

**PART 6: Planning Applications for Decision****Item 6.8****1 SUMMARY OF APPLICATION DETAILS**

Ref: 18/03090/FUL  
Location: 34 Caterham Drive, Coulsdon, CR5 1JF  
Ward: Old Coulsdon  
Description: Demolition of existing dwelling and garage; proposed erection of 2 no. two storey three bedroom semi-detached dwellings, formation of vehicular access and provision of associated parking  
Drawing Nos: 570.01, 570.02, 570.03, 570.04, 570.05, Design and Access Statement, and FRA  
Applicant: Mr Benjamin Thomas  
Agent: Mr Tashaan Jain  
Case Officer: Georgina Galley

- 1.1 This application is being reported to Committee because the Ward Councillor (Cllr Margaret Bird) has made representation in accordance with the Committee Consideration Criteria and requested committee consideration and representations over the threshold for Committee Consideration were received.

**2 RECOMMENDATION**

- 2.1 That the Committee resolve to GRANT planning permission.
- 2.2 That the Director of Planning and Strategic Transport has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

**Conditions**

- 1) Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
- 2) Materials to be submitted with samples
- 3) Car parking to be provided as specified in the application
- 4) Removal of permitted development rights for enlargements and outbuildings
- 5) No additional windows in the flank elevations
- 6) Landscaping scheme to be submitted including hard/soft landscaping, retaining walls, boundary treatments (including badger gates), SUDs details in line with FRA
- 7) Permeable forecourt material to be used for the lifetime of the development
- 8) Construction Logistics Plan to be submitted
- 9) 19% reduction in carbon emissions
- 10) Water usage restricted to 110 litres per person per day
- 11) Highways work to be carried out at developer's expense
- 12) Commencement of development within three years of consent being granted
- 13) Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

**Informatives**

- 1) Site notice removal

- 2) CIL liability
- 3) Code of Practice for Construction Sites
- 4) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

### **3 PROPOSAL AND LOCATION DETAILS**

#### **Proposal**

3.1 The proposal comprises the following:

- Demolition of existing dwelling and detached garage to rear.
- Erection of a pair of two storey three bedroom semi-detached dwellings fronting Caterham Drive.
- A new shared access would be created off Caterham Drive serving both dwellings with associated refuse storage and landscaping to the front. The existing crossover off Haycroft Close would be blocked up.
- Cycle storage would be provided at the rear.

#### **Site and Surroundings**

3.2 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.

3.3 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).

#### **Planning History**

3.4 88/01129/P – Erection of double garage – granted and implemented.

3.5 18/01935/PRE – Pre-application advice sought in relation to the redevelopment of the site.

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

- The principle of residential development on the site is acceptable given the established residential character of the area
- The design and appearance of the development is appropriate given the context of the site

- There would be no undue harm to the residential amenities of adjoining occupiers
- The living standards of future occupiers are acceptable and compliant with the Nationally Described Space Standards and the London Plan
- The level of parking and impact upon highway safety and efficiency is acceptable.
- Sustainability aspects of the development can be controlled by condition

## 5 CONSULTATION RESPONSE

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

## 6 LOCAL REPRESENTATION

- 6.1 Six letters were sent to adjoining occupiers to advertise the application. The number of representations received from neighbours and local groups in response to notification and publicity of the application were as follows:

No of individual responses: 16      Objecting: 16      Supporting: 0      Comment: 0

- 6.2 The following also made representations:

- Cllr Margaret Bird [objected]

- 6.3 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:

- Over-development;
- Size and scale out of character with neighbouring properties;
- The height will exceed the nearby bungalows;
- Loss of traditional style bungalow;
- Why knock down a perfectly decent home?
- Too many houses being replaced by multiple homes;
- The area cannot support any more houses until flooding issues are addressed;
- Impact on privacy;
- Doctors/schools etc are oversubscribed;
- Overloading of local drainage and sewers;
- Add to existing flooding problems in area;
- This is a flood risk area and the problem has not been taken seriously;
- The FRA initially suggests SuDS followed by 'OR into existing foul' being unaware of the consequences of adding to the serious drainage problems in Caterham Drive;
- The use of properly design and constructed SuDS will promote strong, resilient, sustainable communities and reduce flood risk and must be installed;
- Impact on parking on street;
- Lorries often have difficulty passing parked cars in Caterham Drive;
- Noise and disturbance during construction;
- Large vehicles being parked in Haycroft Close during construction;

- There is a badger set in the woods at the top of Haycroft Close that includes Nos. 1, 2 and 3 and there are dug out holes that allow them to access Nos. 34 and 36 Caterham Drive.

## **7 RELEVANT PLANNING POLICIES AND GUIDANCE**

- 7.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2015, the Croydon Local Plan 2018 (CLP) and the South London Waste Plan 2012.
- 7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in July 2018. 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, including achieving well designed places that take the opportunities available for improving the character and quality of an area and the way it functions.
- The main policy considerations raised by the application that the Committee are required to consider are:

### Consolidated London Plan 2011 (LP):

- 3.5 on Quality and design of housing developments
- 6.13 on Parking
- 7.4 on Local Character
- 7.6 on Architecture

### Croydon Local Plan 2018 (CLP):

- SP2 on Homes
- SP6.3 on Sustainable Design and Construction
- DM1 on Housing choice for sustainable communities
- DM10 on Design and character
- DM13 Refuse and recycling
- DM23 on Development and construction
- DM25 on Sustainable Drainage Systems and Reducing Flood Risk
- DM29 on Promoting sustainable travel and reducing congestion
- DM30 on Car and cycle parking in new development
- DM40 on Kenley and Old Coulsdon

## **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. Townscape and visual impact
  3. Residential amenity of adjoining occupiers

4. Residential amenity of future occupiers
5. Highways and transport
6. Environment and sustainability
7. Archaeology

### **Principle of development**

- 8.2 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 two 3 bed family dwellings, which would result in a net gain of family accommodation, this is considered acceptable.
- 8.3 The proposed development would create an additional residential unit that would make a small contribution to the borough achieving its housing targets as set out in the London Plan (2016) and the recently adopted Croydon Local Plan (2018).

### **Townscape and visual impact**

- 8.4 The development would see the existing bungalow at No. 34 and the detached garage to the rear demolished and a pair of semi-detached properties constructed in their place fronting Caterham Drive.
- 8.5 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. There is no in principle objections to the loss of the existing bungalow and there is no existing policy in place to protect this type of housing.
- 8.6 Whilst it is acknowledged that the proposed dwellings would be higher than the existing bungalow and adjacent bungalow at No. 36, this relationship is considered acceptable and the proposed pair of semis would be suitably set back off the main road so as to not appear overly prominent. The roof area would also be broken-up through the inclusion of a catslide roof and small front dormers. Single storey bungalows can be seen in the street scene adjacent to two storey houses.
- 8.6 Given the character of the area and mixture of dwelling types and styles, the provision of a pair of semi-detached properties is appropriate and would not step forward of the general building line to Caterham Drive nor appear out of keeping with the surrounding area. The footprint of the proposed dwellings would not over-dominate the site.
- 8.7 An area of hardstanding would be provided at the front of the site with a shared vehicle access. The existing vehicle access off Haycroft Close would be block up. Sustainable urban drainage systems (SUDs) would be used at the site and conditioned as part of the approval.
- 8.8 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 in terms of respecting local character.

### **Residential amenity of adjoining occupiers**

- 8.9 The main properties that would be impacted by the proposal would be No. 36 and No. 1 Haycroft Close.
- 8.10 The proposed dwellings would not project past the rear building line of No. 36. Although there are a number of side windows at this property, none of these serve habitable rooms. At first floor level, four rear facing windows would be provided for the proposed dwellings; however two of these windows would serve bathrooms and could be conditioned so that they are obscure glazed. The other two windows would serve bedrooms and although this would result in an element of overlooking to the adjacent gardens, given that this is an urban environment a degree of mutual overlooking should be expected.
- 8.11 No. 1 Haycroft Close is located on higher land to the site. Due to the slope of the land and the relationship to No. 1, the overall massing and ridge height is considered acceptable. Outlook to side facing windows in No. 1 Haycroft Close would not be significantly affected due to their location above the roof of the proposal. There would also be a separation distance of over 10m between the rear of the proposed dwellings and the side wall of No. 1. The proposed plans indicate that planting would also be provided along the boundary to act as a screen. The type of planting could be agreed by way of a condition.
- 8.12 The buildings would be used solely for residential purposes, and in the context of the area it is not considered this would result in any additional undue harm through noise and disturbance to surrounding occupiers. The development is acceptable in terms of its impact on residential amenities of adjoining occupiers.

### **Residential amenity of future occupiers**

- 8.13 The proposed dwellings are three bedroom dwellings, and the proposed floor space for each unit would exceed the minimum requirements of the Nationally Described Space Standards for units of this type. The internal rooms are considered to be of acceptable sizes, with adequate light and outlook provided. A private garden for both the houses has been provided. The development is considered to be acceptable in terms of living conditions for future occupiers.

### **Highways and parking**

- 8.14 The location for the proposed development has a PTAL level of 1A, which indicates a poor level of accessibility to public transport links. Each new dwelling would benefit from one off street parking space on the frontage, which would comply with the London Plan's maximum parking standards (up to 1.5 spaces for three bedroom units). In this instance, the provision of parking also needs to be balanced against the level of hard surfacing across the site. The development is considered acceptable in this respect.
- 8.15 There is an existing crossover at the rear of No. 34 serving a garage, which would be blocked up. This work would be carried out at the applicant's expense. A new shared access would be provided off Caterham Drive, which is not a classified road and does not require planning permission. Sufficient room would be provided at the front for vehicles to turn on site and exit in a forward gear; therefore the proposed development would not significantly alter the safety and efficiency of the surrounding highways network.

- 8.16 Refuse storage will be provided at the front/side of each dwelling and cycle parking will be provided at the rear in small sheds. Elevational details will be agreed by way of a condition. A condition would be appropriate in relation to visibility splays and a Demolition / Construction Logistic Plan (including a Construction Management Plan).

### **Environment and sustainability**

- 8.17 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.
- 8.18 The site falls within a surface water flood risk area. 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 will be conditioned as part of any approval at the site.

### **Archaeology**

- 8.19 The application site is located within an Archaeological Priority Area (Tier III). The applicant consulted with Historic England prior to the submission of the application and it was confirmed that no archaeological requirements were necessary.

### **Conclusions**

- 8.20 It is recommended that planning permission should be granted for the proposal, as it would be acceptable in all respects, subject to conditions.
- 8.21 All other relevant policies and considerations, including equalities, have been taken into account.