

PLANNING STATEMENT

PROPOSED RESIDENTIAL DEVELOPMENT TO THE REAR OF 57 WARMINSER ROAD, CROYDON

For:

CROYDON CHURCHES HOUSING ASSOCIATION

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BRINGING IDEAS TO LIFE

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PLANNING STATEMENT

ON: LAND TO THE REAR OF 57

WARMINSTER ROAD, CROYDON

SE25 4DF

FOR: CROYDON CHURCHES HOUSING

ASSOCIATION

FRANKHAM PROJECT NO.: 700495

Signature:

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1.0 INTRODUCTION

1.1 This planning statement has been prepared by Frankham Projects on behalf of Croydon Churches Housing Association (the 'Applicant') to support a detailed planning application submitted to Croydon Borough Council for the construction of 8 new dwellings to the rear of 57 Warminster Road 'The Hawthorns'.

1.2 Full planning permission is sought for the following:

"Construction of 8 new social rent residential units (Use Class C3) with associated pedestrian access, cycle parking, refuse storage and landscaping, along with minor alterations to front elevation of The Hawthorns".

1.3 The proposals have been discussed with Croydon Council planning officers as part of the pre-application process. Consultation has also taken place with key stakeholders, community groups and local residents.

1.4 This is a revised application following a previously refused scheme, application reference 23/03053/FUL. The revised scheme has addressed the various reasons for refusal and is now fully policy compliant.

1.5 This planning statement appraises the scheme within the context of the planning policies set out in the NPPF and the Council's Development Plan. It is set out as follows:

- Section 2 describes the site and surroundings.
- Section 3 provides an overview of the proposed development.
- Section 4 summarises the relevant national and local planning policies.
- Section 5 assesses the scheme against the relevant national and local planning policies with regards to the key planning considerations including the principle of the development, design, landscaping, residential amenity, highways, and environmental matters; and
- Section 6 draws together the conclusions.

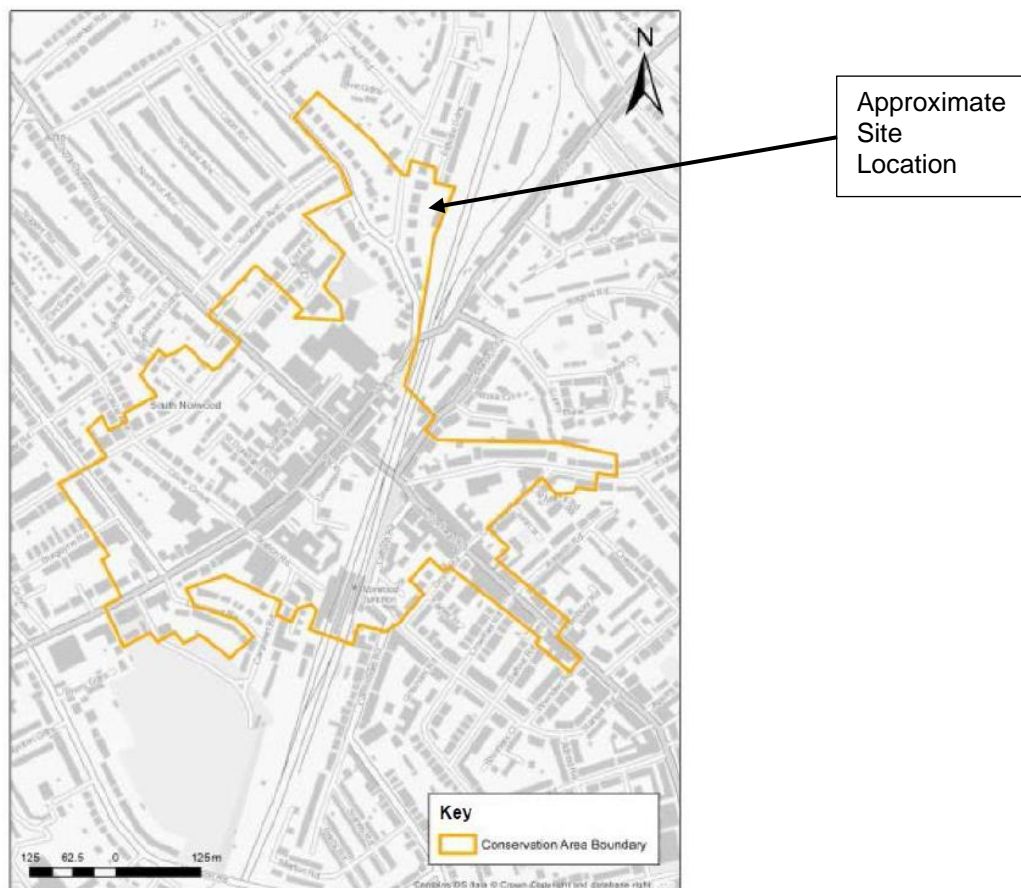
1.6 This planning statement should be read in conjunction with the following documents and drawings which form part of the overall planning application submission:

- Application Form.
- Site Location Plan.
- Proposed drawings.
- Arboricultural Report prepared by The Mayhew Consultancy.
- Heritage Impact Assessment prepared by Handforth Heritage.
- Energy Statement prepared by ConsultSustainability.
- Ecological Assessment/BNG Report prepared by The Ecology Partnership.
- Drainage Impact Assessment prepared by Tridax.
- Daylight/Sunlight Report prepared by Right of Light.
- Noise Impact Assessment prepared by Parker Jones Acoustic.
- Land Contamination Report prepared by Soils.
- Transport Statement/Parking survey prepared by Motion.
- Fire Statement prepared by Robson Frankham

2.0 SITE AND SURROUNDING AREA

- 2.1 The application site, known as 'The Rear of 57 Warminster Road', is located in South Norwood, approximately two miles north-east of Croydon. The site extends to approximately 1450m².
- 2.2 The site forms a rectangular shape and as existing, comprises a block of 16 units. To the rear, a small area of hardstanding, currently used for informal car parking, grassland, and trees.
- 2.3 The surrounding area is predominantly residential with a few scattered shops/amenities nearby. To the east is the railway line that connects Norwood Junction and Anerley.
- 2.4 There is a significant level change running down front to the rear of the site around 2/3m.
- 2.5 The nearest local facilities lie further to the South, on South Norwood Hill where there is a parade of local shops including a Tesco Express convenience store and the South Norwood Harris Academy. While to the West lies South Norwood Hill Medical Centre.
- 2.6 The site is well connected to modes of transport other than the private car. The nearest bus stops are around 350 metres to the east of the site, with frequent services to Bromley, Croydon, and Shirley. Norwood Junction railway station is located approximately 600 metres to the south of the site with services to London Victoria and London Bridge.

Planning Policy Designations



- 2.7 As shown on the Croydon local plan policies map (2014) the site is within the South Norwood Conservation Area and is not a designated heritage asset. However, 59 and 61 Warminster Road are locally listed buildings due to their appearance. The Site is located within Flood Zone 1 (lowest probability of flood risk).
- 2.8 The site has a PTAL rating of 4, which is described as good on the TFL WebCAT tool.

3.0 PRE-APPLICATION DISCUSSIONS

- 3.1 The proposals have been discussed with officers from the planning team and various changes have been made to the scheme following the feedback received. These discussions are summarised below and in the accompanying Design and Access Statement.
- 3.2 An initial pre-application meeting took place in May 2022, where a proposal of 8 units within a single block containing one, and two bedroom apartments was presented.
- 3.3 59 and 61 Warminster Road are locally listed buildings, and therefore non-designated heritage assets. The planning officer advised the submission of a Heritage Statement to assess the impact on the heritage assets and whether the proposed development in within the local character.
- 3.4 Although the site has little ecological value, the significant loss of green space is considered to result in a harmful loss of habitat without adequate replacement. The officer advised installation soft landscaping and a green roof to offset the negative environmental impacts, which has been included within these proposals.
- 3.5 The technical reports required for the planning application were also confirmed through the pre-application discussions.

4.0 THE PROPOSALS

4.1 Full planning permission is sought for the following:

"Construction of 8 new social rent residential units (Use Class C3) with associated pedestrian access, cycle parking, refuse storage and landscaping, along with minor alterations to front elevation of The Hawthorns".

4.2 As set out in the accompanying accommodation schedule within the Design and Access Statement, the proposals will provide 8 new units comprising:

- 2 x 1B2P apartments (25%).
- 3 x 2B3P apartments (37.5%); and
- 3 x 3B4P apartments (37.5%).

4.3 All the apartments will be 'Social Rent' tenure and will meet the prescribed national space standards.

4.4 A reconfigured car parking area is proposed at the front of the site for the existing property, improving the current informal arrangement, which will include 5 spaces, refuse storage and a new pedestrian walkway. A pedestrian walkway will also be installed to the north of the existing property to allow access to the rear.

4.5 The new block will be set within a landscaped communal garden with high quality hard and soft landscaping. Child play space has been included within the landscaped area. Cycle and refuse stores will be provided.

4.6 The proposal will include a range of energy saving measures including highly efficient air-source heat pumps within acoustic enclosures, and LED lighting.

5.0 PLANNING HISTORY

5.1 The initial planning application for this scheme (23/03053/FUL) was refused on 4/10/2023. The reasons for refusal for the previous application have been rectified and this is discussed further within the planning statement.

The reasons for refusal are the following:

- The development, due to its incongruous roof form and bland design would harm the character and appearance of the South Norwood Conservation Area.
- The proposed development fails to provide a policy compliant dwelling mix.
- The proposed development, due to the lack of private amenity space for the ground floor flats or communal child play space, would fail to provide suitable living conditions for future occupiers.
- The proposed development, due to the lack of provision of a lift would not provide homes that are accessible for all Londoners.
- Due to the poor site layout and accessibility of the proposed refuse storage, the development could result in the proliferation of waste in and around the site.
- The parking survey provided has not been carried out with an agreed methodology and in the absence of a legal agreement to secure measures to mitigate the transport

impacts of the development, could result in harm to the operation of the highway network.

- The entrance to the building would be to the side which is poor design and would therefore lack legibility for residents and visitors, also raising concerns in terms of safety and security.

5.2 59-61 Warminster Road was granted planning permission for a similar development to the rear of the existing properties. In 2007 planning permission was granted for the erection of a two-storey property to the rear, consisting of 2x two bedroom, 6x one bedroom and 1 studio flat.

6.0 PLANNING POLICY CONTEXT

6.1 This section provides a summary of the national and local development plan policies against which the application will be assessed. Section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise.

National Planning Policy and Guidance National Planning Policy Framework ('NPPF') and Planning Practice Guidance ('PPG') (July 2021)

6.2 The NPPF sets out the Government's planning policies for England and how these are expected to be applied. The NPPF contains national policy on a range of topic areas including decision-taking, viability, affordable housing, design, open space, and the economy. The 'presumption in favour of sustainable development' remains the central tenet of the NPPF.

6.3 Paragraph 10 of the NPPF sets out a presumption in favour of sustainable development. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) An economic objective – to help build a strong, responsive, and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation, and improved productivity; and by identifying and coordinating the provision of infrastructure.
- b) A social objective – to support strong, vibrant, and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- c) An environmental objective – to contribute to protecting and enhancing our natural, built, and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

- 6.4 Paragraph 11 of the NPPF states that decision makers should apply a presumption in favour of sustainable development. For decision-taking this means approving development proposals that accord with an up-to-date development plan without delay or where plans are out-of-date, granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
- 6.5 The NPPF refers specifically to the need to boost the supply of homes and that land with planning permission is developed without unnecessary delay. The NPPF also highlights the need for affordable housing to be met on sites in most cases and notes that small and medium sized sites can make an important contribution to meeting housing requirements.
- 6.6 Chapter 8 of the NPPF states that planning policies and decisions should aim to achieve healthy, inclusive, and safe places which promote social interaction, are safe and accessible and enable and support healthy lifestyles.
- 6.7 Chapter 9 of the NPPF highlights the requirement to consider transport issues from the earliest stages of development proposals and to ensure that opportunities to promote walking, cycling and the use of public transport are identified. The NPPF also notes that maximum parking standards for residential should only be set where there is clear and compelling justification that they are necessary.
- 6.8 Chapter 11 of the NPPF sets out policies for Making Effective Use of Land. Paragraph 120 states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Paragraph 124 considers achieving appropriate densities by taking into account:
- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it.
 - b) local market conditions and viability.
 - c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use.
 - d) the desirability of maintaining an area’s prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
 - e) the importance of securing well-designed, attractive, and healthy places.
- 6.9 Paragraph 125 states that where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site.
- 6.10 The NPPF also highlights the importance of achieving well designed places, which function well and add to the overall quality of the area or the long term. Developments should also be sympathetic to local character including landscape setting and the built environment. It also states the need to enhance the natural environment including protecting and enhancing valued landscapes and biodiversity. Chapter 14 of the NPPF highlights the need to ensure that development contributes towards the government’s targets for a low carbon future.

- 6.11 The PPG is published by Government to provide further detailed guidance on the application of policies set out in the NPPF.

The Development Plan

- 6.12 The current adopted development plan comprises the adopted Croydon Local Plan (2018). Greater weight is given to those policies which are consistent with the National Planning Policy Framework (NPPF, paragraph 47).

- 6.13 The relevant Development Plan Policies include:

National Planning Policy Framework (2021)

- Chapter 2 Achieving sustainable development.
- Chapter 5 Delivering a sufficient supply of homes.
- Chapter 8 Promoting healthy and safe communities.
- Chapter 9 Promoting sustainable transport.
- Chapter 11 Making effective use of land.
- Chapter 12 Achieving well-designed places.
- Chapter 14 Meeting the challenge of climate change, flooding, and coastal change
- Chapter 15 Conserving and enhancing the natural environment.
- Chapter 16 Conserving and enhancing the historic environment.

London Plan (2021)

- Policy D1 London's form, character, and capacity for growth
- Policy D2 Infrastructure requirements for sustainable densities
- Policy D3 Optimising site capacity through the design-led approach
- Policy D4 Delivering good design.
- Policy D5 Inclusive design
- Policy D6 Housing quality and standards
- Policy D7 Accessible housing
- Policy D8 Public realm
- Policy D12 Fire Safety
- Policy D14 Noise
- Policy H1 Increasing house supply.
- Policy H2 Small sites
- Policy H5 Delivering affordable housing.
- Policy H5 Threshold approach to applications
- Policy H6 Affordable housing tenure
- Policy H7 Monitoring of affordable housing
- Policy H10 Housing size mix
- Policy H11 Build to rent.
- Policy G5 Urban greening
- Policy SI 1 Improving air quality.
- Policy SI 2 Minimizing greenhouse gas emissions.
- Policy SI 3 Energy infrastructure
- Policy SI 12 Flood risk management

- Policy SI 13 Sustainable drainage
- Policy T4 Assessing and mitigating transport impacts.
- Policy T5 Cycling
- Policy T6 Car parking
- Policy T7 Deliveries, servicing, and construction

Croydon Local Plan (February 2018)

- DM1: Housing Choice for Sustainable Communities
- DM10: Design and Character
- DM13: Refuse and recycling
- DM16: Promoting Healthy Communities
- DM23: Development and Construction
- DM24: Land Contamination
- DM25: Sustainable Drainage Systems and Reducing Flood Risk
- DM28: Trees
- DM29: Promoting sustainable travel and reducing congestion
- DM30: Car and cycle parking in new development
- DM47: South Norwood and Woodside
- SP2: Homes
- SP6: Environment and Climate Change

7.0 ASSESSMENT

7.1 The following section assesses the scheme against the NPPF, the relevant Development Plan policies as well as any material considerations. The key planning considerations are also considered in detail.

Principle of development

- 7.2 As set out in the NPPF, the issue of sustainability is multi-faceted, incorporating economic, social, and environmental considerations. The application site is in a sustainable location with good access to local services, as well as a regular bus services to Croydon, where a wide range of facilities are available. The site's sustainable location makes its suitable for the provision of new homes in principle.
- 7.3 Croydon Council currently demonstrates a housing supply target of 32,890 homes by 2036, in line with the requirements of paragraph 74 of the NPPF. The proposals will contribute towards Croydon Council's housing targets and will provide 8 one-, two-, and three-bedroom social rented homes in a sustainable location, utilising unused land at the rear of another property.
- 7.4 As Croydon Council is unable to demonstrate a five year housing supply, footnote 8 of the NPPF is engaged, which means that planning applications for the provision of new housing should be granted in line with the NPPF unless NPPF policies would provide a clear reason for refusing the proposals or if any adverse impacts of the proposals would significantly and demonstrably outweigh the benefits, when assessed against the NPPF as a whole.
- 7.5 The principle of the development has not changed from the previous application, and this was supported within the case officers report.
- 7.6 There is already a precedent for similar types of development in the immediate area, the main example of this being the adjacent site to the rear of 59 and 61 Warminster Road.

Efficient Use of Land

- 7.7 There are various constraints on the site, which have informed the proposals. The site is subject to a significant level change with the rear being much lower than the front, and there are several existing trees to the rear.
- 7.8 Paragraph 124 of the NPPF notes that densities should reflect the need for different types of housing, the availability of land, viability, and the desirability of maintaining an area's prevailing character. The proposal seeks to make the most efficient use of land, whilst having full regard to the context of the site, including the character of the surrounding area.
- 7.9 The proposed layout has been developed over time. The proposed building comprises a part 2 part 3-storey property with an inset 3rd storey to reduce the impact on surrounding properties. The layout also seeks to maximise the quantum of external amenity space and landscaping.

- 7.10 The London Plan also states development on small sites (<0.25Ha) should be proactively supported. The development proposes 8 new homes on a small, undeveloped site and therefore should be supported by the local council.
- 7.11 Overall, in the context of the site constraints, the proposals make the most efficient use of land and achieve appropriate densities in accordance with the NPPF and Local Plan Core Strategy Policy DM1: Housing Choice for Sustainable Communities.

Housing

- 7.12 Local Plan Policy SP2 states that the Council will expect new housing development to provide a range of dwelling types and sizes, considering the existing character of the area and evidence of local need, to create sustainable and balanced communities.
- 7.13 Policy 4.1 states an additional 44,197 new homes must be provided within Croydon by 2036 to meet the demand from population growth.
- 7.14 The proposals will provide 8 new social rent units comprising:
- 2 x 1B2P apartments (25%).
 - 3 x 2B3P apartments (37.5%); and
 - 3 x 3B4P apartments (37.5%).
- 7.15 The dwelling mix has been improved to include three 3-bedroom units. These units will comprise 37.5% of the total units, more than the 30% required by the London Plan Policy H10 and Croydon Local Plan Policy SP2.7.
- 7.16 All the apartments will be Social Rent tenure. All the apartments will meet the prescribed national space standards. This accords with the Council's Residential Layout Guidance Supplementary Planning Guidance (June 2020). As all units will be provided as Social Rent, this significantly exceeds the targets set out in Local Plan Core Strategy Policy SP2.

Parking, Accessibility and Highway Safety

- 7.17 Paragraph 105 of the NPPF states that the planning system should actively manage patterns of growth, focussing significant development on locations which are sustainable through limiting the need to travel and offering a genuine choice of modes of transport. The site is in a sustainable location close to local amenities with regular bus services.
- 7.18 The proposed development will be a car-free development with no assigned parking provided onsite, in line with the NPPF and Croydon Council Local Plan, car-free developments are encouraged where public transport access is sufficient. As described in the plans submitted within the application, The Hawthorns will be provided with 5 new parking spaces at the front of the existing property. A car-free development was supported for the previous application.
- 7.19 The proposal will result in a negligible increase in trips to the site and as set out in the Transport Statement, the development will not result in any adverse impacts on the highway network in

accordance with Local Plan Policy SP8 (Transport and Communication). The updated transport statement/parking survey follows the required Richmond Parking Survey Guidance.

7.20 The attached Transport Statement fully supports the revised scheme.

Refuse Storage and Collection Arrangements

7.21 A communal refuse, recycling and food waste store will be provided to serve all units.

7.22 The refuse storage has been relocated closer to the proposed property and will contain communal rubbish bins. A Management Plan will also be utilised to reduce the drag distance for future tenants. These amendments will ensure the scheme is compliant with the Local Plan Policy DM13.

7.23 The refuse storage location is supported by the accompanying Transport Statement.

Ecology

7.24 The application is accompanied by a preliminary ecological assessment. The findings of this note that the proposals are not within a statutory designated site. The closest statutory designated site is South Norwood Lakes 370m to the north, however due to the small scale of the site it will have no impact on this.

7.25 The assessment found that none of the trees on the site were considered to support higher than 'negligible' roosting bat potential due to the lack of visible roosting features or to the size and age of the trees. The grassland habitats on the site were also considered to be of limited interest for foraging bats.

7.26 The remaining habitats on site were deemed to have little to no ecological value, and, as such, their losses are considered negligible. The loss of these habitats has been offset by a thorough landscaping plan and green roof which achieves a Biodiversity Net Gain of +10.58%. This is a significantly higher score than the previous scheme in which biodiversity was not a reason for refusal within the case officer report.

Trees

7.27 As set out in the accompanying Arboricultural Assessment, a tree survey has been carried out. The survey recorded 11 individual trees and 8 groups of trees on the site. The development will result in the removal of 5 individual trees and 4 groups of trees on the site, identified as generally unexceptional C category trees. As stated within the report, these trees are considered low value and in poor condition, also the Council Tree Officer had raised no objection to their felling as proposed in the previous scheme.

7.28 The Arboricultural Report suggests the following recommendations:

- The installation of five tree protection barriers.
- The installation of one area of temporary ground protection.
- The installation of two areas of 'no-dig' surfacing.

Drainage & Flood Risk

- 7.29 Paragraph 167 of the NPPF states that when determining planning applications, local planning authorities should ensure that flood risk is not increased elsewhere.
- 7.30 The site is located within Flood Zone 1 and is at a low risk of flooding from all sources considered (fluvial / tidal, reservoir, surface water, groundwater, and artificial sources). The development will discharge to public foul sewers.
- 7.31 The proposals are therefore considered to accord with Local Plan Policy SP6 (Environment and Climate Change) and are supported by the submitted Drainage Impact Assessment.

Energy and Sustainability

- 7.32 Local Plan Policy SP6 (Environment and Climate Change) states that the Council will seek to reduce the overall carbon footprint of the Borough. It is also noted that the Council has set a target of a 34% reduction in carbon emissions by 2025.
- 7.33 The need to respond to the climate change emergency and provide significant energy saving measures has been considered from the outset and the proposals will comply with Part L of the Building Regulations.
- 7.34 As set out in the accompanying Energy Statement all the units will benefit from highly efficient air-source heat pumps (within acoustic enclosures), and LED lighting to reduce carbon emissions as much as possible. The development has an estimated 65% reduction in regulated CO2 emissions against current Building Regulations (2021), as set out in the accompanying Energy Statement.
- 7.35 During the construction phase, measures to minimise the amount of waste going to landfill will also be put in place once a contractor is appointed.

Noise

- 7.36 It is not considered that the development will result in any adverse noise impacts in line with Local Plan Policy DM23 (Development and Construction). This is discussed further in the accompanying Noise Impact Assessment and the recommended mitigation measures will be incorporated into the design.

Land Contamination

- 7.37 A Phase 1 Preliminary Risk Assessment has been undertaken for the site, which concludes that no potential for significant risk of contamination has been identified. As such, the proposals accord with Local Plan Policy DM24 (Land Contamination), which indicates that new development will be located, designed, and constructed to avoid adverse environmental impacts from land contamination.

Design

- 7.38 The layout of the proposal reflects the site constraints, but also the need to ensure that there are no adverse impacts on existing and proposed residents. Consideration has been given to the relationship of the new building with the existing, to ensure a harmonious relationship by providing larger and better-quality shared amenity/child play space and improving the parking onsite for existing residents.
- 7.39 An area for child play space has been incorporated within this scheme within the site plan, located between both properties. The new scheme will be compliant with Policy DM10 of the Local Plan.
- 7.40 The entrance to the proposed property has been relocated to the front of the property to ensure the property will be safe and secure. This amendment will ensure compliance with Policy DM10 of the Local Plan and Policy D3, D5 and D11 of the London Plan.
- 7.41 Para. 11.237 of the Local Plan states that new development must respect the local character and distinctiveness of South Norwood. The Hawthorns, situated to the front of the site, is a large, relatively bland building which does not provide any character/design within the distinctive south Norwood area. Alongside this, the property to the south, similar to this proposal, at 59-61 Warminster Road, establishes an expanding variety of development within the confines of the local area, while being on the same site as two locally listed buildings.

Heritage

- 7.42 The site falls at the boundary of the South Norwood Conservation Area.
- 7.43 The proposed property is located to the rear of the site in which very little can be seen from the street scene. The scheme will stand at a similar height to the property directly to the south. The scheme has a well-designed roof layout consisting of multiple layers and a biodiverse green roof.
- 7.44 The Heritage Assessment supports the scheme and states *the proposals would not harm the character or appearance of the area or any other heritage assets.*

Residential Amenity

- 7.45 Policy DM10 of the Local Plan requires new development to safeguard the amenity, including privacy, daylight, and sunlight, of its occupants and those of neighbouring properties and land and paragraph 130 of the NPPF (2021) requires development to have a high standard of amenity for existing users (In this case surrounding properties).
- 7.46 Throughout the design process, meticulous attention has been devoted to ensuring that the forthcoming development offers a high standard of living accommodation for prospective residents. The scheme features compliant, well-designed, private amenity spaces, as clearly outlined in the attached plans accompanying this application.
- 7.47 The revised scheme also includes the installation of a lift. The scheme will provide homes that are accessible for all Londoners. The development complies with London Plan (2021) Policy D7.

- 7.48 The design ensures that existing residents continue to enjoy a good living environment with no impact in terms of overlooking, overshadowing, privacy, or loss of daylight/sunlight. This is discussed further in the Design and Access Statement.

Landscaping

- 7.49 A Landscaping Plan has been produced to achieve the most efficient use of land to provide amenities for residents and green spaces to improve local biodiversity. The north, east and south boundaries will be lined with hedges alongside new and existing trees. Two pathways from the front of the site will be created with a child play space and communal patio.
- 7.50 The third storey roof will be a have a biodiverse green roof, covering approximately 215m². This will aid in improving the Biodiversity Net-Gain score.

8.0 CONCLUSIONS

- 8.1 Overall, it is considered that the proposal described in this planning application represents sustainable development as set out in the NPPF, London Plan and Local Plan providing economic, social, and environmental benefits.
- 8.2 Whilst the site is located in the South Norwood Conservation Area, the development will result a negligible impact to the conservation area. Notwithstanding this, the NPPF and the Local Plan recognise that affordable housing is an ever-growing necessity which provides weight in favour of the proposed development. The scheme will provide 8 affordable units, which reflects 100% of the proposed development.
- 8.3 Furthermore, Croydon Council has a housing target of 44,149 new homes by 2036, which this development provides an efficient use of previously undeveloped land to aid in achieving this target.
- 8.4 The scheme has been carefully considered to represent the most efficient use of land. All the new homes will provide high quality living environment for future residents with private and communal amenity space and will not result in any adverse impacts on the existing property.
- 8.5 It is considered that the development will not result in any adverse impacts. Having regard to the presumption in favour of sustainable development and the requirements of paragraph 11 of the NPPF.
- 8.6 The reasons for refusal outlined in the case officer's report have been carefully addressed in the revised scheme to ensure policy compliance. Multiple amendments have been undertaken, including the relocation of refuse storage, implementation of a management plan, redesign of the layout to incorporate three-bedroom units, provision of a lift, and improvements to the roof configuration to enhance its aesthetics. These modifications collectively ensure that the scheme is now entirely in line with policy requirements.