

**PART 6: Planning Applications for Decision**

**Item 6.2**

**1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 20/00108/FUL  
 Location: 89 Hyde Road South Croydon CR2 9NS  
 Ward: Sanderstead  
 Description: Demolition of existing two-storey dwelling and erection of a four / five storey (including excavation and lower ground level) building comprising of 9 residential flats; hard and soft landscaping; boundary treatment; under croft and external car parking, amenity/private/communal space and internal refuse/cycle storage.  
 Drawing Nos: Site Location Plan, Existing Site Plan – 3372-02, Revision B, Existing Plans and Elevations – 3372-10 received 03/09/2020

Proposed First Site Plan – 3372-03 Revision K, Proposed Plans – 3372-04 Revision I, Proposed Elevations – 3372-05 Revision I, Proposed Elevations – 3372-06 Revision F, Proposed Sections – 3372-07 Revision G, Proposed Lower Ground Site Plan – 3372-08 Revision J, Existing and Proposed Street Elevations – 3372-09 Revision F, Proposed Ground Site Plan – 3372-11 Revision G received 29/10/2020

Topographical Survey – TS\_001, Ground Floor Landscaping - 0236 -100 Revision E, Third Floor Landscaping - 0236 -101 Revision D, Fourth Floor Landscaping - 0236 -102 Revision C, Soft Works details – 0236 -300 Revision B, Ground Floor Planting - 0236 -301 Revision E, Third Floor Planting – 0236-303 Revision B, Raised Planter Details – 0236-400 Revision B, SUDS/Permeable Plan – 0236-600 Revision B, Ecology Plan Ground Floor – 0236-800 Revision A, Ecology Plan Third and Fourth Floor – 0236-801 Revision B, Soft Landscaping Specification and Maintenance Plan, Tree Protection Plan 19-873-TPP-B, Tree Removal Plan - 0236 -103 Revision A, Tree and Hedge Plan - 0236 -302 Revision B received 24/10/2020.

Arboricultural Impact Assessment and Method Statement Revision B dated October 2020, Ecological Appraisal (P3478) dated December 2019.

Applicant: Quantum Land & Planning Ltd  
 Agent: SHW - Mr Michael Green  
 Case Officer: Jimill Patel

|                 | <b>1 bed</b> | <b>2 bed</b> | <b>3 bed</b> |
|-----------------|--------------|--------------|--------------|
| <b>Existing</b> |              |              | 1            |
| <b>Proposed</b> | 2            | 6            | 1            |

*All units are proposed for private sale*

| <b>Number of car parking spaces</b> | <b>Number of cycle parking spaces</b> |
|-------------------------------------|---------------------------------------|
| 5                                   | 18                                    |

- 1.1 This application is being reported to Planning Committee because the Ward Councillor (Councillor Hale) and the Vice Chair (Councillor Scott) made representations in accordance with the Committee Consideration Criteria and requested Committee consideration and objections above the threshold in the Committee Consideration Criteria have been received.

## **2.0 RECOMMENDATION**

- 2.1 That the Planning Committee resolve to GRANT planning permission prior to the completion of a legal agreement to secure the following:
- a) A financial contribution of £13,500 towards highway management measures and the delivery of sustainable transport initiatives in Sanderstead
  - b) And any other planning obligations considered necessary
- 2.2 That the Director of Planning and Strategic Transport has delegated authority to negotiate the legal agreement indicated above.
- 2.3 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. Development begun no later than three years from the decision date
2. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
3. Landscaping and maintenance schedule in strict accordance with landscaping plans
4. Strict accordance with Arboricultural Impact Assessment, constraints plan and tree protection plan including tree protection measures and no excavation zones
5. Construction Logistics Plan to be submitted prior to any development on site
6. All mitigation and enhancement measures and/or works shall be carried out in accordance with the details contained in the Preliminary Ecological Appraisal (and the Bat Survey Report
7. A Biodiversity Enhancement Layout, providing the finalised details and locations of the enhancement measures
8. No works including demolition of building until a licence or statement issued by Natural England about habitats and Species
9. Submission of the following to be approved and thereafter retained: Cycle and refuse storage, boundary treatments and enclosures, retaining walls, finished floor levels, visibility splays, disabled parking space, EVCP (including spec and passive provision), external lighting
10. Delivery and Servicing Plan to be submitted
11. Details of final materials including samples prior to above ground works
12. No windows other than as shown
13. Windows in eastern elevation to be obscurely glazed and non-opening
14. Amenity/Play/Communal space details in strict accordance with plans

15. No works to trees undertaken during February and August - bird nesting season
16. Step free access to ground floor unit inc M4(2) to all units and ground floor M4(3) – Detailed Design
17. No obstruction within visibility splays
18. Reinstatement of existing kerb
19. Air Handling Units/Machinery
20. CO2 reduction including submission of detailed energy report
21. 110litre Water usage
22. Submission of a Detailed Drainage Strategy
23. Fourth floor access door only for Maintenance purposes at all times
24. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

### **Informatives**

- 1) Policies
- 2) Granted subject to a Section 106 agreement
- 3) Consents may be required to reinstate the crossing point
- 4) Community Infrastructure Levy
- 5) Code of practise for Construction Sites
- 6) Insulation
- 7) Thames Water
- 8) Light pollution
- 9) Ecology
- 10) Requirement for ultra-low NOx boilers
- 11) Wildlife and Countryside Act of 1981
- 12) The Landscape Strategy (0287/20/B/1) is purely for indicative purposes and will be considered fully at reserved matter stage.
- 13) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

2.4 That the Committee confirms that adequate provision has been made by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

2.5 That if by 21<sup>st</sup> November 2020 the legal agreement has not been completed, the Director of Planning and Strategic Transport is delegated authority to refuse planning permission.

### **3.0 PROPOSAL AND LOCATION DETAILS**

3.1 Planning permission is sought for the following:

- Demolition of the existing 3 bedroom two-storey detached dwellinghouse and garage
- Erection of a part four; part five storey building (including excavation/lower ground level) comprising 9 self-contained flats (2x1 bed, 6x2 bed, 1x3 bed)
- New crossover along Copthorne Rise (including reinstatement of existing along Hyde Road) with parking to the rear (4 spaces within an under croft and 1 disabled parking bay adjacent to the communal amenity area)
- Integrated cycle and refuse provision
- Hard and soft landscaping

- Boundary treatment
- Land level alterations
- Internal lift
- Communal/amenity/play space at ground and third floor level

3.2 During the course of the application, the scheme was revised to include the following:

- Reduce the forward projection of the building and incorporate further soft landscaping within this 'reduction' space
- Incorporate internal lift
- Hard and soft landscaping details including play/communal spaces information
- Enlargement of basement – within lower ground floor area – not visible

3.3 This revised information, which includes the above, would not prejudice those interested in the application and as such a public re-consultation was not considered necessary.

### Site and Surroundings



*Figure 1: Site Location Plan*

3.4 The application site comprises a two storey detached dwellinghouse within a relatively wide and deep plot on the southern side of Hyde Road, although on the corner junction with Copthorne Rise. The area is predominantly residential in character which comprises large detached dwellings, most of which are two-storeys with some three storey buildings towards the rear (Mitchley Avenue). It is noted that no.98 Hyde Road to the north of the site (opposite) was granted planning permission (17/03542/FUL) for

the erection of a three-storey building comprising 8 self-contained flats which is being implemented.

- 3.5 There is a sense of uniformity seen across the immediate context of Hyde Road and Copthorne Rise which includes similar architectural features such as the front gable projections, hipped roof formations, side garages, materiality and fenestration detailing. Most of the properties are semi-detached in nature apart from the host site and no.98 (opposite) which comprise detached dwellings situated on wider and deeper plots. Directly to the rear is an access drive and then three storey properties which comprise restaurants and convenience stores at ground floor level with flatted residential units occupying the remainder of the floors.
- 3.6 There are high level vegetation/hedgerow/trees that surround the site none of which are protected through a TPO although there is a large mature Category B that sits along the side (south-western) boundary of no.87 Hyde Road. Land levels rise extensively from the south (rear) to the north (front) by approximately 7m. There is also a 1.5-2m difference from the west to east of the site with no.87 siting higher than the host dwelling.
- 3.7 Unrestricted kerbside parking is noted within the immediate context. Riddlesdown Railway Station is located 0.4 miles from the subject site. Bus stops are situated along Mitchley Avenue (0.1 miles) with access to surrounding towns. The Public Transport Accessibility Level (PTAL) is 2 which is poor.
- 3.8 The surrounding roads of the site fall within a surface water flood risk area, and a surface water critical drainage area.

### **Planning History**

- 3.9 19/04109/PRE - Demolition of existing dwelling and erection of a three storey building with roof accommodation comprising of 9 self-contained flats together with car parking, bike store, refuse store and landscaping – CLOSED 06/11/2019

### **4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- The principle of intensified residential development is considered to be acceptable given the location and need for national and local need for housing.
- The proposal would provide 9 residential units, including 1x3 bedroom and 2x4 bedroom family sized units.
- The massing, design and appearance of the development is appropriate, according with the thrust of guidance contained within the Suburban Housing Design SPD.
- High quality soft landscaping is proposed around the built form.
- The living conditions of adjacent and surrounding 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 subject to conditions.
- Satisfactory tree planting and soft landscaping would be provided to ensure the verdant setting is respected.

- Sustainability and environmental aspects of the development and ensuring 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.

### Ecology Consultant

5.2 The Council's Ecological Assessors advised that following review of the submitted Ecological Appraisal (The Ecology Co-op, December 2019) the level of information provided was sufficient in terms impacts on protected and priority species alongside appropriate mitigation measures proposed as part of the redevelopment of the site.

## 6.0 LOCAL REPRESENTATION

6.1 The application has been publicised by way of letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours in response to notification of the application (including a re-consultation on amended plans received) are as follows:

No of individual responses:    Objecting: 56                      Supporting: 0                      Comment: 0

6.2 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:

| <b>Objection</b>   | <b>Officer comment</b>   |
|--|--|
| <b>Character and Appearance</b>  |  |
| Overdevelopment  | Addressed in Sections 8.7-8.18 of this report.<br><br>Note the design of the scheme has been further enhanced with the upfront robust landscaping strategy requested by officers.  |
| Design – Out of keeping/obtrusive scale                                    |  |
| <b>Impact on amenities of neighbouring properties and future residents</b> |  |
| Loss of light to neighbouring properties                                   | Addressed in Sections 8.24-8.37 of this report.<br><br>Conditions are recommended.<br><br>This is a residential development and there is no evidence or reason to suggest that the proposal would result in undue pollution or noise that is not already associated with a residential area. |
| Overlooking and loss of privacy for neighbours                             |  |
| Noise and disturbance including light pollution                            |  |

|  |   |
|--|---|
| <b>Highway Safety, Access and Parking</b>              |   |
| Overspill parking                                      | Addressed in Sections 8.38-8.47 of this report.<br><br>A pre-commencement condition will be attached requiring a Construction Logistics Plan to ensure construction activities do not cause undue disturbance to the highway network. |
| Construction traffic and disruption                    |   |
| Further parking stress from proposal                   |   |
| <b>Biodiversity/Ecology</b>                            |   |
| Loss of Trees and shrubs                               | Addressed in Sections 8.18-8.243 of this report.  |
| <b>Flooding Matters</b>                                |   |
| Increase of flooding from proposal and drainage issues | Addressed in Section 8.48 of this report.   |
| <b>Other Matters</b>                                   |   |
| Proposal would add stress to the surrounding services  | Not a material planning consideration.  |
| Site has covenant                                      |   |

6.3 The following Councillors have made representations:

Cllr Lynn Hale (Sanderstead Ward Councillor) objected and referred application to committee on the following grounds:

- Over intensification
- Out of character
- Loss of family home
- Inadequate Drainage
- No Lift
- Inadequate Parking and highway safety concerns
- Inadequate refuse arrangements
- Detrimental effect on amenity of neighbouring properties
- Dangerous traffic implications

Cllr Paul Scott (Vice Chair) referred the application to Planning Committee for further consideration on the following grounds:

- Potential to meet housing need through the provision of new homes
- Massing and design of the proposed building in relation to the character of the area, noting the flat roofed design in an area with predominantly pitched roofs

- Parking provision in relation to the PTAL rating

6.4 The Riddlesdown Residents Association (RRA) have made representations which are as follows:

- Loss of family home
- Oversized Intensification
- Poor quality design
- Drainage concerns
- No lift
- Visibility to and from the car park will be poor
- There is a covenant on the site restricting flatted developments

## **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 2015, the Croydon Local Plan 2018 and the South London Waste Plan 2012.

7.2 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:

- Delivering a sufficient supply of homes
- Promoting sustainable transport;
- Achieving well designed places;

7.3 The main policy considerations raised by the application that the Committee are required to consider are:

### **7.4 Consolidated London Plan 2016**

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 3.11 Affordable housing targets
- 3.12 Negotiating affordable housing on individual private residential and mixed use schemes
- 3.13 Affordable housing thresholds
- 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

## 7.5 Croydon Local Plan 2018

- SP2 Homes
- SP6.3 Sustainable Design and Construction
- DM1 Housing choice for sustainable communities
- SP4 Urban Design and Local Character
- DM10 Design and character
- DM13 Refuse and recycling
- DM16 Promoting healthy communities
- SP6 Environment and Climate Change
- DM23 Development and construction
- DM25 Sustainable drainage systems and reducing floor 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

## 7.6 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016
- Croydon Suburban Design Guide Supplementary Planning Document April 2019

## 7.7 Emerging London Plan

7.8 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.

7.9 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 than the current adopted 2018 Croydon Local Plan target of 592 homes on windfall sites each year.

7.10 It is important to note, should the Secretary of State support 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.

7.11 The policies of most relevance to this application are as follows:

- SD6 Town centres and high streets
- D4 Delivering good design
- D5 Inclusive Design
- D6 Housing quality and standards
- D7 Accessible housing
- D8 Public Realm

## **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 Mix
3. Townscape and Visual Impact
4. Trees, Landscaping and Biodiversity
5. Housing Quality for Future occupiers
6. Residential Amenity of Neighbours
7. Highway Safety, Access and Parking
8. Flood Risk
9. Sustainability
10. Other Planning Matters

### **Principle of Development**

8.2 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 emerging London Plan (LP), which is moving towards adoption proposes significantly increased targets which need to be planned for across the Borough.

- 8.3 Whilst it is noted the figure for homes to be delivered on windfall sites in the Borough is proposed to be reduced in the latest version of the London Plan, the target remains significant and it is a reduction in the target in previously published draft versions – not a reduction in the targets set out in the Croydon Local Plan 2018. 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.
- 8.4 The application seeks to demolish the existing 3 bedroom dwelling and intensify the site by providing 9 self-contained flats within an area that comprises a mixture of dwellings (mostly) and flatted units which includes no.98 Hyde Road - 17/03542/FUL which is currently being implement. There are flatted units directly to the rear along Mitchley Avenue. As such, providing that the proposal accords will all other relevant material planning considerations, as set out below, the principle of development, in land use terms, would be considered acceptable.

### **Housing Mix**

- 8.5 Policy SP2.7 of the CLP 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. Policy DM1.2 of the CLP seeks to prevent the net loss of 3-bedroom homes (as originally built) and homes less than 130m<sup>2</sup>.
- 8.6 The existing two storey dwelling has a GIA of 124sqm but has 3 bedrooms. The proposal would result in the loss of a family sized home although would be replaced with 1x 3b 5p unit (97sqm) and 2x 2b 4p units (70sqm), alongside other 1 and 2 bedroom units. Whilst the requirements of Policies SP2 and DM1 of the CLP would not be met, as there would only be 1x3 bed (12%), this is a strategic target and it is considered that a balance must be struck on a case by case basis on what is realistically achievable on this particular site. Given the extensive land levels changes across the site (7m from front to rear) and the need to enlarge the proposed building even further to provide additional '3 bedroom units', noting the scheme has been reduced in its size (through amendments) it is considered that the proposed mix, which would still provide 4x2b 3p units, on balance would be acceptable. The general mix would contribute positively towards much needed family accommodation in the Borough.

### **Townscape and Visual Impact**

- 8.7 The application site comprises a two storey detached dwellinghouse within a relatively wide and deep plot on the southern side of Hyde Road on the corner junction with Copthorne Rise. The area is predominantly residential in character which comprises large detached dwellings, most of which are two-storeys. It is noted that no.98 Hyde Road was granted planning permission (17/03542/FUL) for the erection of a three-storey building comprising 8 self-contained flats (directly opposite the site) which is being implemented.
- 8.8 There is a sense of uniformity seen across the immediate context of Hyde Road which includes similar architectural features such as the front gable projections, hipped roof formations, side garages, materiality and fenestration detailing.
- 8.9 Policy DM10.1 of the CLP states that proposals should achieve a minimum height of 3 storeys whilst respecting a) the development pattern, layout and siting; b) The scale, height, massing and density; c) The appearance, existing materials and built and natural features of the surrounding area.
- 8.10 Further guidance on achieving efficient use of land whilst also responding to local character is set out in the Suburban Design Guide, in particular within section 2.8 (Approaches to Character). Section 2.10 (Heights) explains how additional storeys can be introduced to existing residential street, and generally advocates new buildings being a storey higher than the surrounding buildings. Section 2.14 (Corner Plots) further states that some corner plots may be able to accommodate further height provided the massing is responsive to neighbouring properties.
- 8.11 The proposal is for a part four; part five storey building comprising 9 self-contained flats (1x3 bed, 6x2 bed and 2x1 bed) fronting Copthorne Rise with vehicular parking to the rear, amenity space to the rear and at third floor level and overall hard and soft landscaping. Figure 2 shows the development from an aerial perspective (lower ground floor plan) and Figure 3 is a streetscene shot from surrounding roads.

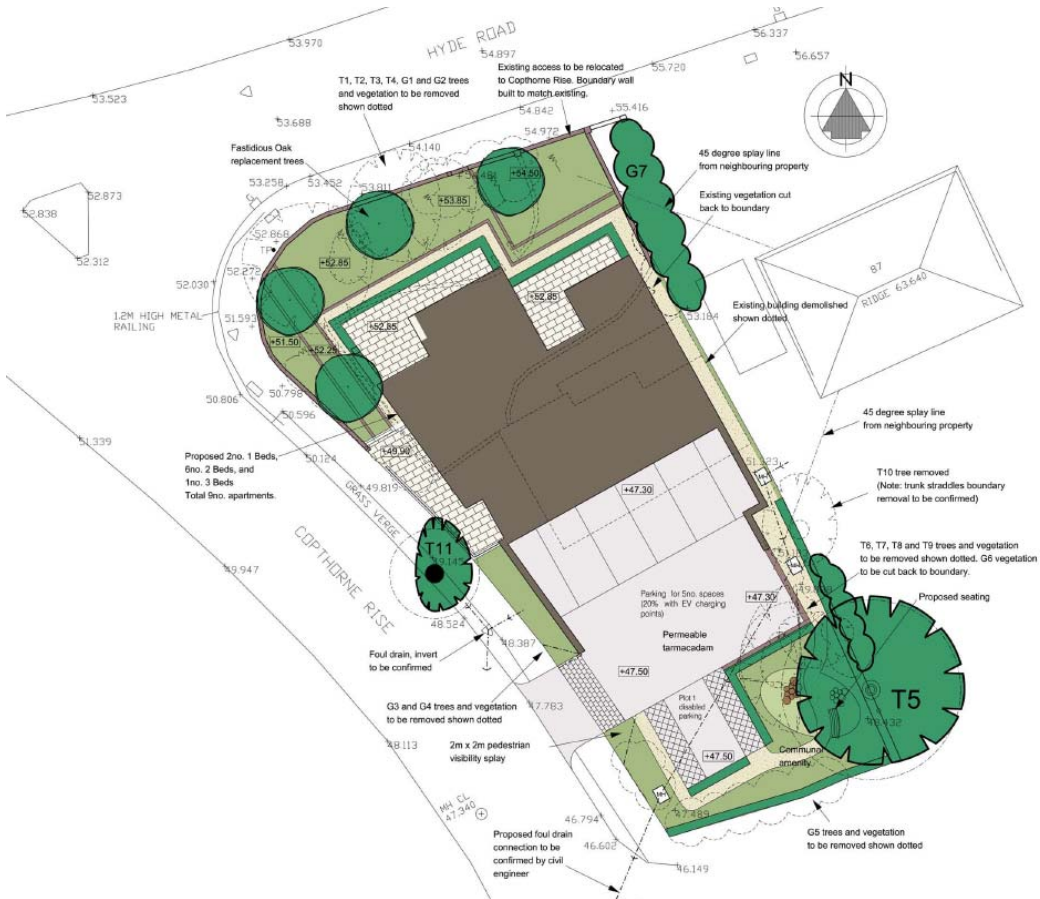


Figure 2: Site Plan – Ariel Perspective (Lower Ground Floor Plan)

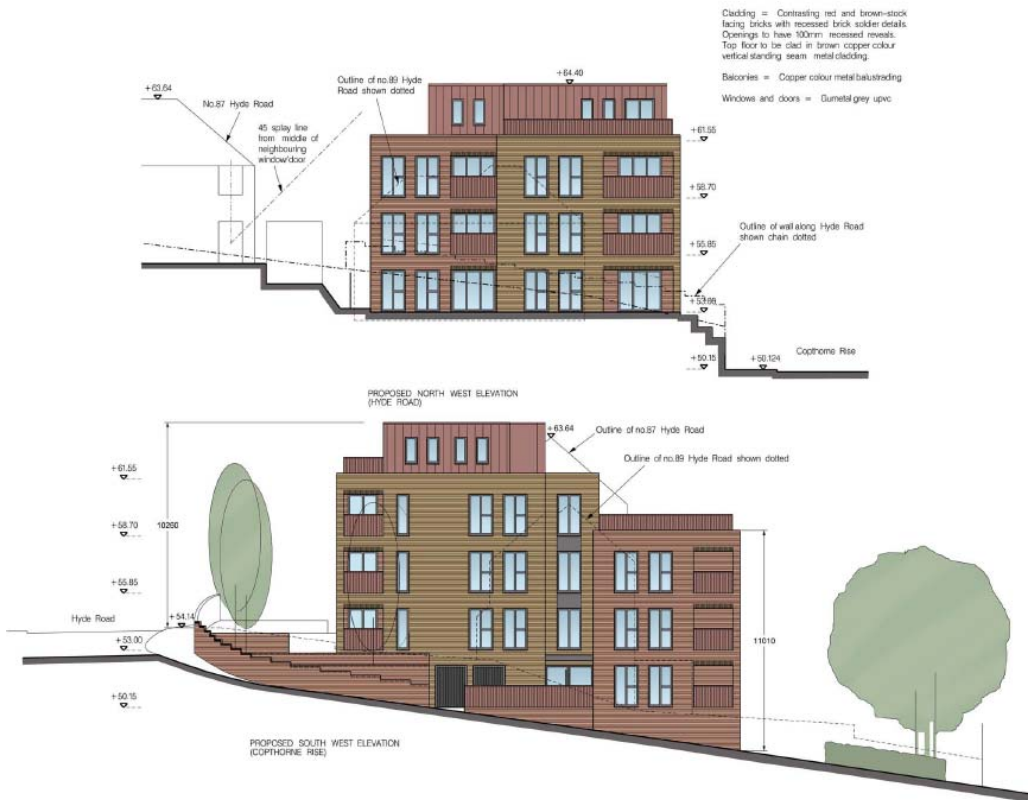


Figure 3: Streetscene from Hyde Road (top) and Copthorne Rise (bottom)

- 8.12 As mentioned in the previous paragraphs, the site lends itself to a development of this type given its distinctiveness from the surrounding character, wider and deeper curtilage, corner location and varying land levels. As per the SPD guidance and Policy DM10 of the CLP, a taller building is appropriate on this site. The proposal, from Hyde Road, is three storeys with a setback roof and only becomes five storeys due to the level changes to the rear. The massing is of a similar height to no. 87 Hyde Road and steps down with the slope at a height between the properties further up and down the hill. A contemporary reinterpretation approach to character has been undertaken with inspiration in terms of materiality and fenestration detailing taken from the surrounding context.
- 8.13 The proposed scheme would comprise a flat roof blocked development, which steps as you go further down Copthorne Rise (south) to follow the slope of the road and site. Given the corner siting and the extensive land level change (7m) from the rear to the front, it is considered that the flat roofed approach would be a suitable option in terms of massing and appearance for the site. Officers are of the view that if a pitched roof was to be incorporated it would result in the overall roof formation and finish of the building being incoherent, disjointed, overbearing and dominant given the need to step the overall building to follow the land levels. Officers consider the general flat roof nature which has an even stepping arrangement towards the rear would be a suitable approach to intensifying the site and would maintain a respectable relationship to no.87 Hyde Road and the wider context.
- 8.14 The building lines of the properties within the immediate context of Hyde Road are to an extent consistent overall although some properties step forward by 1-2m. However, the host dwelling is sited 2-3m behind the front building line of no.87 Hyde Road to which the proposal would utilise in terms of its projection and size. The proposed building would have a stepped formation towards the front and following amendments to the original submitted scheme, the closest projection of the building to no.87 would be approximately 2.9m beyond the front building line. The furthest projection would now be 5m beyond the front building line although would be situated more centrally to the site, given the stepped formation of the building. Furthermore, with the reduction of the overall projection, officers requested this 'reduced' area to contain further soft landscaping, in order to soften the built form and provide a landscape buffer, noting the host forecourt is predominantly hard surfaced. This has still ensured the private amenity area for flats 2 and 3 is sufficient, in terms of quality and provision.
- 8.15 Whilst the overall building would step further forward from no.87 and the properties along Hyde Road, the site is much larger in its plot size with the existing dwelling already siting behind no.87 at a fair distance. Given the size of the application site, noting that the adjacent semi-detached dwellings are relatively smaller in their footprint (8m deep properties) coupled with the need to protect the neighbouring occupiers amenity (avoiding excessive depth to the building), it is considered that on balance the forward projection, at the size proposed, would be acceptable. The proposed building (at its closest) would be separated from the side of the adjacent building by 5.6m, noting that this property has a single storey garage in between (steps forward of the adjacent building by 0.2m). The furthest part of the building projection would be separated by the side of no.87 by 12m. This would ensure the forward projection of the building and its overall size is proportionate to the site and does not bring a sense of overbearing and or dominant nature to the streetscene context. The stepped formation

of the building would help reduce the overall bulk and massing. The further landscaping to the front and general level of detail provided in terms of landscaping would also help reduce the massing and the importance of a green frontage would be pivotal in doing this. The building would retain a satisfactory separation from the common boundary of no.87 by 0.8m, from the front boundary by 5.8m, from the side (Cophorne Rise) by 1.4-2.7m and to the rear boundary by 12m. It is therefore considered that the development would be proportionate and appropriate within the site context without being wholly detrimental to the form, proportion and appearance of the site and visual amenities of the wider area.

- 8.16 The scheme would effectively utilise the land levels with the vehicular parking located at the rear, partially under an undercroft with cycle and refuse storage within the envelope of the building towards the northern part of the building where the land levels rise. A small area of communal amenity space would be provided to the rear with additional space provided on a roof deck at the third floor. This would provide an interesting benefit to the scheme and would not have a significant impact on the character of the area. Given the slightly different nature of this proposal, a detailed landscaping strategy has been submitted to ensure that these would be high quality areas. Further details are set out in trees, landscaping and biodiversity below.
- 8.17 The majority of houses along Hyde Road were built in the 1950s thus limiting any architectural design cues available. Most properties were either clad in a red or yellow stock facing brick, with tile hung bay windows, and a few having white render to their first floors. The materials would comprise a mixture of red and yellow stock brick work with the top floor finished in a copper coloured treated metal cladding. The windows and doors would comprise dark grey aluminium windows with the railings of the balconies being metal. It is considered that the material pallet, in principle is supported and a pre-commencement condition will be attached requesting final details and samples. It is important to note that the primary entrance shift from Hyde Road to Cophorne Rise, is considered to be acceptable.
- 8.18 Having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of respecting local character. Officers are further satisfied, taking into account the relationships with neighbouring buildings, along with accommodating sufficient space for adequate levels of parking, landscaping and amenity space, that the development delivers the optimum level of development for the site in this location without being of adverse impact to the character and appearance of the area.

## Trees, Landscaping and Ecology

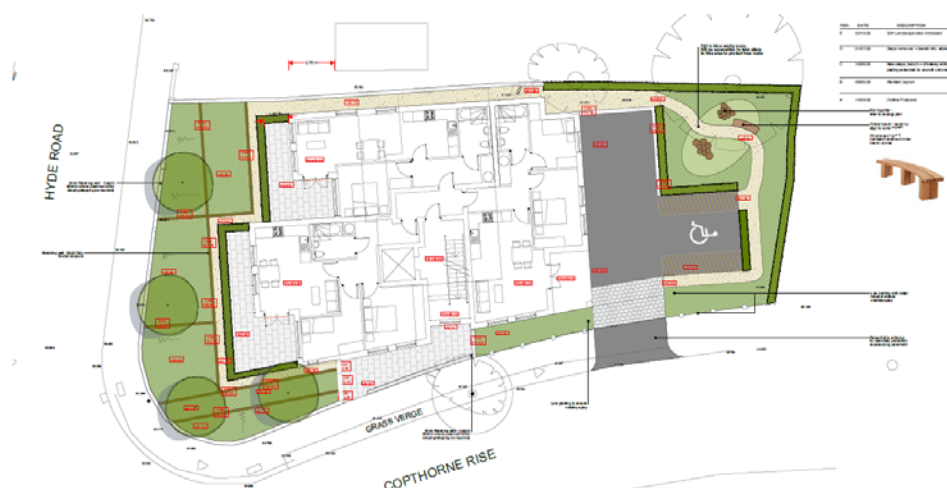


Figure 4: Ground Floor landscaping plan

- 8.9 Given the proposed scheme and its corner location, the landscaping quality is an important element of the proposal. The applicants have developed a successful landscaping strategy one which would include 4 *Quercus robur fastigiata* 'Koster' trees along the front (corner) boundary, mixed native hedgerow and a variety of planting such as Mahonia 'Charity' scattered across the front facing boundaries and within the rear 'communal' amenity areas. The third floor would also be utilised as 'communal' space and greenery which would include play equipment such as play logs and interesting planting such as Wildflower Roof Mix and Lavandula. It was important that this information was provided to understand what landscaping will be used and how it will be managed in order to support of a development, at this massing.

### Trees and Landscaping

- 8.19 The site is relatively well landscaped which comprises trees along the front, side and rear boundaries with attractive strips of hedgerow. None of these trees or hedgerow are protected through a Tree Preservation Order and it is noted by officers, including within the submitted Tree Survey that the trees are of poor quality. However, T5 which is sited within the boundary of no.87 Hyde Road (south-west) is a high quality mature tree (Category B). In total 7 trees are proposed to be removed (T6 due to arboricultural reasons) including 6 groups of hedgerow to enable new tree planting and the development. Also, one tree (T7) and a hedgerow (G7) along the side boundary of no.87 is required to be pruned (the areas which encroach the site) to allow the siting of the development to take place. The proposal, as per figure 4, proposes to plant 4 high quality *Quercus robur fastigiata* 'Koster' across the front facing boundaries with the rear of the site utilised for vehicular parking (permeable paving) and amenity space with hedgerow planted across. The Councils Arboricultural officers were consulted and considered that the removal of trees and proposed replacement, coupled up with the level of detail provided, on balance would be acceptable, especially given the quality nature of planting. As expressed in the design section, amendments were sought to develop a landscaping strategy including details of the front trees which officers considered to be acceptable.



8.20 This scheme must be a realistic and considered landscaping proposal for the site, which can be established and managed as part of the future development. Alongside this, tree protection measures are proposed for those trees being retained (including a category B tree in the south western corner of the site – T5) which is on the border of no.87 Hyde Road and host site. Following amendments, as part of developing the landscaping strategy, it was requested Tree protection measures especially around T5 are improved with no excavation proposed around this area and Tree Protection Fencing around the communal area – to protect this Category B tree. Following amendments, no excavation is proposed towards the rear end of the site and as such officers, including those from the Councils Arboricultural Team, consider the impact to be acceptable.



Figure 5: Third Floor Communal and Play Space

8.21 The rear of the site would be hardsurfaced to accommodate a driveway and parking although the rear end would comprise soft landscaping in the form of ‘communal amenity’ space. The overall massing, whilst considered to be relatively large, would utilise the upper floors for soft landscaping including communal amenity space (third floor) See figure 5 above. It is considered on balance, that the level of hard standing in particular would be acceptable all of which the paving would be permeable. Sufficient details have been provided regarding hard and soft landscaping and therefore compliance based conditions will be attached.

### Ecology

8.22 A Preliminary Ecological Appraisal (The Ecology Co-op dated December 2019) relating to the likely impacts of development on designated sites, protected species and habitats was submitted and reviewed by the Council’s Ecological Consultants. They concluded that these are adequate to consider the likely impact on protected species and that, with appropriate mitigation in the form of a biodiversity enhancement strategy

(to be incorporated into landscaping submissions) the impact would be acceptable. Further conditions can also ensure that the site is cleared and trees felled outside of bird nesting periods and other sensitive times to ensure that the impact on biodiversity is minimised. If protected species were to be identified on site during the course of construction any species and/or their habitat would be protected under the Wildlife and Countryside Act of 1981. An informative has been included to draw the applicant's attention to this.

8.23 Having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of respecting trees/landscaping. The removal of trees/hedges, which would include replacement trees and planting (high quality), subject to conditions, would not be of detrimental to the trees, landscaping and ecological values of the site.

### Housing Quality for Future Occupiers

8.24 Policy SP2.8 of the CLP states that the Council will seek to ensure new homes will require all new homes to achieve the minimum standards set out in the Mayor of London Housing Supplementary Planning Guidance and National Technical Standards (2015) (NDSS (2015)). It would also ensure that all new homes designed for families meet minimum design and amenity standards. Table 3.3 of the LP sets out the minimum floor areas which should be provided for new housing. The minimum and proposed standards are set out in the below table:

| Dwelling            | Unit Mix        | Minimum GIA Required (sqm) | Proposed GIA (sqm) | Minimum Private Amenity Space Required (sqm) including minimum depth of balcony of 1.5m | Proposed Private Amenity Space (sqm) |
|---------------------|-----------------|----------------------------|--------------------|---|--------------------------------------|
| <b>Ground Floor</b> |                 |                            |                    |   |                                      |
| Flat 1              | 2 bed 4 persons | 70                         | 80                 | 7   | 8                                    |
| <b>First Floor</b>  |                 |                            |                    |   |                                      |
| Flat 2              | 2 bed 3 persons | 61                         | 61                 | 6   | 10                                   |
| Flat 3              | 1 bed 2 persons | 50                         | 54                 | 5   | 10                                   |
| Flat 4              | 2 bed 3 persons | 61                         | 63                 | 6   | 8                                    |
| <b>Second Floor</b> |                 |                            |                    |   |                                      |
| Flat 5              | 2 bed 3 persons | 61                         | 61                 | 6   | 7                                    |
| Flat 6              | 1 bed 2 persons | 50                         | 54                 | 5   | 5                                    |

|                           |                 |    |    |   |    |
|---------------------------|-----------------|----|----|---|----|
| Flat 7                    | 2 bed 3 persons | 61 | 63 | 6 | 8  |
| <b>Third/Fourth Floor</b> |                 |    |    |   |    |
| Flat 8                    | 2 bed 4 persons | 70 | 72 | 6 | 7  |
| Flat 9<br>(two-storeys)   | 3 bed 5 persons | 93 | 97 | 7 | 21 |

- 8.25 All residential units would meet the minimum standards, purely in terms of minimum floor areas.
- 8.26 Single aspect dwellings are more difficult to ventilate naturally and are more likely to overheat, and should normally be avoided. The proposed units would be dual aspect with generous outlook, providing adequate levels of daylight/sunlight for future occupiers.
- 8.27 Following the approach set in the LP to address the unique heat island effect of London and the distinct density, a minimum ceiling height of 2.5m for at least 75% of the gross internal area is required so that new housing is of adequate quality, especially in terms of light, ventilation and sense of space. This would be achieved.
- 8.29 Policies DM10.4 and DM10.5 of the CLP require all flatted developments to provide functional and high quality private and communal amenity space, in addition to child play space, with a minimum size of 5sqm for 1 or 2 person's units and an extra 1sqm per occupant thereafter. Each of the units (including the ground floor units) would have private amenity in the form of integrated balconies/terraces. There would be a total amount of 150sqm of useable communal amenity/child/play space to the rear at ground floor and third floor level with 12.9sqm of child play space. Further details of tree planting and landscaping was requested which officers consider to be acceptable and will be dealt with via compliance based conditions.
- 8.30 Policy 3.8 'Housing Choice' of the LP requires 90% of dwellings to meet M4(2) 'accessible and adaptable dwellings' Building Regulations requirement, with the remaining 10% required to meet M4(3) 'wheelchair user dwellings'. The London Plan recognises that securing level access in buildings of four storeys or less can be difficult and that consideration should also be given to viability and impact on ongoing service charges for residents. Amendments have been sought to incorporate a lift within the building. This is crucial given the land levels of the site and communal/place located at third floor level. Flat 1 (ground floor) has also been designated as being M4(3) compliance. All units would achieve M4(2) compliance with Flat 1 being M4(3). However, this would be subject to a detailed design of step free access to the unit and car parking secured by condition, and a disabled parking space for the site to be agreed at condition stage. It is positive that the scheme would have a lift.
- 8.31 Having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of quality level of accommodation, subject to conditions.

## Residential Amenity for Neighbours

8.32 The site shares the common boundary with no.87 Hyde Road (east) which is considered to be the direct and closest neighbour that could be impacted from the proposed development. The properties to the front (north), side (west) and rear (south) are and would be separated by 28-30m from the proposed building which also includes the public highway and rear access drive in between.

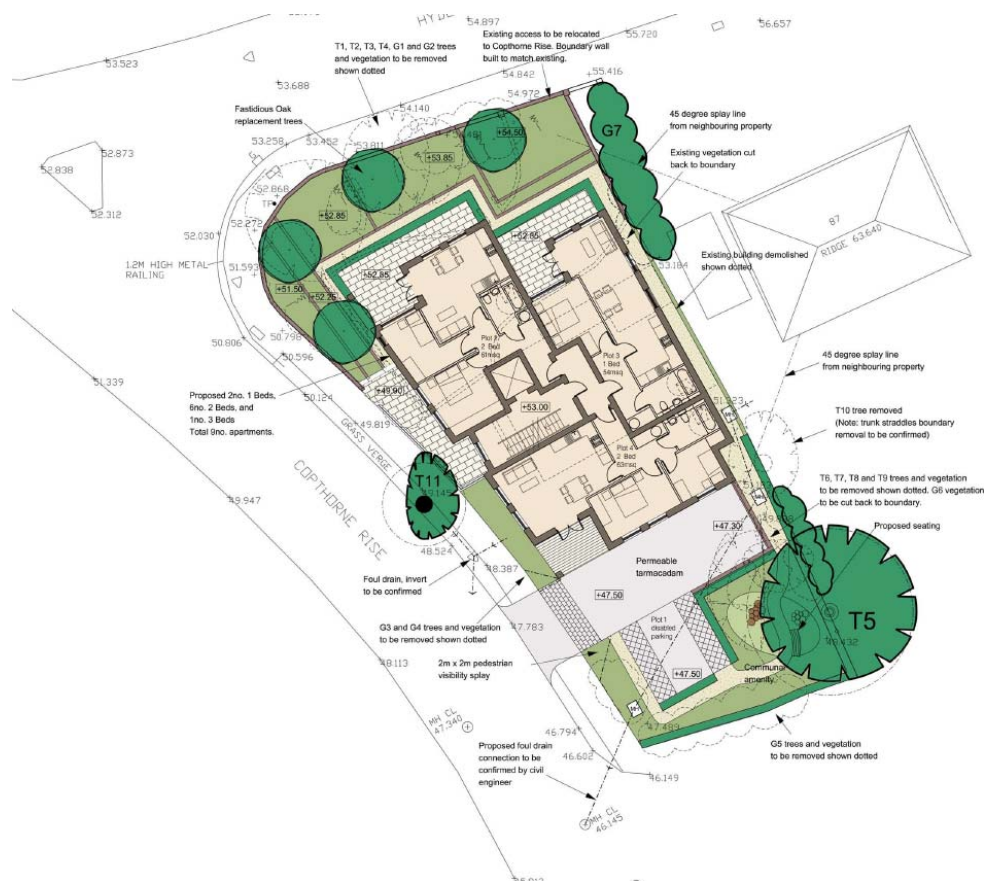


Figure 6: Site Plan (Ground Floor) in relation to no.87 Hyde Road

8.33 Land levels rise from south (rear) to north (front) at approximately 7m according to the submitted Topographical Survey. There is also a 1.5-2m difference from the west to the east of the site. No.87 Hyde Road sits much higher than the host dwelling. The resultant scale of the building would be identical in height to the adjacent dwelling.

### 87 Hyde Road (side - east)

8.35 The proposed building would occupy a footprint that would project 2.9- 5m beyond the front building line of this property and would be 6m deeper, with a step to not cut a line taken at 45 degree from the neighbour's window. With this stepping arrangement, considering the overall projection beyond this neighbour, it is considered that the siting of the building would not result in a detrimental impact in regards to overbearing, visual intrusion, loss of daylight/sunlight and outlook. It is important to note that the proposed building, would have a separation distance of 5.6m to the side of the adjacent dwelling (excluding detached garage to no.87) which would further reduce the level of impact. Furthermore, whilst habitable side windows are proposed to the side elevation, these

windows would be secondary to the room they would serve and as such, concerns of overlooking and privacy would not be raised subject to the windows being obscure glazed and non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed. An appropriate condition will be attached.

- 8.36 Given that the proposal is for a residential use in a residential area, the proposed development would not result in undue noise, light or air pollution from an increased number of occupants on the site.
- 8.37 Having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of neighbouring amenity impact, subject to conditions. The proposal would not be detrimental to the amenities of the adjacent occupiers in regards to overlooking, overbearing impact, visual intrusion, outlook, loss of daylight/sunlight, noise/disturbance, light pollution and sense of enclosure.

### **Highway Safety, Access and Parking**

- 8.38 Unrestricted kerbside parking is noted within the immediate context. Riddlesdown Railway Station is located 0.4 miles from the subject site. Bus stops are situated along Mitchley Avenue (0.1 miles) with access to surrounding towns. The Public Transport Accessibility Level (PTAL) is 2 which is poor.

### Vehicular Parking

- 8.39 The LP sets out maximum car parking standards for residential developments based on Public Transport Accessibility Levels (PTAL) and local character. 1-2 bedroom units should provide less than 1 space per unit and 3 bedroom units should provide up to 1.5 spaces per unit. For the proposed scheme, the London Plan maximum requirement is 9.5 spaces. The Council's expectation on sites with a low PTAL is that at least one parking space will be provided for each new home on the site, with visitor spaces also required for narrow streets or those with high parking stress. The scheme proposes and would utilise the land levels to provide a total of 4 car parking spaces within an 'undercroft arrangement' and one disabled parking bay adjacent to the proposed 'communal' space. As such, for the proposed scheme, would therefore have a shortfall of 4 parking spaces.
- 8.40 A Transport Statement (TS) by Sarnlea dated December 2019 has been submitted with the application. A parking survey in accordance with the Lambeth Methodology has been conducted and demonstrated a parking stress level of 31% (across two surveys undertaken, an average of 84 parking spaces available out of a total of 119 on street parking spaces) within the immediate context. On this basis, it is considered that the shortfall of the proposal of 4 spaces, would on balance, be acceptable as the surroundings roads could tolerate the overspill. It is important to note that kerbside parking is existent along both sides of Copthorne Rise and potential removal of these spaces including reinstatement and re-provision along Hyde Road has been noted. Furthermore, the overspill from the approved development at no.98 Hyde Road has been considered as part of the TS.
- 8.41 It is proposed to reinstate the crossover along Hyde Road and shift the entrance of the development including the new crossover along Copthorne Rise. The proposal would provide 4 spaces within the lower ground level including a disabled bay that would be

opposite those bays (adjacent to the communal amenity). There would be a 6.5m separation distance between the 'Plot 1' disabled bay and those 4 spaces with the proposed crossover being 4.5m in width. It is noted that the siting of the crossover would be positioned 8m away from an existing servicing road (south) that is used for the properties mainly along Mitchley Avenue which is acceptable. The proposed plans show 2x2m visibility splays from the proposed vehicular access where no planting or high level boundary treatment is proposed to allow safe visibility to and from the site. However, the wall of the proposed building would to an extent shield the visibility of a car (closest bay to the wall) manoeuvring to and from the site. Whilst this is of concern, it is considered that the general 'proposed' gradient and low level hedgerow/planting proposed in front of this 'undercroft wall' would mitigate the level of concern being detrimental to the highway and pedestrian safety of the area given that the entire 'vehicle' would not be hidden within the undercroft arrangement. Tracking and manoeuvring drawings have been provided within the TS which demonstrate vehicle sightlines can be achieved and vehicles can enter and exit appropriately within the site without the need to reverse out onto the main road.

8.42 The Parking bays next to landscaping/structures and walls must be 3 metres wide to allow passengers and drivers to alight onto the hardstanding. This has been demonstrated on the plans and a compliance condition will be attached ensuring this is laid out in accordance. One parking bay would be allocated as 'disabled' and the drawings have annotated that '20%' of the bays will have an electric vehicle charging point and all spaces to have passive provision for installation of future points. A compliance condition will be attached accordingly with details of EVCP sought as a pre-commencement condition.

8.43 Given the proposed intensification to the site and shortfall from the development, in terms of vehicle parking, a legal agreement securing a financial contribution towards sustainable transport improvements will be in place. This will help support sustainable travel, highways improvements and the proposed works. The funding will also be used to ensure that sustainable travel options are present for residents to allow sustainable access to shops and services. Taking into account the site's accessibility to public transport, the proposal would provide for an appropriate number of parking spaces which would not detrimentally impact highway safety within the surrounding area.

#### Cycle Parking

8.44 Cycle parking should be provided in accordance with Draft London Plan requirements which seek a minimum of 1.5 cycle parking spaces per 1 bed unit and 2 cycle parking spaces per 2 bed+ units. The proposed development would require a minimum of 16 cycle spaces, which should be incorporated within a store in the building. The proposal would effectively utilise the land levels and incorporate cycle storage into the building envelope. Whilst the storage indicates 10 spaces, it is considered the size of the area is large enough to accommodate the minimum requirement of 16 spaces. The proposal would require 5% of cycle parking spaces for larger adapted and disabled bicycles with larger spacing accordingly. Electrical sockets should be provided within the store to allow for the charging of e-bikes. The entrance to the cycle storage would be appropriately sized and so would the access arrangements. The general siting and integrated nature is supported although a pre-occupation condition will be attached ensuring details including appearance, size and types of stands including electrical charging sockets.

### Refuse/Recycling Storage

- 8.45 The storage would be integrated into the envelope, towards the front (Cophthorne Rise), adjacent to the entrance and cycle storage. This would be acceptable and in close proximity to the highway where collection will be made. However, details of this arrangement and capacity will be secured by a pre-occupation condition.

### Other Matters

- 8.46 In order to ensure that the proposed development would not have any adverse impact on the highway network or on the surrounding residents, a Demolition, Construction Logistics and Environmental Management Plan will be required by pre-commencement condition. This should outline measures to minimise noise and dust impacts, and disruption to neighbours.
- 8.47 An informative will be attached as a S.278 with the highway authority might be required for the proposed crossover (including reinstatement of existing).

### **Flood Risk**

- 8.48 The site, notably the surrounding roads are located within an area at risk of surface water flooding, and a critical drainage area. The applicant has submitted a Floor Risk Assessment by Argyll Environmental dated 09/12/2018 and a Sustainable Drainage Strategy by MTC dated December 2019. This confirms that a sustainable urban drainage system will be in place. It is proposed this will be through a cellular storage tank (Wavin Aquacell) underneath the car parking area (disabled bay). Soakaway calculations have been provided as a presumption to show that the proposed infiltration tank is sufficient to drain the water from the development for up to the 1in100yr+40%cc event. The infiltration tank is to be sized using the source control function on Microdrainage. Roof pipes will be installed to control rain water and it is proposed to have all hard surfaced areas in permeable paving which will discharge surface/rain water via the pipes to the tank. The level of information provided is 'indicative' and the applicants have confirmed in their submission that Full infiltration testing will be provided at a 'condition stage'. Officers are generally satisfied with this 'initial' approach. As such, it is necessary to attach a pre-commencement condition that will seek an appropriate SUDs strategy.

### **Sustainability**

- 8.49 The proposal would need to comply with the Energy Hierarchy of the LP (Consolidated with Alterations Since 2011). Minor residential applications would need to achieve a 19% carbon emission above the 2013 Building Regulations.
- 8.50 The submitted design and access statement has mentioned that 'The design seeks to include a 19% reduction in CO2 and water consumptions of 110 litres per person per day to comply with the statutory requirements.' The statement also suggests 'On the roof, a sedum roof has been provided to attract biodiversity and fauna, and solar thermal/PVs provided for electricity/water heating.' This is also shown on the plans. However, no energy strategy has been submitted with details of this.

8.51 Pre-commencement conditions will be attached requesting a detailed energy strategy and compliance conditions in regards to water consumption.

### **Other Matters**

8.52 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 Borough.

### **Conclusions**

8.53 The site is in a sustainable location for new housing development, and the scale, size and amount of development appropriate for its designations and setting. The new dwellings would provide good quality family sized housing types, supported by car parking, cycle storage and bin storage. The impacts to neighbours would be largely limited to the construction period, and the further potential impacts highlighted in this report would be mitigated by the recommended planning conditions. Officers, on balance, are satisfied that the scheme is worthy of planning permission.

8.54 As such, the proposal would comply with the relevant policies set out within the Draft London Plan 2019, London Plan 2016, Croydon Local Plan 2018 as well as the Croydon Suburban Design Guide 2019.

8.55 All other relevant policies and considerations, including equalities, have been taken into account.

8.56 The RRA has suggested that the site has a covenant which controls the land being only used as a 'single family dwelling.' However, this is not a material planning consideration and the application has been assessed accordingly against the relevant policy documents as set out in the above paragraphs.