

PART 6: Planning Applications for Decision**Item 6.4****1.0 SUMMARY OF APPLICATION DETAILS**

Ref:	19/03385/FUL
Location:	34 Caterham Drive, Coulsdon, CR5 1JF
Ward:	Old Coulsdon
Description:	Demolition of existing dwelling and garage and erection of a three storey building comprising 6 flats (3 x 3 bed, 1 x 2 bed and 2 x 1 bed), 3 parking spaces, communal amenity space and cycle / refuse / recycle storage
Drawing Nos:	570.10 Rev A; 570.11 Rev A; 570.12 Rev F; 570.13 Rev E; 570.14 Rev F; 570.15 Rev F; 570.16 Rev F; 570.17 Rev C; CGI's received 16/10/2019 and 31/10/2019; Flood Risk Assessment; Conceptual Surface Water strategy report dated 01/08/2019; External Daylight Study; Residents Engagement Report dated 09/08/2019; Parking Stress Survey & Analysis dated July 2019.
Applicant:	Mr Joseph Garner & Ben Fish of New Place Associates
Case Officer:	Lucas Zoricak

	1B 2P	2B 3P	2B 4P	3B 4P	3B 5P	Total
Existing Provision				1		1
Proposed Provision	2		1	1	2	6

- 1.1 This application is being reported to Planning Committee because objections above the threshold in the Committee Consideration Criteria have been received.

2.0 RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission subject to conditions and informatives to secure the following matters:

Conditions

1. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
2. Details of facing materials
3. Obscure glazed window openings
4. Hard and soft landscaping to be submitted
5. Construction Logistics Plan
6. Details of refuse and cycle storage, boundary treatments
7. Permeable forecourt material
8. Drainage - Details in accordance with Surface Water Strategy Report
9. Sustainable urban drainage details

10. M4(2) compliance
11. Details of the play space
12. 19% reduction in CO2 Emissions
13. 110l Water Restriction
14. Details of parking spaces
15. Reinstatement of the existing vehicular crossover in Haycroft Close
16. Construction of a new vehicular crossover in Catherham Drive
17. Parking restrictions
18. Time limit of 3 years
19. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) CIL
- 2) Party Wall Act 1996
- 3) Code of practise for Construction Sites
- 4) Highways – site and highway boundary details, surface water discharge
- 5) Highways – costs associated with highway works
- 6) Demolition guidance
- 7) Demolition notice
- 8) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3.0 PROPOSAL AND LOCATION DETAILS

3.1 The proposal includes the following:

- Demolition of existing detached 3 bed house
- Erection of a three storey building comprising 3 x 3 bedroom flat (1 x 4 person and 2 x 5 person), 1 x 2 bedroom flat (4 person) and 2 x 1 bedroom flat (2 person).
- Provision of 3 off-street spaces.
- Provision of associated refuse/cycle stores.

3.2 Amended plans were received showing an amended design/appearance, material, fenestration, access, internal layout and parking layout following consultation response from strategic transport and urban design officers. No reconsultation was needed because the amendments did not lead to a material change in circumstances.

Site and Surroundings

3.3 The application site lies on the southern side of Caterham Drive on the junction with Haycroft Close. The site is currently occupied by a single storey detached dwelling that is positioned towards the rear boundary. There is a detached garage located to the rear of the house that is accessed off Haycroft Close. The site benefits from a generous front garden with soft landscaping, whereas the rear garden is more limited by the existing garage. The ground level rises along Haycroft Close.

- 3.4 The surrounding area is residential in character and is comprised of a variety of dwelling types and sizes. There are no site specific constraints that would impact upon the development potential of the site and neither is the site subject to a formal tree preservation order. The site has a Public Transport Accessibility Level (PTAL) of 1A; therefore it is considered to have poor access to public transport. The application site is located within an Archaeological Priority Area (Tier III) and lies within an area at medium/high risk of surface water flooding as identified by the Croydon flood maps. There are no other constraints affecting the application site as identified by the Croydon Plan.



Fig 1: Aerial street view highlighting the proposed site within the surrounding street-scene

Planning History

- 3.5 19/01557/PRE - Proposed demolition of existing dwelling and garage: Erection of a three storey building with accommodation in the roof space to provide 7 flats (comprising 7 x two), 4 parking spaces, private amenity space, bin storage facilities and landscaping including retaining walls.
- 3.6 18/03090/FUL - Demolition of existing dwelling and garage; proposed erection of 2no. two-storey three bedroom semi-detached dwellings, formation of vehicular access and provision of associated parking – Approved - 27.09.2018.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposed development would create good quality residential accommodation that would make a positive contribution to the borough's housing stock and would make a small contribution to the Council achieving its housing targets as set out in the London Plan (2016) and Croydon Local Plan (2018). The proposed development would provide an appropriate mix of units including 3x three-bed units, 1x two-bed unit and 2x one-bed unit.

- The proposed development would be of an appropriate mass, scale, form and design that would respect the established built form of the surrounding area.
- The proposed development would not cause unacceptable harm to the amenities of neighbouring residential occupiers.
- Subject to the imposition of conditions, the proposed development would not have an adverse impact on the operation of the highway.
- Subject to conditions, the proposals would not have an adverse impact on flooding.
- Sustainability aspects can be controlled by conditions

5.0 CONSULTATION RESPONSE

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

6.0 LOCAL REPRESENTATION

- 6.1 The application has been publicised by 16 letters of notification to neighbouring properties in the vicinity of the application site. A site notice has been displayed in Haycroft Close and in Caterham Drive on 16.08.2019. The number of representations received from neighbours, a Residents' Association (Old Coulsdon Residents Association and Caterham Flood Action Group) and a local ward Councillor in response to notification and publicity of the application are as follows:

No of individual responses: 246 Objecting: 246 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:

Summary of objections	Response
<i>Principle of development</i>	
Poor quality development	Addressed in the report at paragraphs 8.2 – 8.14
Overdevelopment and intensification	Addressed in the report at paragraphs 8.2 – 8.6
An unwelcome precedent	Addressed in the report at paragraphs 8.2 – 8.6
Loss of family home	Addressed in the report at paragraph 8.4 – 8.5
<i>Design</i>	
Out of character	Addressed in the report at paragraphs 8.7 – 8.14
Excessive scale, height and massing	Addressed in the report at paragraphs 8.7 – 8.14
Over intensification – Too dense	Addressed in the report at paragraphs 8.7 – 8.14
Visual impact on the street scene (out of character)	Addressed in the report at paragraphs 8.7 – 8.14

Harm to the suburban character	Addressed in the report at paragraphs 8.7 – 8.14
Number of storeys	Addressed in the report at paragraphs 8.7 – 8.14
<i>Amenities</i>	
Negative impact on neighbouring amenities	Addressed in the report at paragraphs 8.15 – 8.20
Loss of light	Addressed in the report at paragraphs 8.15 – 8.20
Loss of privacy	Addressed in the report at paragraphs 8.15 – 8.20
Overlooking	Addressed in the report at paragraphs 8.15 – 8.20
Disturbance (noise, light, pollution etc.)	Addressed in the report at paragraphs 8.20
<i>Traffic & Parking</i>	
Negative impact on parking and traffic in the area	Addressed in the report at paragraphs 8.26 – 8.34
Inadequate provision of off-street parking	Addressed in the report at paragraphs 8.27 – 8.30
Negative impact on highway safety	Addressed in the report at paragraph 8.27 – 8.34
Refuse and recycling provision	Addressed in the report at paragraph 8.33
<i>Other matters</i>	
Impact on / loss of existing trees	Addressed in the report at paragraphs 8.35
Impact on wildlife and biodiversity	Addressed in the report at paragraphs 8.36
Impact on surface flooding	Addressed in the report at paragraph 8.38
Construction disturbance	Addressed in the report at paragraph 8.39
Increased pressure on local infrastructure and services	Addressed in the report at paragraph 8.41

6.3 Cllr Margaret Bird (Old Coulsdon Ward) has referred the application to committee and raised the following issues:

- Overdevelopment of the site
- Visual dominance on the streetscene
- Increased surface flooding risk
- Loss of amenity to neighbours
- Out of character
- Inadequate parking provision
- Negative impact on the wildlife (badgers)

6.4 Old Coulsdon Residents Association and Caterham Flood Action Group have raised the following issues:

- The new development would not mitigate the flood risk
- Maintenance of the flat sedum roof has not been clarified
- Increased surface flooding risk
- No provision of flood resilience to existing homeowners
- Unsympathetic design
- Out of character with local context
- Overbearing height and massing
- The building line not being respected
- Dominant appearance
- Increased surface water flooding risk
- Insufficient parking provision
- Inadequate provision of amenity space

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. Such 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 (February 2018), and the South London Waste Plan 2012.

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

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

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
- 5.1 Climate change mitigation

- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.10 Urban greening
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.16 Waste net self sufficiency
- 5.18 Construction, Demolition and excavation waste
- 6.3 Effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing traffic flow and tackling congestion
- 6.12 Road Network Capacity
- 6.13 Parking
- 7.4 Local Character
- 7.6 Architecture
- 8.3 Community infrastructure levy

7.5 Croydon Local Plan (adopted February 2018)

- SP1 – The places of Croydon
- SP2 – Homes
- DM1 – Housing choice for sustainable communities
- SP4 – Urban Design and Local Character
- DM10 – Design and character
- DM13 – Refuse and recycling
- SP6 – Environment and Climate Change
- DM23 – Development and construction
- DM24 – Land contamination
- DM25 – Sustainable drainage systems and reducing flood risk
- SP7 – Green Grid
- DM27 – Biodiversity
- DM28 – Trees
- SP8 – Transport and Communications
- DM29 – Promoting sustainable travel and reducing congestion
- DM30 – Car and cycle parking in new development
- DM37 – Coulsdon

7.6 Suburban Design Guide Supplementary Planning Document (SPD) 2019

The SPD is a Housing Design Guide that provides guidance on suburban residential developments and extensions and alterations to existing homes across the borough. The SPD is a design guide for suburban developments likely to occur on windfall sites where existing homes are to be redeveloped to provide for several homes or proposals for building homes in rear gardens.

7.7 Other relevant Supplementary Planning Guidance as follows:

- London Housing SPG, March 2016
- National Technical Housing Standards, 2015
- National Planning Practice Guidance

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The principal issues of this particular application relate to:

- The principle of the development;
- Impact of the development on the character and appearance of the area;
- Impact on residential amenities;
- Standard of accommodation;
- Transport and highways impacts;
- Impacts on trees and wildlife;
- Sustainability issues; and
- Other matters

The Principle of Development

- 8.2 Both the London Plan and the NPPF place significant weight on housing delivery and focus on the roles that intensification and small sites in particular can play in resolving the current housing crisis. It is acknowledged that windfall schemes which provide sensitive renewal and intensification of existing residential areas play an important role in meeting the demand for additional housing in Greater London, helping to address overcrowding and affordability issues.
- 8.3 The site is a windfall site which could be suitable for sensitive renewal and intensification. The residential character of Caterham Drive consists of detached and semi-detached houses.
- 8.4 Local Plan Policy DM1.2 seeks to prevent the loss of small family homes by restricting the net loss of 3 bed units and the loss of units that have a floor area less than 130 sq.m. The existing property has a floor area of 100.3 sq.m and is a 3 bed bungalow; however, on the basis that this would be replaced with 4 family size units, which would result in a net gain of family accommodation, this is considered acceptable.
- 8.5 The proposed 3 x 3 bed and 1 x 2 bed 4 person units would provide adequate floorspace for four families. Policy SP2.7 sets a strategic target of 30% of new homes to be 3-bedroom homes and CLP acknowledges that 2 bed, 4 person homes can be treated as family homes (in line with DM1.1) during the first 3 years of the Plan. The overall mix of accommodation would be acceptable and would result in a net gain in family accommodation.
- 8.6 Representations have raised concern over the intensification of the site and overdevelopment. The site is in a suburban setting with a PTAL rating of 1a and as such, the London Plan indicates that a suitable density level range is between 150-200 habitable rooms per hectare (hr/ha). Whilst the proposal would be in excess of this range (337 hr/ha), it is important to note that the London Plan indicates that it is not appropriate to apply these ranges mechanistically, and also

provides sufficient flexibility for higher density schemes (beyond the density range) to be supported where they are acceptable in all other regards. In this instance the proposal is acceptable, respecting the character and appearance of the surrounding area, and does not demonstrate signs of overdevelopment (such as poor quality residential units or unreasonable harm to neighbouring amenity). As such the principle of the scheme is supported.

The effect of the proposal on the character of the area and visual amenities of the street-scene

- 8.7 The existing property with a detached garage is not protected from demolition by existing policies and its demolition is acceptable subject to a suitably designed replacement building coming forward. The proposal seeks to replace it with 6 units within a single building fronting Caterham Drive.
- 8.8 The surrounding area includes a mixture of one storey and two storey dwellings. The existing dwelling at No. 36 is a detached bungalow whereas the property on the other side of the site at No. 30 is a two storey detached house. The property positioned to the rear of the application site is a two-storey detached dwelling house. Single storey bungalows can be seen in the street scene adjacent to two storey houses.
- 8.9 The Croydon Local Plan has a presumption in favour of three storey development, where respecting the character of the area, and the application seeks to provide a three storey property providing a high quality built form that respects the land level changes, pattern, layout and siting in accordance with Policy DM10.1.
- 8.10 Whilst it is acknowledged that the proposed dwellings would be taller than the neighbouring properties, this relationship is considered acceptable and in line with the SDG (2019) which advises that where surrounding buildings are predominantly detached dwellings of two or more storeys, new developments may be three storeys with an additional floor contained within the roof space or set back from the building envelope below, as a contemporary reinterpretation of the existing built form. Furthermore, the proposed building would be suitably set back off the main road so as to not appear overly prominent, and the land is at a higher level to the rear. Given the building line varies along the street, the position of the building is considered acceptable. Separation distances of approximately 2m have been incorporated to either side boundaries ensuring the development does not appear overly cramped in relation to its plot. The third floor would be set back and would help to break up the bulk and massing of the building.



PROPOSED FRONT ELEVATION (Caterham Drive)

Fig 2: Elevational view highlighting the proposal in relation to neighbouring properties.



PROPOSED SIDE ELEVATION (Haycroft Close)

Fig 3: Elevational view highlighting that the massing respects Haycroft Close properties.

8.11 It is also acknowledged that the proposed scheme with contemporary design and roof form would not replicate the predominant local character, but rather be a contemporary reinterpretation of it, as advocated by the SDG (2019). The scheme does however respect existing character for example by having a similar width to those generally found in the area, similar floor to ceiling heights and a recessed upper floor, as well as incorporating materials (brickwork) predominant in the area. The NPPF states that *innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles should not be stifled*. The proposal would not have a detrimental impact on the existing character, which itself is inconsistent and varied, with a mix of post-war built forms. The site presents a compelling opportunity to pursue a contemporary

approach, as unique additions to such an area may positively evolve its character.



Figure 4 CGI of site showing the front elevation fronting Caterham Drive

- 8.12 The frontage includes hard-standing to allow for off street parking. There would be some soft landscaping surrounding it, along with a section of soft landscaping along the front/front-side boundary. The existing vehicle access off Haycroft Close would be reinstated and a new vehicular crossover would be formed to the front of the property with access from Caterham Drive. Sustainable urban drainage systems (SUDs) would be used at the site and conditioned as part of the approval. Furthermore a number of properties benefit from front driveways and this has become an established element of the Caterham Drive streetcene. The proposed forecourt with a driveway and parking provision would therefore reflect the arrangement of the neighbouring buildings and is considered acceptable.



Fig 5: Ground floor plan proposed site showing proposal in relation to neighbouring properties

- 8.13 The application site is a substantial plot within an established residential area and is comparable in size to other flatted developments approved throughout the borough. The scale and massing of the new build would generally be in keeping with the overall scale of development found in the immediate area and the layout of the development would respect the pattern and rhythm.
- 8.14 In the light of the above, officers are of the opinion that the proposed development would comply with the objectives of the above policies and the Suburban Design Guide SPD (2019) in terms of the visual amenity.

The effect of the proposal upon the amenities of the occupiers of adjoining properties

- 8.15 Policy DM10.6 states that the Council will not support development proposals which would have adverse effects on the amenities of adjoining or nearby properties, or have an unacceptable impact on the surrounding area. This can include a loss of privacy, a loss of natural light, a loss of outlook or the creation of a sense of enclosure. The properties with the potential to be most affected are the adjoining properties at 36 Caterham Drive, 30 Caterham Drive, 1 Haycroft Close and the dwellings opposite on Catherham Drive.

36 Caterham Drive

- 8.16 This dwelling is orientated to the south of the application site and is set at approximately the same level as the proposal site. No.36 has been extended with a single storey front garage adjacent to the original dwelling and flank wall facing the application site. Both the property and the garage are set back approximately 2 metres from the (side) boundary with the application site and the separation distance between the flank wall of the proposed building and flank wall of this neighbouring property would range between 2.4 and 3 metres. While it is noted that the footprint of the proposed building would project approximately 6 metres beyond the front building line of No.36, the outlook and light levels to front ground floor openings have already been affected by the presence of a 7 metres deep garage with a hipped roof. The dormer window positioned near the boundary with the application site serves a bathroom, the other dormer window serves a habitable room and the proposed site plan (570.12 Rev F) indicates the 45 degree rule compliance in relation to the proposed building in plan form. Some side facing windows are proposed above ground floor. Where these face on to the roof slope of no 36 Caterham Drive these are clear glazed as they do not give rise to significant overlooking. At second floor level the side facing windows are proposed as obscure glazed as they serve a bathroom and a living area which would be able to look out over the dormer of no 36 Caterham Drive. By ensuring these are obscure glazed there would be no significant loss of privacy to 36. Given the siting, orientation, presence of the garage and separation distance, the proposed building is not considered to have a detrimental impact on the amenity of these adjoining occupiers through the loss of light, outlook, privacy, overlooking, overbearing form or sense of enclosure.



Fig 5: CGI of site showing the side elevation with main entrance fronting Haycroft Close

30 Caterham Drive

- 8.17 This property is located on the opposite side of Haycroft Close from the development. This, and the distance of 9 metres between the side elevation of the proposed building and the side elevation of this two-storey property is considered sufficient to prevent any harmful impact on the amenities of these occupiers. In addition, this property does not have any side habitable room windows facing the application site. As such the garden space of 30 Caterham Drive is not considered to be directly overlooked and so the proposal complies with the SDG.

1 Haycroft Close

- 8.18 This dwelling is orientated to the west of the application site and is set at an elevated position in relation to the application site. It is noted that the property benefits from a side dormer window serving habitable rooms and ground floor side facing habitable rooms. It should also be noted that the SDG makes clear that minimal protection should be given to side facing windows. There would be 13.5m from the proposed rear elevation of the building and the side elevation of no.1 Haycroft Close. The ground floor side facing windows of no 1 Haycroft Close are already affected by their fence and the proposal would not result in no sky being visible from that property, a significant element of the BRE daylight and sunlight tests and the development would be located to the north east of these windows, resulting in light and outlook still being visible from the side. The dormer window would be generally unaffected as it is on a similar level to the recessed upper floor of the proposed development. Therefore, the scheme would be unlikely to cause a loss of natural light, a loss of outlook or the creation of a sense of enclosure. Furthermore, the proposed rear first and second floor openings

would be obscure glazed and would therefore not give rise to overlooking / privacy issues.



Fig 6: CGI of site showing the side and rear elevation

Nos.47, 49, 51 and 53 Caterham Drive (opposite)

8.19 It is considered that given the separation distances and topography that there would not be a significant impact on these dwellings in terms of loss of light, outlook, privacy or sense of overbearing. This is considered to be an acceptable relationship in a suburban setting such as this.

8.20 With regard to the noise and disturbance, the proposed development would not result in undue noise, light or air pollution as a result of an increased number of occupants on the site. The increased number of units would increase the number of vehicle movements to and from the site, but this would not be significant and would not be overly harmful. As such, the proposed development is considered acceptable in terms of the neighbouring amenity.

The effect of the proposal upon the amenities of future occupiers

8.21 The Nationally Described Space Standards (NDSS) 2015 provide minimum technical space standards for new dwellings in terms of the gross internal floor areas and storage. All of the proposed units would meet the minimum required gross internal floor area.

8.22 The proposed floor space for each unit would meet the minimum requirements of the Nationally Described Space Standards for units of this type. Whilst some windows are obscure glazed to ameliorate any impact on neighbouring properties, all habitable rooms have a clear glazed window proposed. For units 4 & 6 this is provided by the semi-enclosed amenity space. Given the orientation

of the site sufficient light and outlook would be provided. The unit's would have access to private and communal amenity space which meets the required standard.

- 8.23 The local plan also requires all flatted development to provide new child play space on top of the amenity space to be provided. In terms of the child play space, this is indicated on the drawing 570.12 Rev F and further details would be secured through use of planning conditions.
- 8.24 In terms of accessibility, the scheme achieves M4(2) compliance. Specifically, the ground units would have step free access from the front door and to the refuse store, and reasonable level access to the communal space to the rear. Whilst the inclusion of a lift shaft would provide level access to units at upper floors, it would have had significant impact on viability and would have certainly reduced the number of rooms and/or flats and would have reduced the capacity of the site to optimise the number of units sustainably achievable. In such circumstances, the London Plan advises that units above or below the ground floor should satisfy M4(1), which is achievable. Whilst this flexibility does not apply to ground floor units, in view of the particular site circumstances and in order to protect the character of the street scene against the backdrop of housing need, the proposal is considered acceptable without providing level access to the upper floors.
- 8.25 Overall, the development is considered to result in a high quality development, including an uplift in family accommodation, and would offer future occupiers a good standard of amenity, including the provision of communal amenity space and child play space, and thus accords with relevant policy.

The impact on transport / highway

- 8.26 The Public Transport Accessibility Level (PTAL) rating is 1a which indicates poor accessibility to public transport. The London Plan and Policy DM30 of CLP (2018) sets out that maximum car parking standards for residential developments based on public transport accessibility levels and local character. This states that 1-2 bedroom properties should provide a maximum of up to 1 space per unit, with up to 1.5 spaces per unit being provided for 3 bedroom properties. In line with the London Plan, 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 requirements of both the London Plan and Croydon Local Plan which seek to reduce reliance on car usage and promote/prioritise sustainable modes of transport. As such, a lower level of car parking can be supported and is encouraged in line with the ambitions of the Development Plan.
- 8.27 The site is not located in a controlled parking zone. Three on-site parking bays are proposed, in-line with draft London Plan guidance. However, while the low PTAL is acknowledged and a greater parking demand is likely, the proposed scheme would provide 50 per cent parking provision. The results of an on-street parking survey also suggests there is significant spare on-street parking capacity (with an average of 47 spaces being readily available) to accommodate the

development and unrestricted parking space along the surrounding highway network could accommodate an overspill of 5 vehicles on-street close to the site.

- 8.28 On the basis that parking overspill can be anticipated, Local Planning Authority would seek contributions to fund single/double yellow parking restrictions on the corners of the junction at Caterham Drive and Haycroft Close and on the approach to the bus stop on Caterham Drive.
- 8.29 There are a number of representations that refer to the parking provision, on-street parking and highway safety at the site. In respect to highway safety, the scheme provides 3 off-street parking spaces and these would need to adhere to the parking visibility splays and parking standards to ensure that safety requirements are adhered to and these have been secured through conditions.
- 8.30 The parking layout and number of parking space have been amended and the number of spaces has been reduced from 4 to 3. This was necessary because the bay number 4 closest to the development was unworkable as the vehicle would not be able to enter and exit in forward gear due to the balcony/amenity space of the ground floor jutting into the car park.
- 8.31 The formation of a new vehicle crossover and reinstatement of the existing crossover in Haycroft Close have been conditioned.
- 8.32 In compliance with the London Plan, electric vehicle charging points should be installed in the parking area and this shall be secured by way of a condition. Cycle storage facilities would comply with the London Plan (which would require 12 spaces) as these are located in the communal hallway.
- 8.33 The refuse arrangements would be acceptable and for a six units scheme would provide 4 x 240ltr landfill; 4 x 240ltr for dry recycling and 1 x 140ltr food recycling, which has been accommodated within the site. The refuse store would be located to the side of the building facing Haycroft Close with access to the hardstanding. Further details regarding elevational treatment and external material have been conditioned.
- 8.34 While a Construction Logistic Plan has been submitted with the application, the document has not been considered satisfactory and a submission of a revised Demolition / Construction Logistic Plan (including a Construction Management Plan) would be required before commencement of work, this could be secured through a condition. Subject to conditions, S106 and S278 agreements, the proposal is considered acceptable on transport and highway grounds.

Impact on trees and wildlife

- 8.35 While it is noted that the site benefits from a number of trees and soft landscaping, the site is not covered by a Tree Preservation Order, nor is the site within a Conservation Area so trees on the site are not subject to planning controls. The proposed plans indicate the retention of two trees and the removal of one tree and a hedge. A detailed landscaping plan has not been submitted and the submission of further hard and soft landscaping details has therefore

been conditioned. The proposed replacement planting locations are considered acceptable subject to submission of these details.

- 8.36 In terms of wildlife and biodiversity, the site is not in a protected area and there is insufficient evidence especially given the characteristics of the site (residential property with garden) to suggest that there is protected flora and fauna on site. The scheme includes a green roof, contributing to cooling the building, providing green space for wildlife and some water attenuation.

Sustainability Issues

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

Other Matters

- 8.38 The site is located in Flood Zone 1 (land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1%)) as identified by the Environmental Agency and lies within an area at medium/high risk of surface water flooding. The applicant has carried out infiltration testing at the site as part of a detailed Surface Water Strategy Report (dated September 2018). The recommendations within this report would be conditioned as part of any approval at the site. The permeable parking area has been conditioned and would provide capacity for surface water runoff from hardstanding areas. The submission of a SuDS has also been conditioned.
- 8.39 Representations have raised concern that construction works would be disruptive and large vehicles could cause congestion and damage to the highway. Whilst the details submitted to date might not be fully acceptable, it would be prudent to condition a Construction Logistics Plan to be approved, as appointed contractors may have an alternative approach to construction methods and the condition ensures that the LPA maintains control to ensure the development progresses in an acceptable manner.
- 8.40 The application site is located within an Archaeological Priority Area (Tier III). Historic England has been consulted and raised no concerns. As such, the archaeological area, by reason of the proposed siting of the development, would not be affected.
- 8.41 Representations have raised concerns that local schools and other services would be unable to cope with additional residents in the area. The development would be liable for a charge under the Community Infrastructure Levy (CIL). This payment would contribute to delivering infrastructure to support the development of the area, such as local schools.

Conclusions

- 8.42 Having considered all of the above, against the backdrop of housing need, officers are satisfied that the proposed development would comply with the objectives of the above policies, subject to the provision of suitable conditions.
- 8.43 All other relevant policies and considerations, including equalities, have been taken into account.