

PART 5: Planning Applications for Decision

Item 5.1

1 APPLICATION DETAILS

Ref: 23/00922/FUL
 Location: 86 & 88 Caterham Drive, Coulsdon, CR5 1JG
 Ward: Old Coulsdon
 Description: Demolition of existing dwelling (No.88); erection of a two-storey 4-bed dwelling with car parking; formation of new access to rear; erection of two pairs of two-storey semidetached 3-bed dwellings with car parking, cycle, refuse and recycling stores and soft landscaping.
 Drawing No's: 86CD.3 P1; 86CD.4 P2(D); 86CD.4 P3; 86CD.4 P4(A); 86CD.4 P5; 86CD.4 P6; 996-L-01 Rev C; 996-L-02 Rev B
 Applicant: Mr J Carvall (Carvall Homes)
 Agent: Mr Simon Grainger (Grainger Planning Associates Ltd.)
 Case Officer: Chris Stacey

Housing Mix					
	1 bed	2 bed	3 bed	4 bed	TOTAL
Existing	-	1 (demolished)	-	1 (retained)	2
Proposed (market housing)	-	-	4	1	5 (+1 retained)

Vehicle and Cycle Parking (London Plan Standards)	
PTAL: 1a	
Car Parking maximum standard	Proposed
7.5	7
Long Stay Cycle Storage minimum	Proposed
10	10
Short Stay Cycle Storage minimum	Proposed
2	2

1.1 This application is being reported to committee because:

- Objections above the threshold in the Committee Consideration Criteria have been received.

2 RECOMMENDATION

2.1 That the Committee resolve to GRANT planning permission

2.2 That the Director of Planning Sustainable Regeneration is delegated authority to issue the planning permission subject to:

A. The prior completion of a legal agreement to secure the following planning obligations:

- a) Sustainable Transport Contribution of £7,500

b) Any other planning obligation(s) considered necessary by the Director of Planning and Sustainable Regeneration

2.3 That the Director of Planning and Sustainable Regeneration is delegated authority to negotiate the legal agreement indicated above.

2.4 That the Director of Planning and Sustainable Regeneration is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

- 1) Commencement time limit of 3 years
- 2) Carried out in accordance with the approved drawings

Pre-commencement

- 3) Submission of a construction management plan
- 4) Biodiversity method statement
- 5) Archaeological written scheme of investigation (WSI)
- 6) Submission of a contaminated land report

Prior to above ground floor slab level

- 7) Materials and detailing
- 8) Landscaping (including maintenance, external lighting and boundary treatments)
- 9) Biodiversity enhancement strategy
- 10) Cycle store and refuse store
- 11) Details of external energy generation equipment

Pre-occupation

- 12) Wildlife sensitive lighting design scheme
- 13) Provision of electric vehicle charging points (EVCP) (active and passive)

Compliance

- 14) Arboricultural measures
- 15) Accessible homes – Houses B-E to M4(2) and House A to M4(3) standard
- 16) In accordance with ecological appraisal recommendations
- 17) In accordance with sustainable urban drainage (SUDS) design
- 18) 110litre water usage
- 19) In accordance with fire safety statement
- 20) Upper floor side windows to be obscured glazed and fitted with restrictors
- 21) Removal of permitted development rights to extend houses
- 22) Any other planning condition(s) considered necessary by the Director of Planning and Sustainable Regeneration

Informatives

- 1) Community Infrastructure Levy
- 2) Code of practice for construction sites
- 3) Compliance with Building/Fire Regulations
- 4) Any other informative(s) considered necessary by the Director of Planning and Sustainable Regeneration

2.5 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.

2.6 That, if by 18th August 2023 the legal agreement has not been completed, the Director of Planning and Sustainable Regeneration is delegated authority to refuse planning permission.

3 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The application seeks to demolish the existing property at No.88 Caterham Drive (retaining the existing property at No.86 Caterham Drive) and erect 1 detached house in its place with a further 4 houses in the form of 2 pairs of semi-detached houses to the rear, along with the formation of a new vehicular access to the rear.

- The proposal would comprise of 1 x 4 bedroom and 4 x 3 bedroom houses, all of which would be for market sale.
- The 4 bedroom house would feature 2 storeys, whereas all the 3 bedroom houses would feature 2 split-level storeys.
- Each house would feature a rear garden and an area for dedicated car parking and refuse storage to their front.
- With the exception of House A (which would feature secure cycle storage within its rear garden), cycle storage is provided for in a communal cycle store at the rear of the site opposite Houses B and C.
- The rear houses (Houses B-E) would be accessed via a new private driveway formed through the centre of the site with space for vehicle turning at the rear of the site. Said driveway and turning area has been designed to be compatible with the requirements of the Council's refuse team such that a refuse vehicle can enter and exit the site in forward gear.
- Each house would be provided with a dedicated car parking space, including a blue badge space for House A (which is proposed to be M4(3) compliant), and in addition to this provision a further 2 visitor spaces for the development are also provided at the rear of the site.



Figure 1: Computer generated image of proposed rear houses

Amendments

- 3.2 During the course of the application amendments have been made which neighbouring residents were re-notified on. Said amendments constituted the following:
- Amendments to the design and appearance of the 4 houses at the rear (House B-E).
 - Amendments to the design and appearance of the house at the front of the site (House A), including internal changes to allow for this to be M4(3) compliant and the provision of a single blue badge parking space in place of the previously proposed 2 car parking spaces for this house.
 - Amendments to the location and nature of cycle parking provision across the site.
- 3.3 In addition to the above amendments, reports and supporting information relating to flooding, ecology and transport issues have been amended to respond to comments raised by internal consultees.

Site and Surroundings

- 3.4 The application site is a deep rectangular shaped site located on the south-west side of Caterham Drive and currently features two detached dwellings. No.86 Caterham Drive is a 2 storey dwelling of traditional design with an attached garage and No.88 Caterham Drive is a single storey bungalow of simple design with a small detached garage block to its front. The application site measures 110m in depth and 25m in width and has an overall area of 0.29ha. Land levels rise significantly from the front of the site towards its rear, with the rearmost part of the site sitting approximately 16m above the level of Caterham Drive at the front of the site. The site features a number of existing trees, mainly concentrated in the rear half of the site, including 4 which benefit from Tree Preservation Orders (TPO's) (with another 3 protected trees adjacent, within the garden of No.90 Caterham Drive.)

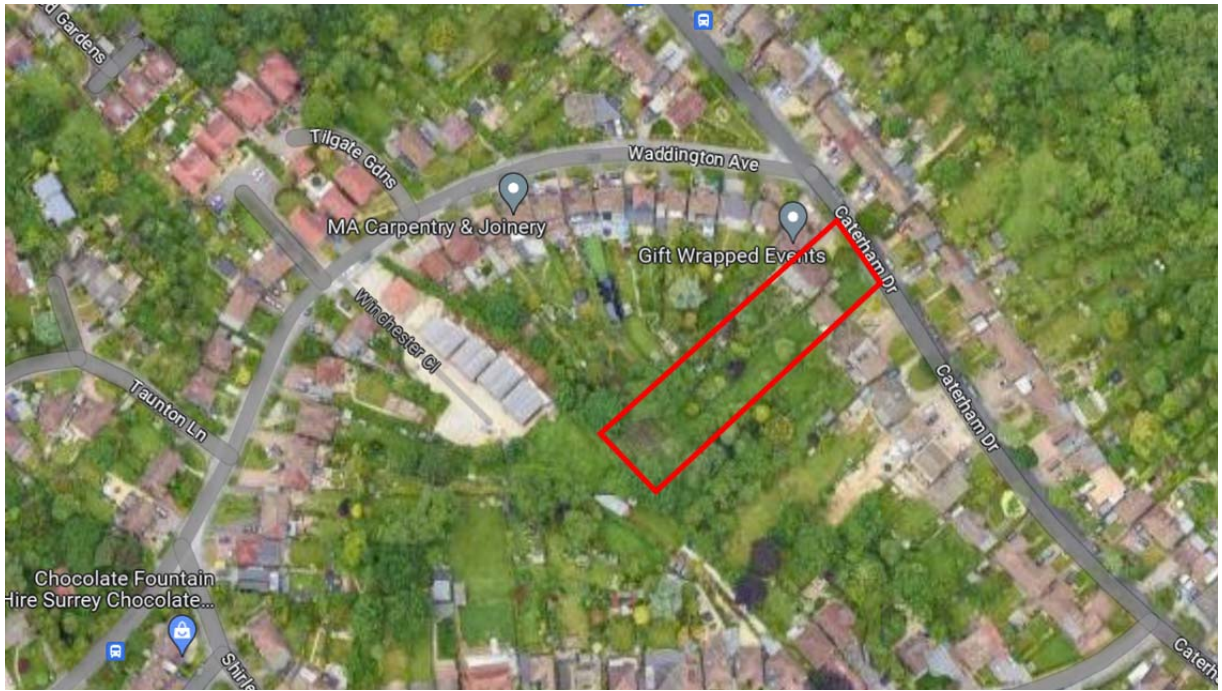


Figure 2: Location of site

3.5 The character of the surrounding area is varied and comprises of a mixture of medium to large scale dwellings. The range of properties within the local area consists of a mixture of both bungalows and two storey dwellings which are generally either detached or semi-detached. Whilst most properties are street facing with large gardens to their rear, the area does feature a number of 'backland' cul-de-sac developments which have a tighter urban grain with dwellings on smaller plots. Properties within the local area are largely traditional in design although are generally relatively restrained in terms of architectural detailing. The site sits approximately 1km south-east of Coulsdon Road/Court Avenue Neighbourhood Centre (Old Coulsdon) with the closest bus stop to the site being located approximately 100m to the north on Caterham Drive. The site does not fall within a conservation area, nor does it sit in close proximity to any statutory listed buildings.

Planning Designations and Constraints

3.6 The site is subject to the following formal planning constraints and designations:

- PTAL 1a
- Flood Risk Zone 1
- Area at high risk of surface water flooding
- Croydon Downs Tier III Archaeological Priority Area
- Trees subject to TPO's both on and in close proximity to the site
- Site is in close proximity to a Site of Nature Conservation Importance

Planning History

3.7 The following planning decisions are relevant to the application:

86-94 Caterham Drive:

10/03700/P – Demolition of no's. 88 and 90; erection of 8 two storey three bedroom semi-detached houses with accommodation in roofspace, 4 two storey four bedroom detached houses and 2 two storey three bedroom detached houses; erection of garages, formation of access road and provision of associated parking. **Permission refused** (design, neighbouring amenity and trees) 16th February 2011. **Appeal dismissed** (all grounds upheld) 14th November 2011.

86-88 Caterham Drive:

21/00405/FUL – Demolition of 1x detached dwelling house at no.88 and erection of 9x dwelling houses comprising of 1x 4-bedroom detached house and two terrace rows containing 8x 3-bedroom houses with associated access, car parking, cycle and refuse storage. **Application withdrawn** 09th March 2023.

23/00276/PRE – Demolition of 88 Caterham Drive, and erection of six houses. Pre-application request closed 10th February 2023.

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of some form of intensification of the existing residential use of the existing site to provide a greater quantum of homes than existing is acceptable.
- The provision of a 100% family housing scheme is supported and would contribute towards the boroughs need for new homes with 3+ bedrooms.
- The design and appearance of the development is acceptable and would respect the local character whilst using land efficiently. Planning conditions are recommended to ensure that the development would use high quality materials, detailing and landscaping.
- The living standards for future occupiers would be acceptable and Nationally Described Space Standards (NDSS) compliant, with acceptable light and outlook levels and private amenity space.
- The living conditions of adjoining occupiers would be protected from undue harm subject to conditions.
- The level of parking and impact upon highway safety is considered acceptable subject to conditions.
- The proposal's impact on trees and biodiversity is acceptable subject to conditions.
- The proposed flooding and sustainable drainage measures are acceptable subject to conditions.

4.1 The following sections of this report summarise the officer assessment and the reason for the recommendation.

5 CONSULTATION RESPONSE

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

5.2 The following external organisations were consulted with regarding the application:

Greater London Archaeological Advisory Service (GLAAS)

5.3 No objection subject to the imposition of a pre-commencement condition requiring an archaeological written scheme of investigation (WSI).

6 LOCAL REPRESENTATION

6.1 A total of 21 neighbouring properties were notified about the application and invited to comment. Additionally the application has also been publicised by way a site notice displayed in the vicinity of the application site. The number of representations received from neighbours, local groups etc. in response to notification and publicity of the application were as follows:

No of individual responses: 96 Objecting: 96 Supporting: 0

6.2 The following local groups/societies made representations:

- Old Coulsdon Residents Association (Objecting)
- Caterham Flood Action Group (Objecting)

6.3 The following Councillor and MP made representations:

- Councillor Margaret Bird (Objecting)
- Chris Philp MP (Objecting)

6.4 The following issues were raised in representations that are material to the determination of the application, and they are addressed in substance in the next section of this report:

Objection	Officer comment
Character and design	
Overdevelopment due to its design, height, footprint, bulk, scale and massing	Refer to paragraphs 8.7 – 8.16 and 8.30 of this report
Back land dwellings would not be in keeping with the prevailing development pattern	
Proposal would not preserve or enhance the landscape character of the site	
Flats are not in keeping with this area	The proposed development does not include the provision of flats
Neighbouring amenity	
Adverse impact upon neighbouring amenity	Refer to paragraphs 8.21 – 8.27 of this report
Loss of light	
Noise impacts	
Overlooking	
Headlights from cars at night will disturb surrounding properties	Given the positioning of the proposed driveway it is not deemed that this issue would impact neighbouring properties to such a degree that would cause adverse impacts
Quality of accommodation	

Development would be cramped and overcrowded	Refer to paragraphs 8.17 – 8.20 of this report
Transport and Highways impacts	
Concerns regarding delineated pedestrian route being shared with vehicles	Refer to paragraphs 8.32 – 8.38 of this report
Proposed access road is too narrow and would be unsafe	
Insufficient parking and overspill impacts on surrounding roads	
Increased congestion in area	Given the scale of the proposed development any impact on traffic levels in the local area would be negligible
Caterham Drive cannot cope with the construction traffic	A construction logistics plan is recommended to be secured by condition
Bins will be left at the front of the site as a refuse truck cannot enter the site	The site has been designed such that a refuse vehicle can access the site
Trees and ecology	
Loss of trees is unacceptable	Refer to paragraphs 8.28 – 8.31 of this report
Concerns regarding extent of excavation work and impact on retained and protected trees	
Adverse impact on wildlife and biodiversity	
There are protected badgers in this area	
The ecology report is outdated	An updated site walkover survey was conducted in March 2023
No details of how the proposed ecological measures proposed would be maintained have been provided	Condition 8 recommended (biodiversity enhancement strategy) will include a requirement for the submission of details on the future maintenance of the proposed ecological measures
Flooding	
Caterham Drive experiences flooding events and this development will exacerbate this	Refer to paragraph 8.39 of this report
The sewers in this location are storm sensitive and any further connections will increase flood risk	
Other	
Local amenities are already under pressure	The development will be liable for a Community Infrastructure Levy (CIL) payment
Risk of subsidence to neighbouring properties	This is a civil matter
Demolition of properties is making it harder for people to find homes	The proposed development would result in a net uplift of 4 homes
No affordable housing	Developments proposing less than 10 dwellings are not required to provide affordable housing

We do not need more smaller houses and flats	The proposed development seeks to provide 5 family sized homes
A previous development on this site was turned down by the Planning Inspectorate	The development dismissed by the Planning Inspectorate was of a different nature and was determined in 2001 under a different Development Plan. Each planning application is determined on its own merits
This development should be used to ease homelessness	The proposed new dwellings would be for private sale however would contribute towards the boroughs need for new housing
Loss of a bungalow	Bungalows are not protected by planning policy. An M4(3) compliant (Wheelchair User Dwellings) home to ensure no loss of accessible housing.

6.5 The following additional issues were raised in representations that officers have considered, and would like to bring make the Committee aware of, noting that they are not material to the determination of the application:

- Loss of views [*OFFICER COMMENT: The loss of an unprotected view is not a material planning consideration in this case*]
- Negative impact on property values [*OFFICER COMMENT: Property values are not a material planning consideration*]
- The submitted documentation contain a number of lies [*OFFICER COMMENT: No evidence to substantiate this claim has been provided*]
- Water pressure on the road is already low [*OFFICER COMMENT: This is a matter for Thames Water / East Surrey & Sutton Water*]
- Council tax has been increased by 15% [*OFFICER COMMENT: This is not relevant to the determination of this application*]
- This proposal contradicts the ULEZ expansion proposals to reduce pollution [*OFFICER COMMENT: The proposed dwellings will be required to be energy efficient and comply with Part L of the Building Regulations*]

7 RELEVANT PLANNING POLICIES AND GUIDANCE

Development Plan

7.1 The Council's adopted Development Plan consists of the London Plan (2021) (referred to in the report as the **LP**), the Croydon Local Plan (2018) (referred to in the report as the **CLP**) and the South London Waste Plan (2022) (referred to in the report as the **SLWP**). Although not an exhaustive list, the policies which are most relevant to the application are:

London Plan (2021)

- D1 London's form, character and capacity growth

- D3 Optimising site capacity through the design led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- D12 Fire safety
- H1 Increasing housing supply
- H2 Small sites
- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- SI 2 Minimising greenhouse gas emissions
- SI 8 Waste capacity and net waste self-sufficiency
- SI 12 Flood risk management
- SI 13 Sustainable drainage
- T1 Strategic approach to transport
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car parking
- T6.1 Residential parking
- T7 Deliveries, servicing and construction

Croydon Local Plan (2018)

- SP2 Homes
- SP4 Urban design and local character
- SP6 Environment and climate change
- SP7 Green grid
- SP8 Transport and communication
- DM1 Housing choice for sustainable communities
- DM10 Design and character
- DM13 Refuse and recycling
- DM16 Promoting healthy communities
- DM23 Development and construction
- DM25 Sustainable drainage systems and reducing flood risk
- DM27 Protecting and enhancing our biodiversity
- DM28 Trees
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development
- DM37 Coulsdon

7.2 The Development Plan should be read as a whole, and where policies conflict with each other, the conflict must be resolved in favour of the policy contained in the last document to be adopted, approved or published as part of the development plan, (in accordance with s38(5) of the Planning and Compulsory Purchase Act 2004).

Planning Guidance

National Planning Policy Framework (NPPF)

7.3 Government Guidance is contained in the NPPF, updated on 20 July 2021, and accompanied by the online Planning Practice Guidance (PPG). 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
- Making effective use of land
- Achieving well-designed places

SPDs and SPGs

7.4 There are also several Supplementary Planning Documents (SPD) and Supplementary Planning Guidance (SPG) documents which are material considerations. Although not an exhaustive list, the most relevant to the application are:

- London Housing SPG (March 2016)
- Technical Housing Standards: Nationally Described Space Standard (2015)
- National Design Guide (2021)

8 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of development
2. Housing mix
3. Design and impact on character of the area
4. Quality of residential accommodation
5. Impact on neighbouring residential amenity
6. Trees, landscaping and biodiversity
7. Access, parking and highway impacts
8. Flood risk and energy efficiency
9. Fire safety
10. Other planning issues
11. Conclusions

Principle of development

8.2 The existing use of the site is residential (C3) and as such the principle of redeveloping the site for residential purposes is acceptable in land use terms. Policy SP2.1 of the CLP applies a presumption in favour of development of new homes and Policy SP2.2 of the CLP states that the Council will seek to deliver 32,890 homes between 2016 and 2036, with 10,060 of said homes being delivered across the borough on windfall sites (approximately 503 per year). The more recent LP contains the most up-to-date housing target for the borough equating to 2,079 new homes per annum between 2019 and 2029 (an increase on the aforementioned target set in the CLP of 1,645 homes per annum) including a requirement for 6,410 net completions on small sites (defined as being below 0.25 hectares in size) over 10 years, equating to a small sites housing target of 641 per year. LP policy D3 encourages incremental densification to achieve a change in densities in the most appropriate way and LP policy H2 seeks to increase

the contribution of small sites to meeting London's housing needs with the borough having a target for homes on small sites of 641 homes per annum.

- 8.3 LP policy H1 requires boroughs to optimise the potential for housing delivery through incremental intensification on all suitable and available brownfield sites, especially (but not limited to) small sites and those in PTAL 3-6 or within 800m distance of a station or town centre boundary. This site has a PTAL 1a, lies over 800m from a station or town centre boundary, and (with an area of 0.29 hectares) is slightly larger than the definition of a small site). On such sites CLP Policy SP2 requires development to ensure land is used efficiently, and LP Policy H2 requires boroughs to pro-actively support well-designed new homes on small sites, to significantly increase the contribution of small sites to meeting London's housing needs; and support small and medium-sized housebuilders.
- 8.4 Given the above, an increase in the number of homes on the application site would be acceptable in principle, and would positively contribute towards the above targets. Subject to policy compliance in other respects the principle of new housing on the site is acceptable.
- 8.5 The proposal would result in the demolition of an existing 2-bedroom bungalow (no.88). CLP Policy DM1.2 states that the Council will permit the redevelopment of the residential units where it does not result in the net loss of 3 bedroom homes (as originally built) or the loss of homes smaller than 130m². The proposal would replace the existing bungalow with an increased number of homes, and would comply with this policy. Although there is no requirement to replace the bungalow with a single storey home, one M4(3) home (Wheelchair User Dwellings) is proposed and would avoid harm to the borough's more accessible housing stock.
- 8.6 As the proposed development would result in development within the grounds of an existing building which is to be retained (no.86), in order for the principle of the subdivision of the site to be deemed acceptable compliance with policy DM10.4e of the CLP is required. Said policy requires a minimum length of 10m and no less than half or 200sqm (whichever is the smaller) of the existing garden area to be retained for the retained dwelling, after the subdivision of the garden. In this instance a garden length of 17m and an area of 235sqm would be provided for the retained property at No.86 Caterham Drive which is compliant with the requirements of policy DM10.4e of the CLP.

Housing mix

- 8.7 Policies SP2.7 and DM1.1 of the CLP set a strategic target for 30% of all new homes over the plan period to have 3 or more bedrooms and CLP policy DM1.2 seeks to avoid a net loss of 3-bed family-sized homes in order to ensure that the borough's need for family sized units is met and that a choice of homes is available in the borough. The existing dwelling is a 2 bedroom property and thus not protected by the above policies, and the proposed scheme would provide four 3 bedroom homes and one 4 bedroom home, representing a net increase of 5 family sized homes on the site, so this strategic policy requirement is met.

Design and impact on character of the area

Layout

- 8.8 The proposed layout of the development includes the provision of a single detached dwelling in place of the existing property at No.88 Caterham Drive with two pairs of semi-detached properties located to the rear of both this and the retained property at No.86 Caterham Drive. The properties to the rear would be served by a new vehicular access driveway located centrally within the site leading to a parking area with a turning head to the front of the rear houses. All of the proposed houses would feature rear gardens and an area at the front providing a dedicated car parking space and an area for the storage of refuse and recycling. A communal cycle parking store is provided opposite the parking to Houses B and C.
- 8.9 When assessing the layout of the site consideration needs to be given to policy DM10.1 of the CLP which states that developments should respect the development pattern of the surrounding area. In this instance the existing development pattern of the immediate surroundings of the site is varied featuring a mixture of detached and semi-detached properties set in plot sizes of varying scales, and it is also notable that a number of 'backland' developments are present within the surrounding area, most notably on Waddington Avenue which further reinforce the varied development pattern of this area.



Figure 3: Proposed site plan

- 8.10 The siting of the proposed dwellings and layout of the site seeks to both make the most efficient use of the site whilst also responding to the development pattern of the surrounding area. House A at the front of the site would reinforce the existing development pattern of properties fronting Caterham Drive. In respect of Houses B-E at the rear whilst it is recognised that adjacent plots along this stretch of Caterham Drive do not feature 'backland' development, as noted above such developments are a feature of this area. Furthermore given the size of the rear gardens afforded to No's. 86 and 88 Caterham Drive, especially when viewed alongside those of No.84 Caterham Drive and 100-104 Waddington Avenue directly to the north of the site (which can be seen in the top of Figure 3), the subdivision of this site would still result in plot sizes which are not dissimilar both in width and depth to those found in the

immediate context of the site. Therefore, it is deemed that the proposed site layout is appropriate, as it would continue to respect the development pattern of the local area. Given that the majority of parking for the site would be located towards the rear of the site this aspect of the proposal would be largely hidden from view from Caterham Drive, with the only notable change to the streetscene (beyond the new dwelling at No.88) being the provision of a new vehicular access driveway positioned in the centre of the site, which due to other 'backland' developments in the local area is not an uncommon feature in this area. Furthermore the balance between hardstanding and soft landscaping across the entirety of the site is deemed appropriate and is not considered to be at odds with the prevailing character of its surrounding context.

Scale, height and massing

8.11 Policy DM10.1 of the CLP requires proposals to respect the scale, height and massing of the surrounding area, whilst seeking to achieve a minimum height of 3 storeys.



Figure 4: Proposed street scene

8.12 The proposed detached house at the front of the site fronting Caterham Drive (House A) would feature 2 storeys with a pitched roof above. At its highest point this property would have a height of 8.1m. When compared against and seen within the context of the adjacent properties at No.86 (8.3m in height) and No.90 (6.5m in height) and the wider streetscene (which gently slopes downwards in a northerly direction) the proposed height of this property is deemed appropriate. Furthermore its width and general proportions are consistent with many other properties along this stretch of Caterham Drive and for these reasons its scale, height and massing are deemed appropriate and whilst this property would not feature 3 storeys, as aspired to through policy DM10.1 of the CLP, in this instance it is not deemed that additional height to accommodate a third storey is necessary to achieve efficient use of land.



Figure 5: Section through a rear house

8.13 The four houses at the rear of the site (Houses B-E) would feature 2 split-level storeys in order to deal with the significant land level changes across the site (see Figure 5), which are more pronounced towards the rear of the site. In order to keep the overall scale and height of these dwellings to a minimum the space within the roof has been utilised to provide the second storey. On their front elevations these properties would have a height of 7.4m, whilst on their rear elevations these properties would have a height of 5.8m. Given that these properties are also semi-detached their individual widths are also narrower than the proposed detached house at the front of the site (House A) and the retained dwelling at No.86. Given the above, and despite the fact that these properties would sit at a higher level than those at the front of the site due to the land level changes across the site, these properties would therefore achieve a good degree of subservience to both the proposed House A and the retained dwelling at No.86. This would ensure compliance with policy DM10.1 of the CLP which states that in the case of development in the grounds of an existing building which is retained, development shall be subservient to that building. Given the above assessment it can therefore be concluded that the proposed development would respect the scale, height and massing of the surrounding area in line with policy DM10.1 of the CLP.

Appearance and materials

- 8.14 The proposed architectural approach for the development seeks to utilise a traditional design approach using a combination of traditional forms, materials and features. Such an approach to the appearance of the proposed development in principle is considered to be appropriate as it would complement and respect the suburban character of the surrounding area whilst at the same time achieving a high quality design for the proposal.
- 8.15 In respect of the proposed building form House A at the front of the site would feature a stepped form with a hipped pitched roof which would both assist in breaking down its overall mass and responding to other properties along Caterham Drive, many of which have a similar form to that proposed for House A. The form of Houses B-E includes a barn-hip roof with dormer windows within the pitched roofs above being set into the roof form in order to give these properties a more subservient appearance comparative to House A at the front of the site, with Houses D and E being a mirror image of Houses B and C. The resultant designs for both would be a series of well-proportioned traditional built forms that would complement the character of the local area.



Figure 5: Proposed front elevations of House A (left) and Houses B and C (right)

8.16 In respect of detailing a series of traditional details have been employed, many of which can typically be found within a suburban environment. Such details include bay windows, pitched storm porches, dormer windows and soldier courses above openings. The resultant design is a series of houses which have a familiar suburban appearance whilst not appearing overly fussy which would be out of kilter with the generally restrained detailing found on other dwellings within this locality.



Figure 6: Proposed material palette

8.17 The proposed material palette predominantly consists of a multi-stock red brick with red tile hanging to the upper floor and tiled roofs. These high quality traditional materials are commonly found within the local area and would ensure that the proposals are sympathetic to the character of this locality. A condition requiring the submission of samples and the specification of the final materials, alongside detailed drawings of reveal depths and key junctions/features has been recommended.

Quality of residential accommodation

8.18 As outlined by Figure 7 below all 5 of the proposed houses would exceed the internal floor area and private amenity space standards set out by both the Nationally Described Space Standards (NDSS) and Table 6.2 in the CLP.

Unit	Size (bedroom/person)	GIA (sqm) proposed	Min. GIA (sqm)	Amenity Space (sqm)	Min. Amenity Space (sqm)	Built in storage space (sqm)	Min. built in storage space (sqm)
A	4b/7p	178.4	115	150	10	4	3
B	3b/4p	116.6	84	135*	7	3.5	2.5
C	3b/5p	116.6	93	125*	8	3.5	2.5
D	3b/5p	116.6	93	130*	8	3.5	2.5
E	3b/4p	116.6	93	135*	7	3.5	2.5

**Excluding wildflower meadow areas at rear of gardens*

Figure 7: scheme considered against London Plan Policy D6 and Table 3.1

8.19 Internally all of the proposed bedrooms would exceed the required areas and room widths set out by the NDSS and all of the proposed units would feature built in storage in line with the requirements of the NDSS. Internal floor to ceiling heights would also exceed the NDSS requirements (including being compliant with the relevant requirements for where headroom is limited by a roof slope (such as under the eaves)) and comply with the higher LP standards set out in policy D6. All of the proposed dwellings would also be dual aspect and would therefore have access to good light, outlook and ventilation.

8.20 All of the proposed dwellings would feature private rear gardens substantially in excess of the minimum standards, and whilst it is recognised that the rear gardens to Houses B-E are relatively steep and include terraced gardens, such an arrangement is not uncommon in areas such as this where there are significant land level changes. Given the fact that these gardens are significantly in excess of the minimum required standards this arrangement is deemed acceptable and would still ensure that future occupiers of these dwellings have a usable external amenity space.

8.21 In terms of accessibility, step free access would be provided to the main entrances to all of the houses which would also have flush thresholds. Whilst it is recognised that the rear houses would have split-level floors, both the main sitting room and a ground floor W.C is accessible without the need to travel up or down any steps. The front house (House A) has also been designed to be a wheelchair adaptable/accessible dwelling and incorporates a wheelchair accessible W.C at ground floor level, space for wheelchair storage and has the ability to incorporate a through lift should one be required in the future. This dwelling would also benefit from the provision of a blue badge space directly in front of it. The incorporation of the above measures would therefore allow for one of the proposed dwellings to be capable of according with Part M4(3) of the Building Regulations, with all remaining properties being capable of according with Part M4(2) of the Building Regulations. A condition requiring compliance with the aforementioned standards is thus recommended, with details finalised through the Building Regulations regime.

Impact on neighbouring residential amenity

8.22 There are a number of properties that surround the site which include 84 Caterham Drive to the north, the retained property at 86 Caterham Drive, 90 Caterham Drive to the south, 84-98 Waddington Avenue to the north, 125-129 Caterham Drive to the north-east and the rear portions of the gardens serving 72 Waddington Avenue and 35 Shirley Avenue to the south-west. The aforementioned properties are illustrated in Figure 8 below.

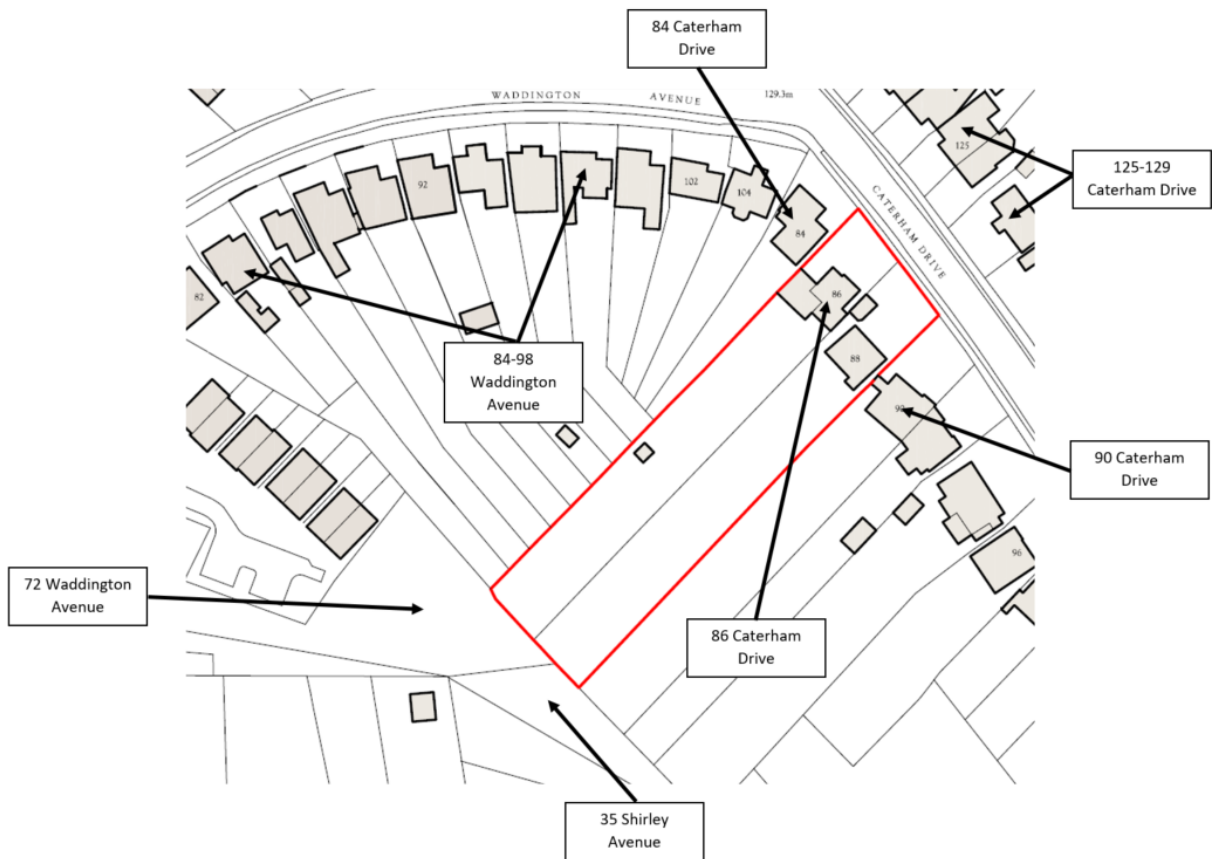


Figure 8: Surrounding neighbours

84 Caterham Drive

8.23 No. 84 Caterham Drive sits to the north side of the application site and is a large two storey detached house. The boundary of this property runs directly adjacent to the application site, however it should be noted that given No.86 Caterham Drive is to be retained with a 17m deep rear garden, the proposed development would only alter the relationship with this property adjacent to the back 15m portion of the garden (which sits 27m to the rear of the house at No.84 itself). Adjacent to the boundary with this property would be a 2m deep area of planting, including existing and proposed trees, in front of which would be the parking area for the rear houses. House E which sits adjacent to the boundary with this property has its front building line broadly in line with the rear boundary of the garden of No.84 and would be situated approximately 42m from the rear elevation of the house at No.84. Given this relationship and the separation distances the proposed development would not unacceptably impact upon the amenities of this property.

86 Caterham Drive

8.24 No.86 Caterham Drive sits within the application site and would be retained as part of the proposed development. As noted in the principle of development section of this report it would benefit from a retained garden that would be 17m in depth with an area of 235sqm. In respect of its relationships to the proposed new dwellings House A (at the front of the site) would be positioned in a broadly similar location to that of the existing dwelling at No.88 approximately 5m to the south, with the new properties to the rear being situated approximately 34m from the rear elevation of No.86. Given the fact that a condition would be imposed requiring the upper floor side facing window of House A to be obscure glazed and fitted with restrictors, and the separation distance between the rear elevation of No.86 and the proposed houses at the rear of the site, the proposed development is deemed to suitably protect the amenity of both the dwelling itself and the first 10m of its rear garden (which is protected by policy DM10.6 of the CLP).

90 Caterham Drive

8.25 No.90 Caterham Drive is a single storey detached bungalow and sits to the south of the site. In respect of the impact of the new dwelling at the front of the site (House A) as has been previously noted this dwelling would be located in a similar position to that of the existing dwelling at No.88 Caterham Drive, albeit it would have a slightly larger footprint (extending further towards the front of the site) and would be 2 storeys in height. Whilst House A would extend forward of No.90 by 3m, given the separation distance between the two properties (3.5m) a 45 degree line from this property would not be breached. At the rear the building line of House A does not extend beyond that of No.90. Whilst House A would feature two side facing windows fronting the boundary with No.90, these would both serve bathrooms and would be covered by a proposed condition which would require the windows serving these rooms to be obscure glazed and fitted with restrictors. In respect of the relationship between No.90 and the proposed new dwellings at the rear of the site, House B which sits adjacent to the boundary with this property would be situated approximately 32m from the rear elevation of the house at No.90. With the exception of a small roof light on the side elevation of House B (serving a bathroom) this proposed dwelling does not feature any other upper floor side facing windows. Given the above and subject to the aforementioned condition regarding upper floor side facing windows being obscure glazed and fitted with restrictors the proposed development would not unacceptably impact upon the amenity of this property.

84-98 Waddington Avenue

8.26 The properties at 84-98 Waddington Avenue all have generous rear gardens which at their southern end border the application site. Whilst these properties therefore technically adjoin the application site, given the fact that the houses themselves would sit between 45m and 80m from the proposed development it is not deemed that the proposed development would adversely impact upon the amenities of these properties.

125-129 Caterham Drive

8.27 125-129 Caterham Drive sit opposite the application site and consist of a pair of 2-storey semi-detached properties and a single 2-storey detached property. At their closest point these properties would be in excess of 30m from the proposed new house at the front of the site (House A) and would continue to be separated from the

application site by Caterham Drive itself. Given this relationship it is not deemed that the proposed development would adversely impact upon the amenities of these properties.

72 Waddington Avenue and 35 Shirley Avenue

- 8.28 The properties at both 72 Waddington Avenue and 35 Shirley Avenue share a boundary with the rear of the application site, however given the length of these gardens and the fact that the dwellings proposed towards the rear of the application site would still sit in excess of 35m from this shared boundary it is not deemed that the proposed development would adversely impact upon the amenities of either of these properties.

Trees, landscaping and biodiversity

- 8.29 There are currently a total of 29 trees and hedges on site or in close proximity to the site boundary as identified in the submitted Arboricultural Report. These include 10 Category B trees, 18 Category C trees and hedges and 1 Category U tree, and are illustrated in Figure 9 below. 7 of the aforementioned trees are subject to a TPO, 3 of which are located off-site within the garden of No.90 Caterham Drive adjacent to the boundary with the application site. 5 of the TPO trees are Hawthorns (4 of which are Category C trees and 1 of which is a Category B tree) with the remaining 2 TPO trees being a Western Red Cedar (Category B) and a Lawson Cypress (Category C). It is noted that a large Spruce tree was historically located within the front garden of No.88 Caterham Drive however this tree was felled circa 4 years ago prior to the applicants involvement with the site.

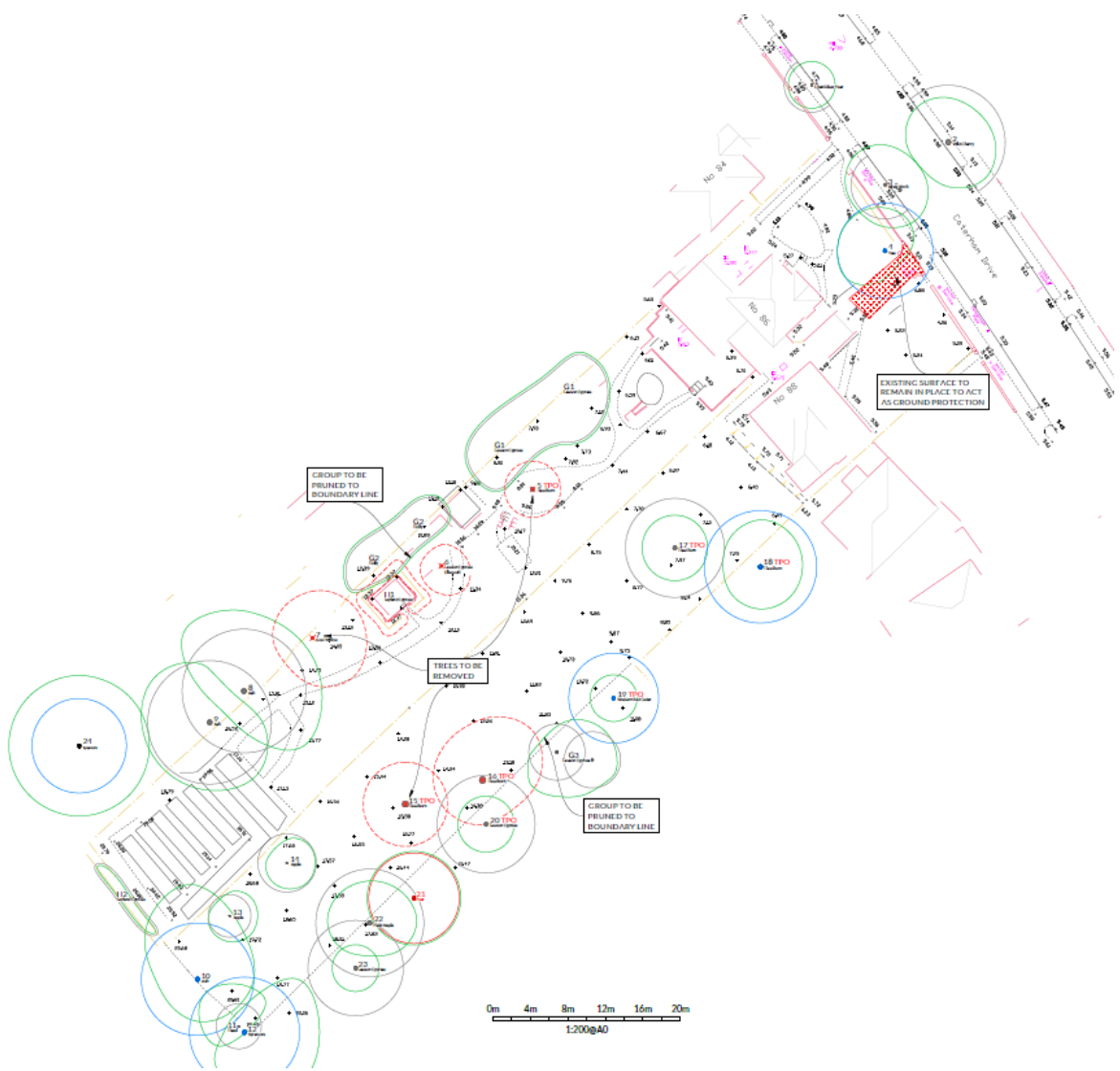


Figure 9: Existing site plan indicating proposed tree removals

8.30 The proposed development seeks to retain the majority of the existing trees on site, however in order to facilitate the proposed development it is proposed that a total of 6 existing trees and hedges are to be removed with a further 2 trees and hedges being pruned back to the site boundary with No.84 Caterham Drive. Of the 6 trees that are to be removed, all of these are categorised as being Category C trees, albeit 2 of these trees are subject to TPO's (2 Hawthorn trees). In respect of the significant number of trees that are to be retained on site a series of tree protection measures as detailed on the submitted tree protection plan have been proposed to ensure that said trees are suitably protected during the construction of the development. Such measures include the installation of protective fencing, ground protection and supervised excavation works for the limited areas where excavation is required within the Root Protection Areas (RPAs) of retained trees. The Council's tree officer has reviewed the aforementioned Arboricultural Report and tree protection plan and on the basis of the quality and specimens of those trees which are to be removed (including the 2 TPO trees), the protection measures proposed as well as the significant level of new tree planting proposed (discussed further in the subsequent paragraph) to offset the proposed tree removal, has raised no objections subject to a condition requiring the development to be carried in accordance with said documents. On this basis the proposal would therefore comply with policy DM28 of the CLP and policy G7 of the LP.

8.31 In respect of landscaping, and as noted above, a key aspect of the landscaping scheme for the site is the planting of a significant number of new trees, totalling 19 across the site (representing a net uplift of 13 trees across the site). Whilst felled prior to the applicant's acquisition of the site, it has been proposed that in order to mitigate this loss and enhance the streetscene as part of this replanting strategy a semi mature tree will be placed to the front of House A. In addition to the extensive new tree planting across the site significant areas of soft landscaping are proposed across the site including lawns, planting and new hedgerows as well as wildflower meadows and protected areas for local wildlife (discussed further in the subsequent paragraph). Where hard landscaping is proposed, notably to provide the new vehicle access driveway, parking areas for the proposed dwellings and patios/terraces to the rear of the proposed dwellings, permeable paving is proposed. The proposed landscaping is considered to be acceptable and incorporates an appropriate balance between hard and soft landscaping to ensure that the site is not dominated by hard landscaping features and is reflective of the general character of the local area. Further details of the proposed landscaping (including samples where appropriate) alongside details of maintenance measures and external lighting and boundary treatments proposed will be secured via condition.

8.32 An ecological appraisal, including an extended Phase 1 habitat survey and a reptile presence survey have been submitted in support of the application to identify what habitats are present on site and look for any evidence of, or potential for, protected/notable species. Said appraisal concluded that the site has some limited habitat value, including for common reptiles (Slow worms), breeding birds, and potentially bats in the boundary treelines and scrubber fringes of the site, particularly during the spring/summer months, as well as there being some evidence of larger mammals passing through the site (such as foxes or badgers). No sett holes or direct evidence of badgers on site were noted during the site surveys, although it is noted that a badger sett does exist on the neighbouring site to the west of the application site and that badgers are present locally. Additionally it was also concluded that the existing dwelling at No.88 Caterham Drive which is to be demolished did not provide bats with any significant roosting opportunities. In order to ensure that the proposed development provides suitable mitigation measures and does not have an adverse impact upon the biodiversity value of the site and instead results in a biodiversity net gain (in accordance with policy G6 of the LP and policy DM27 of the CLP) a series of mitigation and enhancement measures are proposed. Said measures include: precautionary construction methods for badgers and reptiles; wildflower meadow creation; the inclusion of bat and bird boxes; the provision of native hedging, native woodland and creation of a protected species corridor; as well as green roofs and mammal access gaps (to continue to allow foxes and badgers to traverse the site). Based on the above the Council's ecology consultants have confirmed that the proposed development would not represent a conservation concern from an ecology perspective and that sufficient mitigation and biodiversity enhancement measures have been proposed to secure measurable net gains for biodiversity. Subject to conditions being imposed including a requirement for the submission of a biodiversity method statement, a biodiversity enhancement strategy and a wildlife sensitive lighting design scheme, as well as a condition requiring the proposed mitigation and enhancement measures to be carried out in accordance with the submitted details, the Council's ecology consultants have raised no objection to the proposed development. In order to comply with the Council's ecology consultant's recommendations all of the aforementioned conditions have therefore also been recommended by officers.

Access, parking and highway impacts

- 8.33 The site has a PTAL of 1a representing a poor level of public transport accessibility, sits approximately 2.7km south-east of Coulsdon South rail station, and approximately 100m south of the nearest bus stop on Caterham Drive. Caterham Drive itself sits at the bottom of a valley and whilst it doesn't act as a through route, it connects onto a number of other roads including The Glade, Keston Avenue, Waddington Avenue, Shirley Avenue and Rydons Lane. The existing site is currently accessed via two crossovers, one serving No.86 and one serving No.88.
- 8.34 Whilst the existing crossover and access into No.86 would remain unaltered, in order to provide access to the new development the existing crossover to No.88 would be modified to provide a widened crossover leading into the new centrally located vehicle access driveway. Said driveway would provide access to all 5 of the proposed houses and would feature a passing area at its front (adjacent to Caterham Drive), and thereafter would be 3.7m in width (inclusive of the pedestrian pathway which extends the full length of the driveway and would be at the same level as the carriageway) and no steeper than 1:12 to ensure that both the Council's refuse vehicles and emergency vehicles can access the rear of the site. At the end of this driveway a turning area, capable of allowing a refuse truck to turn, is provided flanked by both parking for Houses B-E as well as visitor parking spaces. In order to demonstrate that access into and out of the new vehicle access driveway is safe and would not adversely impact upon the safe operation of Caterham Drive the applicant has demonstrated that both pedestrian and vehicular sightlines can be achieved.
- 8.35 Table 10.3 of the LP sets out maximum car parking standards for residential developments. This states that in a low PTAL location such as this up to 1.5 spaces should be provided per unit for 3 bed+ properties. In line with the LP the proposed development could therefore provide up to a maximum of 7.5 spaces. It is important to note however that it is not necessarily desirable to provide car parking up to the maximum standards given the ambitions of both the LP and CLP to reduce reliance on car usage and promote/prioritise sustainable modes of transport.
- 8.36 In this instance the proposed development seeks to provide a total of 7 parking spaces for the 5 houses, with 1 space allocated to each house (including the blue badge space for House A), with the remaining 2 spaces opposite Houses D and E being used as visitor spaces. Tracking diagrams have been provided to demonstrate that all of these spaces can be entered and exited from. Given that the proposed development in effect provides the maximum allowable level of car parking that the development could propose, there is no requirement for the applicant to demonstrate how any overspill parking could be accommodated on the surrounding road network. A parking stress survey has nonetheless been submitted to demonstrate that in the event the proposed development did lead to additional parking (beyond that provided on site) that there is capacity on the surrounding streets to accommodate this. Said survey concluded that the parking stress levels in the locality of the site were 55% with a total of 43 spaces available within 200m of the application site (i.e. the survey area). As such it is clearly evident that should the development result in a small level of additional on street parking, this would not increase parking stress levels to an unacceptable level due to the existing levels of capacity. In light of the above the proposed car parking provision and the proposal's impact upon the local highway network would therefore be acceptable.

- 8.37 CLP Policy SP8 requires development to contribute to the provision of electric vehicle charging infrastructure, car clubs and car sharing schemes. The proposed development would provide a financial contribution of £1,500 per home to achieve this requirement.
- 8.38 In respect of cycle parking the proposed development provides a total of 12 cycle parking spaces, including 2 per dwelling and a further 2 visitor spaces, which is in line with the requirements set out by Table 10.2 of the LP. Whilst House A would benefit from a private secure cycle store within its rear garden, accessed via a side path, Houses B-E would share a communal cycle store located opposite Houses B and C. Said store would be lit, secure and benefit from electric points for electric bike charging. Additionally it would also provide sufficient space for wider or adapted bikes as required by policy T5 of the LP. In order to ensure that the final design of the proposed bike stores are acceptable full details of these will be secured via condition.
- 8.39 With respect to refuse arrangements, each property would benefit from a dedicated area for the storage of refuse bins at their front which would be of a suitable size to hold the necessary level of refuse receptacles. Whilst further details of these stores would be secured via condition, their location at the front of each property and them being surrounded by a wall and further screened through the use of soft landscaping ensures that they would not detract from the appearance of the site. In addition to said storage areas a dedicated area for the storage and collection of bulky waste has also been proposed at the rear of the site adjacent to the 2 visitor parking spaces. As the proposed vehicle access driveway is of both a suitable width and gradient to allow for the Council's refuse vehicles to enter the site, and a suitable area for vehicle turning is provided at the end of this, all of the proposed dwellings will have their refuse collected from their individual stores at the front of their properties. On the basis of the above and subject to a condition requiring further details of the proposed refuse storage areas, the refuse collection arrangements proposed would satisfy the requirements of policy DM13 of the CLP.
- 8.40 In addition to the above considerations a condition is also recommended in respect of electric vehicle charging points (EVCP) for the proposed car parking spaces and in respect of construction management a full detailed Construction Logistics Plan would also be required by condition and would need to be submitted for the Council's approval prior to the commencement of development.

Flood risk and energy efficiency

- 8.41 Both CLP policy DM25 and policy SI 13 of the LP outline that SUDS should be provided in all new developments and ensure that surface runoff is managed as close to source as possible. SUDS should accord with the LP 'Drainage Hierarchy' and seek to achieve better than greenfield runoff rates. Whilst the site is located in Flood Zone 1 and according to the Environment Agency has a very low probability of fluvial flooding, it is noted that Caterham Drive is at a very high risk of surface water flooding and has experienced flooding events in the past, including a significant flooding event in June 2016. In support of the proposed application the applicant has submitted a detailed SUDS strategy for the site such that it can be demonstrated through appropriate management of on-site surface water that the proposed development would not further increase the risk of flooding events in the local area. Given the fact that the site sits on chalk, which is known to offer good soil infiltration rates and is compatible with infiltration drainage techniques, infiltration drainage is therefore proposed as the method for the dispersal of surface water run-off on the site. During the determination

of the planning application on-site infiltration tests have been carried out and confirm that this proposed method of drainage is feasible and it is on this basis that the SUDS design for the site has been based, which includes the provision of soakaways constructed from cellular/crate systems (sized to allow for the 1 in 100 year storm event and taking into account climate change impacts) located below permeable paved surfaces. This design would ensure that the site does not result in surface water run-off from the proposed development onto Caterham Drive. Alongside details of the proposed SUDS design details of its ongoing maintenance have also been provided. The above details have been reviewed by the Local Lead Flood Authority (LLFA) who have confirmed that the proposed SUDS strategy is acceptable and subject to a condition requiring the development to be carried out strictly in line with the proposed SUDS strategy and for it to be suitably maintained thereafter the proposal is deemed acceptable in flooding terms.

- 8.42 Both CLP policy SP6 and policy SI 2 of the LP require new development to minimise carbon dioxide emissions and seek high standards of design and construction in terms of sustainability. The proposed development has been designed to be highly energy efficient and will be required to comply with the energy performance targets and CO2 emission reductions as set out in Part L (Conservation of fuel and power) of the Building Regulations. In order to comply with said requirements it may be necessary at the detailed design stage for the scheme to incorporate external energy generation equipment (such as PV panels) and as such to ensure that any such measures have appropriate visual and amenity impacts a condition requiring details to be submitted of such equipment is recommended. In addition to the above a condition is also recommended to be attached requiring a minimum water efficiency standard of 110/litres/person/day to ensure that the proposed dwellings are water efficient.

Fire safety

- 8.43 In line with policy D12 of the LP all development proposals must achieve the highest standards of fire safety and ensure that they identify suitable outdoor space for fire appliances and assembly points; incorporate appropriate fire safety features; minimise the risk of fire spread; provide suitable and convenient means of escape (incl. a robust strategy for evacuation); and provide suitable access and equipment for firefighting. The applicant has submitted a Fire Safety Statement with the application which is considered to sufficiently address the requisite fire safety measures/procedures and a condition requiring the development to be carried out in accordance with said statement is recommended.

Other planning issues

- 8.44 The application site sits within the Croydon Downs Tier III Archaeological Priority Area and as such the Greater London Archaeological Advisory Service (GLAAS) were consulted with. Subject to the imposition of a pre-commencement condition requiring the applicant to undertake an archaeology written scheme of investigation (WSI) GLAAS raised no objections to the application as it is deemed to be in a location of low archaeology potential.
- 8.45 The Council's environmental health team have reviewed the application and have requested that a contaminated land 'Phase 1 Desk Study' is prepared and submitted for review prior to the commencement of works on site.

8.46 The development will be liable for a Community Infrastructure Levy (CIL) payment. CIL payments are pooled from developments and contribute to delivering infrastructure to support the development of the Borough, such as local schools.

Conclusions

8.47 The proposed provision of 5 new houses at 86-88 Caterham Drive, including the provision of a single detached dwelling fronting onto Caterham Drive and four semi-detached houses to the rear of the site is acceptable in principle in accordance with the Development Plan policies. The siting of the proposed dwellings has been informed by both the surrounding character of the site as well as site constraints including the sloping topography of the site and the desire to retain as many existing trees as possible, and it is deemed that the scale and appearance of the proposed dwellings is appropriate, of high quality and contextual. The proposed dwellings would provide future occupiers with a good quality of accommodation internally and externally and the quantum of car parking proposed and the manner in which the site will be accessed and serviced is acceptable. Environmental considerations including the scheme's impact upon trees, biodiversity, flood risk and energy efficiency are also deemed to be acceptable.

8.48 All other relevant policies and considerations, including the statutory duties set out in the Equalities Act 2010, the Human Rights Act, the Planning and Compulsory Purchase Act, and the Town and Country Planning Act, have been taken into account. Given the consistency of the scheme with the Development Plan and weighing this against all other material planning considerations, the proposal is considered to be acceptable in planning terms subject to the detailed recommendation set out in section 2 (RECOMMENDATION).