern, layout and siting; scale, height, massing, and density of its

surroundings. It must also reference the appearance, existing materials and built and natural features of the surroundings.

- 8.11 The scheme would have a density of 171 habitable rooms per hectare (Number of habitable rooms = 24 divided by site area 1400 square metres x 10,000). This is just above the range of 150-170 habitable per hectare set out in the 2016 London Plan for Ptal 3 sites in a suburban location. Notwithstanding that, emerging London Plan policy does not set out specific density ranges for new residential development. Instead, it advises that it is particularly important to scrutinise the qualitative aspects of the proposed built form, massing, site layout, external spaces, internal design and ongoing management of a proposed residential development through a design-led process.
- 8.12 The proposed development would have a courtyard arrangement with one building set to the west and the other to the east. They would face one another across a landscaped communal garden terrace area. This would result in an intimate layout. The building to the west would have four and part five storeys comprising lower ground, ground, first and second floors. It would have 5 two bedroom flats and 2 one bedroom flats. The building to the east would have four storeys comprising lower ground, ground, first and second floors. It would have 2 townhouses arranged with the accommodation laid out over three floors (ground, first, second) and with integral garages on the lower ground floor. The removal of an air-raid shelter to facilitate the proposal has been agreed as acceptable in the previous extant planning permission.
- 8.13 The appearance of the proposed buildings would be contemporary and its height would decrease with the fall of the land to blend in with the buildings' surroundings and reduce the development's overall impact on surrounding buildings in the area. They would have a simple form based on straight lines and right-angles. The material palette would also be simple. It would be finished predominantly in two contrasting bricks with some areas of stone granite style cladding. Interest in the appearance of the elevations would be created through subtle setbacks and protrusions in the buildings would assist in defining shadow and form. Its windows would be arranged and formed in a rationale yet interesting manner and their deep reveals would also assist in creating shadow and form in the elevations. The overall appearance of the buildings would be well articulated.



- 8.14 Following the sloping gradient of the land allows the height of the buildings to graduate down with the slope of the land. The layouts of the accommodation would have double-aspects. Good outside amenity areas are proposed and include a communal landscaped courtyard between the two blocks and private roof gardens and balconies for the new flats. The access to the development would be provided by the existing vehicular access to the side/rear of Crown Point Parade. The existing service road and access to the rear of the individual shop units in the parade would be retained. Off-street parking would be provided for some of the flats at surface level and within integrated garages for the townhouses. At ground level a communal garden would provide a route between the existing flats in Crown Parade and the existing garages on the perimeter of the site.



Housing Quality for Future Occupiers

- 8.15 All of the proposed new units would comply with or exceed the internal dimensions required by the Nationally Described Space Standards (NDSS). All would have private external amenity spaces in the form of a private garden area (ground floor flats) or balconies (first and second floor flats), private gardens for the houses, to meet minimum space standards. There would be provision made for communal amenity spaces to be provided at ground level in a communal garden and it would be able to incorporate an acceptable amount of children's play space. Also, Norwood Grove (accessed from Ryecroft Road) and the top of Streatham Common are also less than a 10 minute walk away and so would also be an outdoor resource close at hand for future occupiers and those with children.
- 8.16 The internal layout and arrangement of the proposed dwellings would make the best use of available floor space and have pleasant outlooks from the main habitable rooms. Officers are satisfied that the internal spaces would be able to accommodate acceptable in-built storage for future occupants. All of the dwellings would have private garden or balcony spaces to meet minimum amenity standards, as well as access to the communal garden area. A central courtyard communal garden of 133 square metres would be provided and this would be able to accommodate the requirement of a 32.4 square metre childrens' play space, which is the require amount of play space for the number and mix of units proposed for this market housing development. The east block (flats) would also benefit from a lift and this would assist ease of access for the family dwellings at first, second and third floors. A lift was not provided in the previously approved scheme. Level access thresholds to the buildings would be provided and we would ensure through a condition that the layouts accord with M4(2) and M4(3) accessibility requirements as appropriate to ensure equality. The scheme is below the threshold for affordable housing. The new blocks would be sited near the back of commercial units, so under the agent of change principle additional sound insulation measures to glazing is likely to be required. Details of this can be secured by condition.
- 8.17 Overall, the proposed development could provide an interesting and pleasant place to live for future occupiers. The proposed soft landscaped communal garden would provide opportunity for recreational use for the future residents of the development and the existing residents of Crown Apartments.

Residential Amenity for Neighbours

- 8.18 Policy DM10.6 states that the Council will not support development proposals which would have adverse effects on the amenities of adjoining or nearby properties or have an unacceptable impact on the surrounding area. This can include loss of privacy, daylight, sunlight, outlook or an increased sense of enclosure. There is no statutory requirement for an applicant to consult local residents prior to the submission of a planning application. It is considered that the position of the site and siting and massing of the proposed building on the site would not have any adverse effect in terms of light, privacy, or outlook on the amenities of residents in adjacent properties.

8.19 The height of proposed east block and west block would decrease with the fall of the land which would reduce the overall impact of the new buildings on the surrounding building. There would be a distance of 12.38 metres and 10.79 metres between the northern flank elevations of the proposed blocks (Block A and B) to the south facing windows of Crown Apartments. There would be a distance of 11.38m from the western rear elevation of the proposed block of flats (Block A) to the eastern facing windows of Crown Apartments. The Council's Suburban Design Guide advocates a minimum 18 metres distance between facing windows on new development and surrounding properties. However, in this instance no windows are proposed to the flank northern elevation of either of the blocks and the windows on the western rear elevation of (Block A) would either serve non-habitable rooms or would be secondary windows and would be provided as obscured-glazed ; this arrangement would be secured by condition to prevent loss of privacy. There would be a distance of approximately 23m from the nearest windows of the courtyard facing windows of the proposed development to the surrounding Crown Apartments. Again, no windows are proposed to the northern flank elevation of either block. The northern side of balconies would have high screens to prevent loss of privacy and the provision of the screens would be secured by condition to prevent loss of privacy. The lower ground floor flats would be level with the courtyard space. The proposed buildings have also been located away from the boundaries not only to prevent overlooking to Crown Apartments, but also other buildings adjacent to the site and to allow the retention of perimeter trees on the boundary. Unlike the previous planning permissions no roof top amenity space is proposed to the townhouses. The proposed development would not have any adverse effect on the privacy of dwellings on Grecian Crescent as it would be set over 22 metres away from the nearest habitable windows on of 106 Grecian Crescent. Adverse loss of privacy would therefore not result from the proposed development. As with the previous permissions there would be no adverse loss of light resulting from the proposed development.

Other Amenity Issues

- 8.20 In terms of noise and general disturbance it is considered that there would be some noise and general disturbance resulting from construction works. However, a condition is recommended to ensure that a construction logistics plan is submitted for approval to manage and minimise disturbance.
- 8.21 In terms of safety and security, there would be natural surveillance from the proposed flats over the current gated access into the site. Details of security lighting to the external access and external circulation areas would be secured by condition. There is no evidence the scheme would attract vermin.

Parking and Highway Safety

- 8.22 Transport for London were consulted on the application due to this part of Beulah Hill being part of a Red Route.
- 8.23 Vehicular access to the site will be taken from the existing vehicle access from off Beulah Hill. A total of 1 car parking space will be provided at ground level

(and it would be provided as a disabled space). A further 2 car parking spaces are proposed within the integral townhouse garages. The parking provision would therefore not exceed the maximum parking standards of the new London Plan and this is considered an acceptable provision. In the previously approved scheme (19/02436/P) a total of 6 off-street parking spaces would have been provided in comparison to the total of 3 off-street parking spaces proposed in the current application. However, this reduction in overall off-street parking spaces is at the request of Transport for London, who are responsible for the highway management of this part of Beulah Road, and they advise it is in accordance with the policy intention of the new London Plan to minimise off-street parking provision in areas well served by public transport and local services. However, a benefit of the current application is that the applicant has also agreed to enter into a legal agreement to restrict the provision of residential car parking permits in any future controlled parking zone that comes into place in the locality and to make a financial contribution of £3737.50 towards provision of a car club. The availability of on-site parking and restriction of future car parking permits is a benefit that should ensure that there would be no adverse material impact on the parking provision on the local road network. An electric vehicle charging point would be provided within the parking area and this matter would be secured by condition.

- 8.24 The site is well served by local bus stops on Beulah Hill and the shops in Crown Point, including a new Lidl supermarket. Cycle storage provision for 18 cycles within an enclosed structure is also made for each of the dwellings as well as for short-stay visitor cycling. The cycle storage provision would comply with the minimum standards set out in the London Plan.
- 8.25 Given all these circumstances it is considered that the amount of off-street car parking provision would be acceptable.
- 8.26 In terms of road safety the vehicle access is an existing one and the layout of the parking area would allow vehicles to turn safely on the site and enter and exit the access in a forward gear.
- 8.27 Fire safety access would be acceptable as no part of the building would be more than 45 metres distance from the highway.
- 8.28 Full details of a construction logistics plan can be secured by condition to ensure that the demolition and construction works would be undertaken in a considerate manner.

Estate Management Plan / Refuse Storage

- 8.29 Previous planning permissions have been subject to a condition imposed which required an Estate Management Plan to be submitted to the Council for approval. It sought to ensure works of good to the environs were carried out, that a refuse management plan was put in place, and that future occupiers were given a welcome pack to advise them of the Estate Management Plan.

- 8.30 An Estate Management Plan was approved under a discharge of condition application (Ref: 18/02261/DISC) and has been submitted as part of the current application proposal. Its active measures would again be secured by condition.
- 8.31 The location of the refuse storage in the south-western corner of the site, near to the site access, was considered acceptable in the previous planning permission. The refuse storage would be sited within 20 metres pull distance of the highway of Beulah Hill and so would be an acceptable distance from the highway. Details of its appearance can be secured by condition.

Flood Risk

- 8.32 The application was accompanied by a Flood Risk Assessment and the site is within an area with a low risk of flooding. A Sustainable Urban Drainage strategy (SUDs) can be secured by condition as per the previous extant planning permission.

Sustainability

- 8.33 Policy seeks high standards of design and construction in terms of sustainability and sets out Local and National CO2 reduction targets. The development would be required to meet a minimum 19% on-site CO2 reductions beyond Part L of 2013 Building Regulations through on-site energy efficiency measures and renewable technologies. Conditions can be used to ensure CO2 reduction compliance and to ensure water use targets have been met following construction.

Trees, Landscaping and Biodiversity

- 8.34 The acceptability of the loss of a group of trees on the site was established by the previous planning permissions and the trees have been removed from the site prior to the determination of this application. There was no objection to the removal of the group of trees to the centre of the site. With regard to the two mature oak trees on the boundary it is proposed to retain both trees, as per the previous planning permissions.
- 8.35 An indicative landscaping scheme for the proposed development effectively follows on from the previous planning permission, however in the current application additional trees will be planted within the development. Amenity space would be provided in the form of private and shared open spaces. The communal courtyard would provide a more useable open space than the existing fallow space. Access to it would be made available for the existing residents of Crown Apartments as well as the future occupiers of the new dwellings, as this was proposed as part of the previous planning permission. To combat climate change the developer would be expected to include measures to promote biodiversity/habitats for wildlife (e.g. log piles, bird and bat boxes, etc) as part of a detailed landscaping scheme. Please note that the Council will expect new trees (preferably native species) to be provided within the soft landscaped areas. The hardstanding areas must be permeable or porous surfaces and/or have soakaways. A landscape and planting plan should

be submitted in view of a full planning application. As advised in the pre-application meeting the applicant should engage a 'landscape architect' to design hard and soft landscape areas.

- 8.36 Further details to promote biodiversity, and assist surface water drainage, and to combat climate change can also be secured as part of the recommended landscaping condition. Full details of tree planting and other planting could be secured as part of the recommended landscaping condition.

Other Matters

- **CIL**

- 8.37 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.

Conclusions

- 8.38 Given the significant need for housing within the Borough, the principle of this residential development is considered acceptable within this area. The proposed design would respect the character and appearance of the residential area and would represent a sensitive and sustainable redevelopment of the site. The proposal represents a minor addition to the approved residential scheme on the site would be in context with the transition of the surrounding environment. The proposal would have no significantly harmful impact on the amenities of the adjacent properties and the application demonstrates that the impact on the highway network would be acceptable. Officers are satisfied that the scheme is worthy of a planning permission.
- 8.39 All other relevant policies and considerations, including equalities, have been taken into account.