

1.0 APPLICATION DETAILS

Ref: 21/02846/FUL
 Location: 41 Fairdene Road, Coulsdon, CR5 1RD
 Ward: Coulsdon Town
 Description: Demolition of existing dwellinghouse and the construction of a three storey plus lower ground floor level building comprising 9 flats, with associated vehicle and cycle parking, refuse store, hard and soft landscaping.
 Drawing Nos: 2103/18/AIA, 344 - OBA - 00 - ZZ - DR - A – 0455, 344 - OBA - 00 - ZZ - DR - A – 0102, 23/07/2021, 344 - OBA - 00 - ZZ - DR - A – 0250, 344 - OBA - 00 - ZZ - DR - A – 0100, 344 - OBA - 00 - ZZ - DR - A – 0101, 344 - OBA - 00 - ZZ - DR - A – 0350, 344 - OBA - 00 - ZZ - DR - A – 0351, 344 - OBA - 00 - ZZ - DR - A – 0451, 344 - OBA - 00 - ZZ - DR - A – 0200, 344 - OBA - 00 - ZZ - DR - A – 0450, 344 - OBA - 00 - ZZ - DR - A – 0400, 344 - OBA - 00 - ZZ - DR - A – 0452, 344 - OBA - 00 - ZZ - DR - A – 0401, 344 - OBA - 00 - ZZ - DR - A – 0402, 344 - OBA - 00 - ZZ - DR - A – 0453, 344 - OBA - 00 - ZZ - DR - A – 0454, 344 - OBA - 00 - ZZ - DR - A – 0250, 344 - OBA - 00 - ZZ - DR - A – 0251, 344 - OBA - 00 - ZZ - DR - A – 0455, 344 - OBA - 00 - ZZ - DR - A – 0253, 344 - OBA - 00 - ZZ - DR - A – 0252, 344 - OBA - 00 - ZZ - DR - A – 0254, 2103/18/TCP
 Agent: Arjun Singh
 Applicant: New Place Associates
 Case Officer: Muhammad Saleem

	1 bed	2 beds	3 bed	4-bed	5-bed	TOTAL
Existing	0	0	0	0	1	1
Proposed (all market housing)	2	4	3 (1x3bed/4person unit and 2x3bed/5person units)	0		9

Number of car parking spaces	Number of cycle parking spaces
8	20 (18 plus 2 visitor spaces)

- 1.1 This application is being reported to Planning Committee in accordance with the following committee consideration criteria:
- Objections above the threshold in the Committee Consideration Criteria
 - Referral from Ward Councillor (Cllr Mario Creatura)

2.0 RECOMMENDATION

2.1 That the Planning Committee resolve to GRANT planning permission subject to the completion of a legal agreement to secure the following:

- A financial contribution of £13,500 for sustainable transport improvements and enhancements.

2.2 That the Director of Planning and Strategic Transport has delegated authority to negotiate the legal agreement indicated above.

2.3 That the Director of Planning and Strategic Transport has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

CONDITIONS

1. Commencement time limit of 3 years
2. Development to be carried out in accordance with the approved drawings and reports

Pre-commencement conditions

3. Submission and approval of Construction Management Plan and Construction Logistics Plan
4. Submission and approval of Construction Environmental Management Plan for biodiversity
5. Submission and approval of details of the materials specification
6. Submission and approval of external facing materials junctions
7. Submission and approval of SUDS details
8. Submission of detailed drawings of the retaining walls
9. Submission of Tree protection plan and method statement

Pre-Occupation Conditions

10. Submission and approval of details of EVCPs
11. Submission and approval of details of semi-mature planting on both side boundaries (including tree replanting if necessary) and a management plan for the hard and soft landscaping, sedum roof, child play and communal amenity space (details in accordance with plans)
12. Submission and approval of a wildlife sensitive lighting design scheme
13. Submission and approval of details of refuse and recycling store
14. Submission of privacy screening to projecting rear balcony at first floor level

Compliance Conditions

15. Implementation of cycle storage as shown on plans prior to occupation
16. Implementation of car parking as shown on plans with no boundary treatments above 0.6m in the sightlines
17. Development in accordance with accessible homes requirements; one unit to be M4(3) and others M4(2)
18. Obscure glazing of all windows on proposed east and west side elevations

19. Submission of Biodiversity Enhancement Strategy in accordance with Ecological Appraisal Recommendations
20. Compliance with energy and water efficiency requirements
21. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

INFORMATIVES

1. Granted subject to a Section 106 Agreement
2. Community Infrastructure Levy
3. Code of practice for Construction Sites
4. Highways informative in relation to s278 and s38 works required
5. Compliance with Building/Fire Regulations
6. Construction Logistics Informative (in relation to condition 3)
7. Refuse and cycle storage Informative (in relation to condition 11)
8. Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The applicant seeks full planning permission for the following:

- Demolition of the existing two storey detached dwelling
- Erection of a replacement three storey building including accommodation in the roofspace and lower ground floor level comprising 9 flats
- 8 parking spaces within a lower ground floor level car park, 2 short-term cycle parking spaces, and 18 long-term cycle parking spaces
- Relocation of the vehicular access more centrally fronting Fairdene Road
- Communal and private amenity space, play space and hard and soft landscaping

3.2 During the assessment of the application additional plans have been received on 04/08/2021 and 13/08/2021 and uploaded to the website on 04/08/2021 and 19/08/2021. The amendments included:

- Swept Path Analysis Plan
- Visibility Splay Plan – Lower ground floor plan
- Arboricultural Impact Assessment
- Planning Statement Addendum – Fire Safety



Figure 1 - Visualisation of proposed building – view from Fairdene Road

Site and Surroundings

- 3.3 The site is a rectangular shaped plot located on the south eastern side of Fairdene Road which currently contains a two storey detached house with a large rear garden and a detached garage to the side. The property on the site is a traditional postwar suburban style property finished in render with a hipped roof. The property contains front bay windows and has a front gable feature. There is a large front garden which slopes up from the road. The driveway in front of the garage is sloping and from this there is stepped access to the front door. There is a soft landscaped bank to the front with a retaining front wall adjacent to the back edge of the pavement. Land levels slopes upwards from the front to the rear of the site. The street also slopes upwards towards the west.
- 3.4 The area is suburban and residential in character, with most surrounding properties being detached dwellings of varying styles and materials. Dwellings have low level brick walls at the front with hedgerows, trees and shrubs.
- 3.5 There is a significant difference in design/age of dwellings in the surrounding area and topography between the application side of the street and properties facing the application site. Properties on the same side of the road are set higher than the road, whilst those opposite are lower. The neighbouring dwellings are also set behind banking with landscaped front gardens / driveways. The rear boundary benefits from trees and 4x trees are situated along the eastern side boundary. There are shrubs within the front garden adjacent to the western side boundary.
- 3.6 The site has a PTAL of 3 which means that there is moderate access to public transport. However, it is located in close proximity to Coulsdon South train station (approximately 6 minute walk) and Coulsdon Town train station (approximately 20 minute walk).

3.7 Fairdene Road is part covered by a Controlled Parking Zone (CPZ) operational Mon-Fri 11am-Noon with all bays in the controlled area being otherwise unrestricted.

3.8 The site is at low/medium risk of surface water flooding.



Aerial view of site

Planning History

3.9 Site history is set out below.

Reference	Description	Decision	Date
15/02065/LP	Use of land at side to station a mobile home (annexe to be used by Granny)	Approved	06.07.2015
19/01329/HSE	Erection of ground floor and lower ground floor side/rear extension to include lower ground garage	Approved	13.05.2019

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the intensified residential development is acceptable given the residential character of the surrounding area and the need for housing nationally and locally.

- The proposal includes a mix of different sized units and provides a good quality of accommodation and amenity space for residents.
- The design and appearance of the development is of a high quality, and would not harm the character of the surrounding area.
- The proposed landscaping scheme will result in an enhancement to the street scene.
- The living conditions of adjoining occupiers would be protected from undue harm.
- The level of parking and impact upon highway safety and efficiency would be acceptable.
The financial contribution towards sustainable transport improvements and enhancements will be secured via legal agreement.

5.0 CONSULTATIONS

5.1 None.

6.0 LOCAL REPRESENTATION

7.1 The application was publicised by 49 letters of notification to neighbouring properties.

7.2 The number of representations received from in response to the initial notification and publicity of the application are as follows. It should be noted that there are instances of multiple / duplicate entries submitted by the same objectors and these have been counted individually.

7.3 No of individual responses: 242; Objecting: 238; Supporting: 4

7.4 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.

Objection	Officer comment
<i>Character and design</i>	
Overdevelopment, too large/dense/deep for the site	Addressed in paragraphs 8.2, 8.9, 8.10 and 8.12 – 8.14
The height, bulk and mass will cause harm to the street scene.	
Intensification suited to more urban sites and contrary to Local Plan policies SP1.2, SP4.2 and DM10.1 and DM10.6	
Flatted development out of keeping with houses along Fairdene Road	

Height and depth is out of keeping with two storey houses	Addressed in paragraph 8.19 and 8.20
The density of this proposal does not reflect the existing pattern of this part of Coulsdon.	
Front balcony out of keeping with character of existing houses	
The proposed building design does not reflect those of the existing properties	
<i>Impacts on neighbouring amenity</i>	
Side windows would overlook neighbouring windows	Addressed in Paragraph 8.30 – 8.37
Given depth of building this would result in loss of privacy and overlooking of neighbouring gardens and terrace	
Height of development would result in loss of light and overlooking of surrounding houses and gardens	
The development will add to noise pollution	
<i>Transport and highways impacts</i>	
Inadequate car parking provision. The street is already congested	Addressed in paragraphs 8.54-8.57 of this report This development was refused planning permission under planning ref: 20/01397/FUL and therefore not included. Addressed in Paragraph 8.59
This road is often used by traffic trying to cut through from the A23 to Marlpit Lane and already parking on one side which makes it a one lane street and further concerns raised with parking stress.	
Traffic will cause congestion, noise and pollution and damage to the roads	
<i>Quality of accommodation</i>	
Lack of private amenity and play space	Addressed in paragraphs 8.26 – 8.28 of this report
Layouts not of high quality and side windows of units would face side boundary. Contrary to NSSD which requires food levels of internal sunlight and daylight, ventilation and outlook.	
	The proposed side windows generally serve non-habitable areas other than 1x unit at lower ground floor level and ground floor level which form secondary bedrooms.

<i>Trees, Landscaping and Ecology</i>	
Detrimental impact on trees – loss of mature trees and risk to retained trees	Addressed in Paragraph 8.39 – 8.42
Paved parking area does not have provision for drainage so will increase flood risk	Permeable paving would be used on the parking forecourt.
Loss of garden space with concreting of this space results in loss of vegetation	
There is wealth of ecological gems in gardens some of which are protected species	No evidence provided by objector and there is no evidence of protected species.
Housing targets reduce in new London Plan so no justification for site intensification	
<i>Flood Risk</i>	
No mention of surface water drainage	See Paragraph 8.66 – 8.69
<i>Other Matters</i>	
Overdevelopment would affect drainage	See Paragraph 8.68
The development cannot be justified with affordable housing needed as these will be for private sales	The development with only 8 units does not require affordable housing contribution to be provided on minor applications (under 10 units).
Construction related noise unacceptable	Hours of construction controlled and CLP condition to ensure this is met.
Impacts surrounding infrastructure	Addressed in Paragraph 8.59
There are restrictive covenants on the houses including no. 41	This is not a material planning consideration and considered to be a civil matter
Burden on local amenities including sewage, gas, electricity, water. Lack of provision of local infrastructure	The development will make a CIL payment to contribute towards infrastructure and services
Flats not appropriate in this area of single family dwellings and too many flats already approved or being constructed in local area	Flats would contribute to providing a mix of different types of housing to facilitate mixed and balanced communities.

Support	Comments
Fairdene Road has needed a facelift for quite some time. The properties already being developed have enhanced the road.	Noted
This proposal looks beautiful and so much nicer than some of the existing properties that have deteriorated over the years.	Noted

7.5 Councillor Mario Creatura has objected to the application and referred this application to committee on the following planning related grounds:

- Out of keeping with the area
- Fails to respect local character and heritage
- Excessive scale and massing in comparison to neighbouring properties
- Overall impact on community infrastructure of site intensification along Fairdene Road with other similar flatted schemes has not been considered

7.0 RELEVANT PLANNING POLICIES AND GUIDANCE

7.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the New London Plan (2021), the Croydon Local Plan (2018) and the South London Waste Plan (2012).

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF) (2021). 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 latest version of the NPPF has an increased focus on good design.

7.3 The main planning Policies relevant in the assessment of this application are:

London Plan (2021):

- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- H1 Increasing housing supply
- H2 Small sites
- H10 Housing size mix

- S4 Play and informal recreation
- G5 Urban Greening
- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- S11 Improving air quality
- S12 Minimising greenhouse gas emissions
- S13 Energy infrastructure
- S112 Flood risk management
- S113 Sustainable drainage
- 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
- 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
- DM25 Sustainable drainage systems and reducing floor risk
- DM27 Protecting and Enhancing our Biodiversity
- DM28 Trees
- SP8 Transport and communications
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development

Supplementary Planning Documents/Guidance

- Croydon Suburban Design Guide SPD (2019)
- Section 106 Planning Obligations in Croydon and their Relationship to the Community Infrastructure Levy (2019)
- London Housing SPG (Mayor of London, 2016)
- Accessible London: Achieving an Inclusive Environment SPG (Mayor of London, 2014)
- Play and Informal Recreation SPG (Mayor of London, 2012)
- Character and Context SPG (Mayor of London, 2014)
- Sustainable Design and Construction SPG (Mayor of London, 2014)

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The main planning issues relevant in the assessment of this application are as follows:

- Principle of development
- Design of the proposal and the impact on the character of the area
- Quality of accommodation
- Impact on neighbouring residential amenity
- Impacts on trees
- Landscaping
- Impacts on ecology and biodiversity
- Access, parking and highways impacts
- Waste / Recycling Facilities
- Sustainability and Flood Risk

Principle of Development

- 8.2 The site's existing use is residential and as such the proposed redevelopment of the site for residential purposes is acceptable. Policy SP2.1 of the Croydon Local Plan (2018) applies a presumption in favour of development of new homes and Policy SP2.2 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. London Plan policy D3 encourages incremental densification to achieve a change in densities in the most appropriate way and policy H3 seeks to significantly increase the contribution of small sites to meeting London's housing needs. Given the above, the principle of intensifying the residential use of the existing site to provide a greater quantum of homes than existing is acceptable.
- 8.3 Policy DM1.2 seeks to prevent the net loss of small family homes by restricting the loss of three bedroom units and the loss of units that have a floor area of less than 130sqm. The existing property on the site is 1 x 6 bed family house, so the proposal would not result in the loss of a small family home and results in a net uplift of 2 x family-sized dwellings in compliance with policy DM1.2.

- 8.4 Policies SP2.7 and DM1.1 set a strategic target for 30% of all new homes over the plan period to have 3 or more bedrooms in order to meet the borough's need for family sized units and ensure that a choice of homes is available in the borough. In order to meet this strategic target, requirements for proportions of family sized accommodation based on PTAL are applied to major applications, and the general 30% target for 3-beds is normally applied on smaller scale suburban intensification schemes. In this case, the proposal includes 3 x 3b4p unit so the proportion of 3 bed units (33%) meets the strategic target. In addition the proposal would result in an uplift of 3 bed units in comparison to the current 1x family sized unit on site. Therefore the proposal would provide an appropriate level of family sized units.

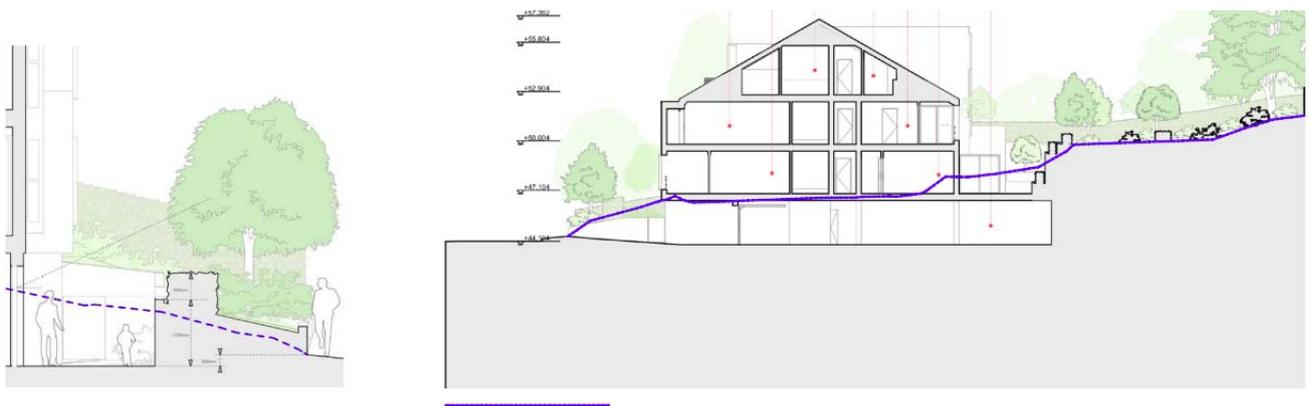
Design and Impact on the character of the area

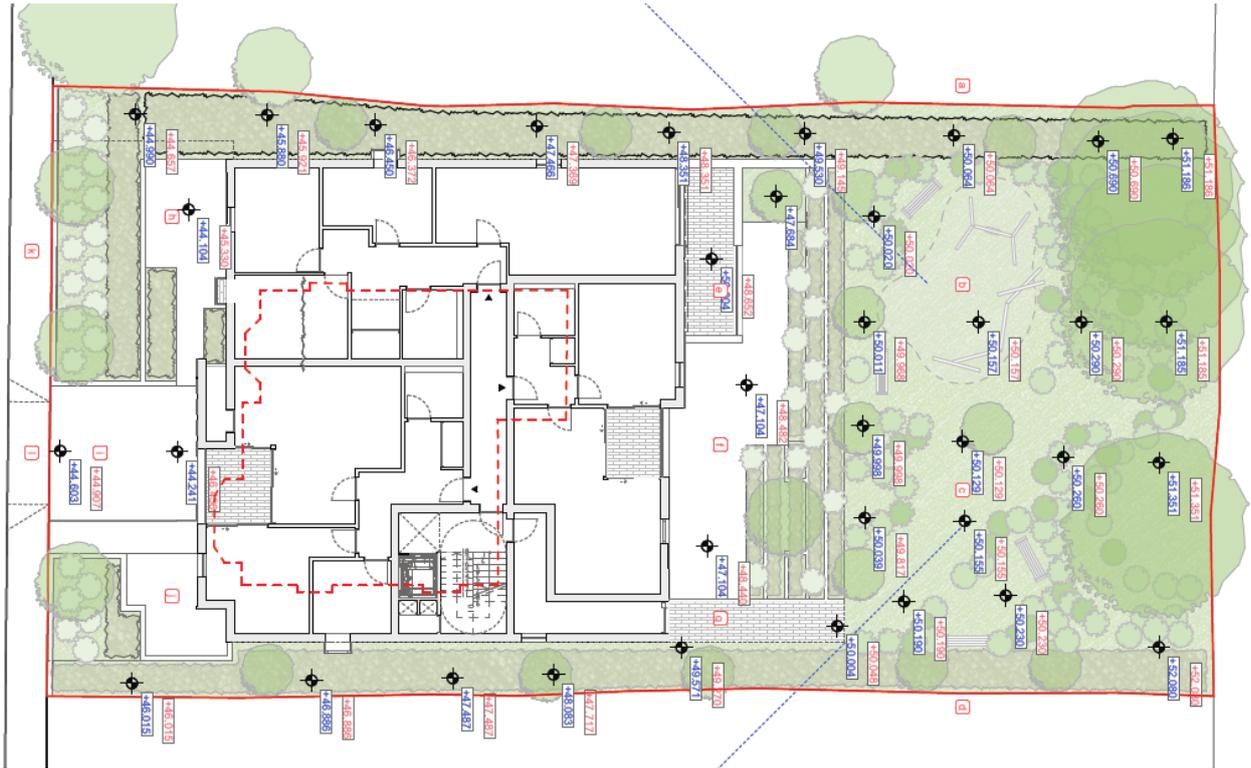
- 8.5 Policies SP4.1 and DM10.1 of the Local Plan state that the Council will require development of a high quality, which respects and enhances Croydon's varied local character and contributes positively to public realm, landscape and townscape to create sustainable communities. Proposals should seek to achieve a minimum height of 3 storeys, should respect the development pattern, layout and siting; the scale, height, massing, and density; and the appearance, existing materials and built and natural features of the surrounding area.
- 8.6 The existing building is a two storey detached property in render with a brown clay pitched roof and tiled bay features. It does not hold any significant architectural merit and there is no in principle objection to its demolition. The property benefits from a vehicular access to the eastern side fronting Fairdene Road. The property also benefits from a raised landscaped bank to the front of the site.
- 8.7 The scheme has evolved through two rounds of pre-application discussion (the pre-apps were with different architects but the same applicant).

Site Layout

- 8.8 The proposal would provide a three storey building with a lower ground floor level located in a similar location to the existing property fronting Fairdene Road. The proposal includes 8 car parking spaces within the lower ground floor area, accessed via the proposed crossover fronting Fairdene Road.
- 8.9 Houses along this side of Fairdene Road are typically set above the level of the road. The proposal would carry out some excavation to the front to create a level access to the front of the site and provide access to the lower ground floor level car park, with a separate pedestrian pathway for communal access to the building. A front sunken garden is proposed for unit 01 with a separate access to its front door, whilst maintaining an element of banking to the front of the site which is considered to appropriately integrate the proposed development into the topography of the site in accordance with Section 2.20 of the SDG.

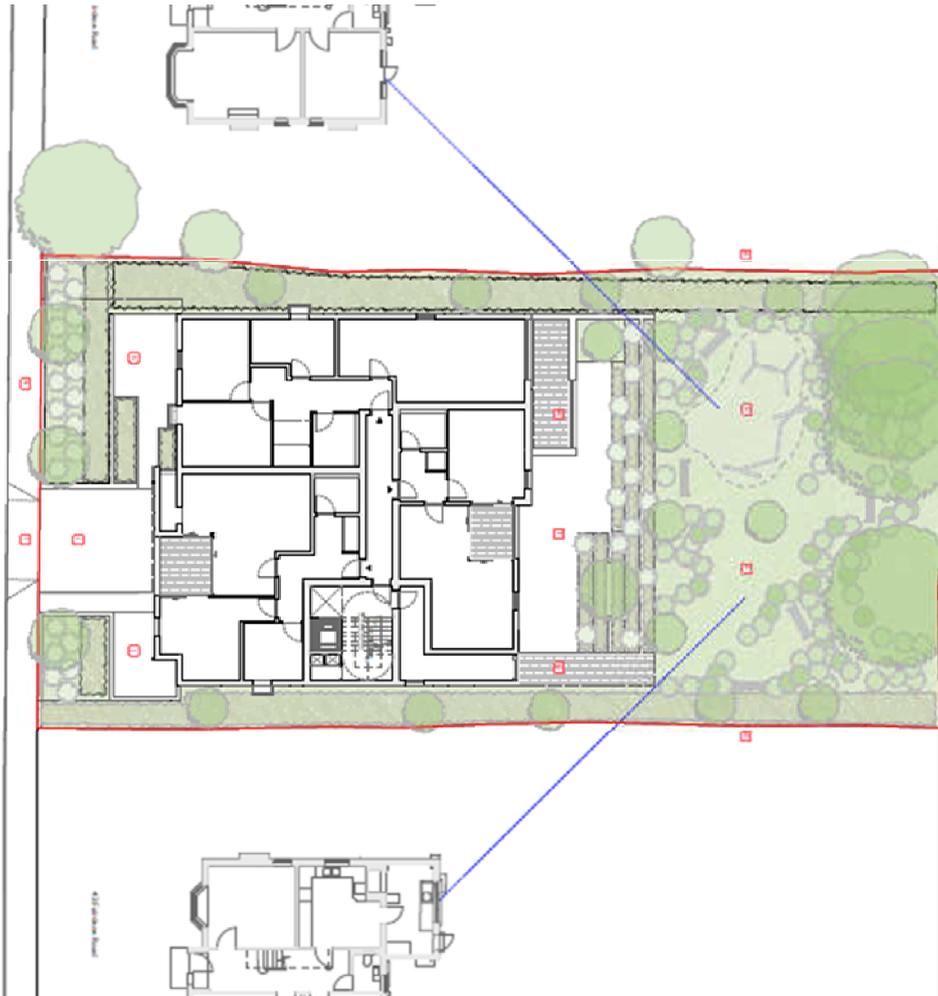
- 8.10 The private sunken rear gardens of the lower ground floor units would be soft landscaped and ground floor level private terraces would have a landscaping buffer between them and the communal garden - which has ramped access.
- 8.11 The application submission includes a site plan which outlines the level changes. Excavation will be required to accommodate the proposed development.
- 8.12 The proposed land level change to the front and rear of the site creates a gentle downward sloping level to the front communal access door, adjacent to the semi subterranean parking area and a separate front door within the front elevation for unit 01 at lower ground floor level with a front private garden screened by the front banking with landscaping. The proposal would also provide a sunken private rear garden for unit 03 at first floor level.
- 8.13 There would be a land level change of 1.15m at the front and 1.2m at the rear. The most significant change to the land level would be to the front of the site and where the new building would be sited, where land is excavated to create the access to the parking area and unit 1 along with a sunken front garden and the footprint of the building to have the subterranean parking area.
- 8.14 The side area to the property would maintain the existing levels with shared boundary fences with nos. 39 and 43 Fairdene Road. As mentioned the most significant land level change would be to the front with partial removal of the landscaped bank to allow for the access to the subterranean car parking and access to the lower ground floor unit and its private sunken front garden area.
- 8.15 The side area between the fence and building would be soft landscaped. The front and rear private sunken gardens would have retaining walls and the area between these would be soft and hard landscaped. The details of these would be secured via condition.





Land level changes outlined in section and site plan

- 8.16 The position of the proposed building is considered to maintain the existing established front building line with nos. 39 and 43 Fardene Road.
- 8.17 The footprint of the proposed building would be larger than the neighbours however the rear depth of the proposed building would not breach a 45 degree angle taken from nearest habitable windows of the adjacent properties. In addition, the rear elevation is stepped with a hipped roof. The width of the building is 15m in comparison to the existing width of 8m which includes the adjoining garage. It is considered that the proposal would maintain an acceptable setback from the shared site boundaries in accordance with the relevant SDG guidance respond to the shape of the site.
- 8.18 On the basis of the above assessment, the site layout is considered appropriate on this plot.



Proposed site plan

Scale, Height and Massing

- 8.19 Local Plan Policy DM10.1 seeks to achieve a minimum height of 3 storeys on new developments and the Suburban Design Guide SPD indicates that where surrounding buildings are predominantly detached dwellings of 2 or more storeys, new developments may be 3 storeys with an additional floor contained within the roof space.
- 8.20 In terms of height and massing, given the detached dwellings on adjacent sites are 2-storey, the proposed 3-storey development with an additional floor contained within the roof space, as it would appear from the street, would be in accordance with Croydon Local Plan (CLP) policy DM10.1 and guidance contained in the Suburban Design Guide (SDG) section 2.10 'Heights of Developments Facing onto the Street' and figure 2.10c. The proposed height of the building is in principle supported.
- 8.21 It is noted that whilst the detached dwellings on adjacent sites are 2-storey, the existing building on the site is considered to be 3 storey as there is accommodation within the roofspace. In addition, the proposed building would only increase the height of development by approximately **900mm** in comparison to the existing dwellinghouse. The proposed development is considered to

continue to sit well within the existing local context. Therefore the height complies with this guidance and is considered to be appropriate in the streetscene.



Figure 2.10c: Where surrounding buildings are predominantly detached dwellings of two (2) or more storeys, new developments may be three (3) storeys with an additional floor contained within the roof space or set back from the building envelope below.

Extract from Suburban Design Guide SPD



Proposed massing / street elevation

- 8.22 The proposed footprint and massing maintains adequate gaps from the shared side boundaries and maintains the established front building line. The part hipped and part gable ended roof ensures that the building is not overbearing within the streetscene. Whilst the width would be increased in comparison to the original house it is considered that the width would sit comfortably on this site whilst maintaining appropriate gaps from the adjacent properties and references the design to the existing neighbouring detached houses which feature double bay features with hipped roofs.
- 8.23 The land slopes upwards from the front of the site to the rear and the street slopes upwards towards no. 43 to the west. Whilst the excavation to create the ground floor level would result in a four storey building when viewed from the front of the site it is considered that the rear elevation with a hipped roof along with the land level stepping upwards to the rear of the site helps reduce the overall dominance of the building. The soft landscaping and banking to the front of the site would help enhance the street frontage and also reduce the visibility of the lower ground floor level from street level.

- 8.24 In addition, the upper floors have been informed by the 45 degree lines from rear windows of neighbouring properties and the main bulk of the building does not breach the 45 degree lines.



Rear elevation of proposed building

- 8.25 In regards to the topography and land levels, the existing land levels to the side and rear would be maintained with only part the excavation of the front landscaped bank to allow for the access to the lower ground floor level and sunken front and rear private gardens. The brick retaining walls of the lightwell/sunken private gardens would be positioned adjacent to the front raised bank and rear communal gardens.
- 8.26 The retaining walls would be considered acceptable given their minimal visual impact in the streetscene. However a condition shall be imposed to ensure detailed drawings of the retaining walls are provided. The front boundary would maintain the front retaining wall and banking and would have a minimal visual impact in the streetscene.

Appearance and Materials

- 8.27 The proposed design approach is contemporary reinterpretation which is considered acceptable given the detailed contextual analysis which informs the overall design of the building in relation to its immediate site context. The character appraisal included within the design and access statement identifies various features within the surrounding styles of suburban housing and draws upon these in the proposed design which includes front gable features with hanging tiles, tiled roofs and aluminium windows. The proposed building references the way contrasting materials are used at ground floor level in neighbouring properties. White brick is proposed as a reference to the use of white render and the clay tiles proposed for the roof represent the overriding

materials palette used locally. The proposed material palette ensures the materials respond appropriately to the surrounding context.

- 8.28 The proposed materials, brick banding, window reveals along with the roof profile would reduce the dominance of the proposed building. As proposed, the design of the building is considered to have a positive impact on the streetscene and would accord with relevant guidance of the SDG. However a condition shall be imposed to ensure samples and the specification of the final materials along with detailed drawings of the reveal depths and key junctions/features are submitted to and approved in writing by the Council prior to any works commencing on site.
- 8.29 Overall, whilst it is acknowledged that the proposed building is larger than the existing on the site and the neighbouring properties, the height is compliant with policy and the approach to the massing with the hipped roof form, is considered to sit well within the streetscene. The design approach is high quality. The proposal is considered to comply with policies SP4.1 and DM10.

Quality of Accommodation

- 8.30 London Plan policy D6 states that housing developments should be of a high quality and provide adequately sized rooms with comfortable and functional layouts. It sets out minimum Gross Internal Area (GIA) standards for new residential developments. All proposed units exceed the minimum space standards and internal layouts have been well thought with adequate storage space. Majority (6 flats) of the proposed units are dual aspect with adequate sized sunken rear gardens are considered to receive good levels of light and outlook. The lower ground floor unit would benefit from two high level windows and an adequate sized front private garden with an excavated frontage allowing ample light and outlook.
- 8.31 In regards to the lower ground floor unit the high level windows are proposed on the side elevations and these would be fitted with obscure glazing to avoid overlooking of neighbouring gardens (secured via condition), these habitable rooms are served by other large windows to ensure adequate light.
- 8.32 The proposal would provide 3x single aspect units (units 6, 8 and 9) situated on the first and second floor levels of the building. Unit 6 (1bed) and Unit 8 (2bed) are south east facing and benefit from a large balconies/terrace which would allow adequate levels of light and outlook into the habitable areas of the unit. Unit 9 is north west facing and also benefits from a generous sized front terrace which would allow adequate levels of light and outlook into the unit. Therefore it would be unreasonable to warrant a refusal on the basis of the single aspect nature of these units.
- 8.33 It is considered that the overall scheme with secondary bedroom windows being side facing would be considered appropriate in this instance and any overlooking from the side access would be addressed with obscure glazing fitted within these projecting windows. The units on the upper floor levels would benefit from inset rear terraces and a first floor terrace to the flat roofed area of the projecting rear element. Officers recommending screening along the sides of the projecting balcony which would be secured via condition.

- 8.34 London Plan Policy D7 states that 10% of new build housing should meet Building Regulation requirement M4(3) 'Wheelchair User Dwellings'. Unit 07 (2-bed) on the first floor (the applicant refers to this as second floor level) is a wheelchair user dwelling, with the appropriate turning circles and adjustments shown on plan. The remaining units meet Building Regulation requirement M4(2) 'Accessible and Adaptable Dwellings' which requires step free access to all units and the facilities of the site. There is level access to the communal and private front entrance of the dwellings within the building. A lift is provided internally and land level alterations are proposed at the front to provide access to the ground floor level of the building and parking area. Step-free access to the amenity space is provided from the units, via the lift. The proposal complies with accessibility requirements.
- 8.35 Policy DM10.4 of the Local Plan requires the provision of high quality private amenity space at a minimum of 5sqm per 1-2 person unit and an extra 1sqm per extra occupant thereafter. Private amenity space is provided in the form of front and rear balconies or private rear gardens for the units which measure between 5.12sqm and 42.37sqm which is considered appropriate for the 1bed, 2bed and 3 bed units. The private amenity spaces are screened sunken at lower ground floor level with raised walls and defensible planting would ensure adequate levels of privacy are maintained for future occupiers. The inset balconies for the upper floor level units have views only directed to the rear communal garden. The front private garden for the lower ground floor unit would be appropriately screened by landscaping and the banking to the front of the site to allow privacy for its occupiers.
- 8.36 The applicant has provided details in relation to fire safety, specifically in relation to fire appliance positioning, evacuation assembly point, safety features and access. This matter will be finalised through the Building Regulations regime.
- 8.37 The proposal would provide good quality accommodation for future occupiers internally and externally in accordance with Local Plan Policies SP2 and DM10 and the London Plan policies D6 and D7.
- 8.38 Communal amenity space of approximately 240sqm is also provided (including the space at the very rear of the garden which is occupied by large trees). According to the proposed plans, the communal amenity space would be comprised of formal and informal areas including lawns, plantings, seating and approximately 20.0sqm of play space. The final design and details of these spaces including the type of play equipment to be installed would be secured via condition.
- 8.39 In summary, the proposal would provide good quality accommodation for future occupiers internally and externally in accordance with Local Plan Policies SP2 and DM10 and the London Plan policies D6 and D7.

Impacts on Neighbouring Residential Amenity

- 8.40 Policy DM10.6 of the Local Plan states that the Council will ensure proposals protect the amenity of occupiers of adjoining buildings and will not result in direct

overlooking into their habitable rooms or private outdoor space and not result in significant loss of existing sunlight or daylight levels.

- 8.41 The nearest adjoining occupiers are properties to the east (no.39) and west (no.43). Whilst the depth of the building would project beyond the rear elevations of both these neighbouring properties at nos. 39 and 41 the proposal would not breach the 45 degree line taken from the nearest ground floor and first floor habitable room windows of these adjacent properties. The front elevation of the property would not project beyond the neighbouring front elevations of nos. 39 and 43.
- 8.42 Policy DM10.6c seeks to protect the first 10m of the garden from direct overlooking. Given the positioning of the proposed building and the use of obscure glazing in side facing windows, it would not result in the overlooking of the first 10m of the rear garden of these properties. Therefore the proposal would not result in any significant harmful impact on the amenities of these properties in terms of loss of light, outlook or an increased sense of enclosure.
- 8.43 A Daylight and Sunlight report has been undertaken to assess the impacts of the proposed development on the side and rear windows of the adjacent properties at nos. 39 and 43 Fairdene Road. The vertical sky component (VSC) analysis, which measures the amount of sky visible from a centre point of a window indicates that all (7) windows of 39 and 43 Fairdene Road retain over 80% of their former VSC which complies with BRE guidance. Therefore the development would not have a noticeable impact on daylight levels of these windows.
- 8.44 In terms of sunlight, the Annual Probable Sunlight Hours (APSH) test, which measures the amount of direct sunlight that can reach the windows, indicates that the 4 windows of nos. 39 and 43 which face within 90 degrees of due south have been assessed. These 4 windows would each receive some reduction in APSH but would continue to receive in excess of the recommended BRE guidelines for sunlight hours. Annually the guideline is for windows to receive 25% of available sunlight hours and the windows tested will receive 41-56%, and in winter the guideline is 5% and the windows will receive 13-17%, so the development would not have an unacceptable impact on sunlight levels to these windows.



Proposed site plan showing relationship with neighbouring properties

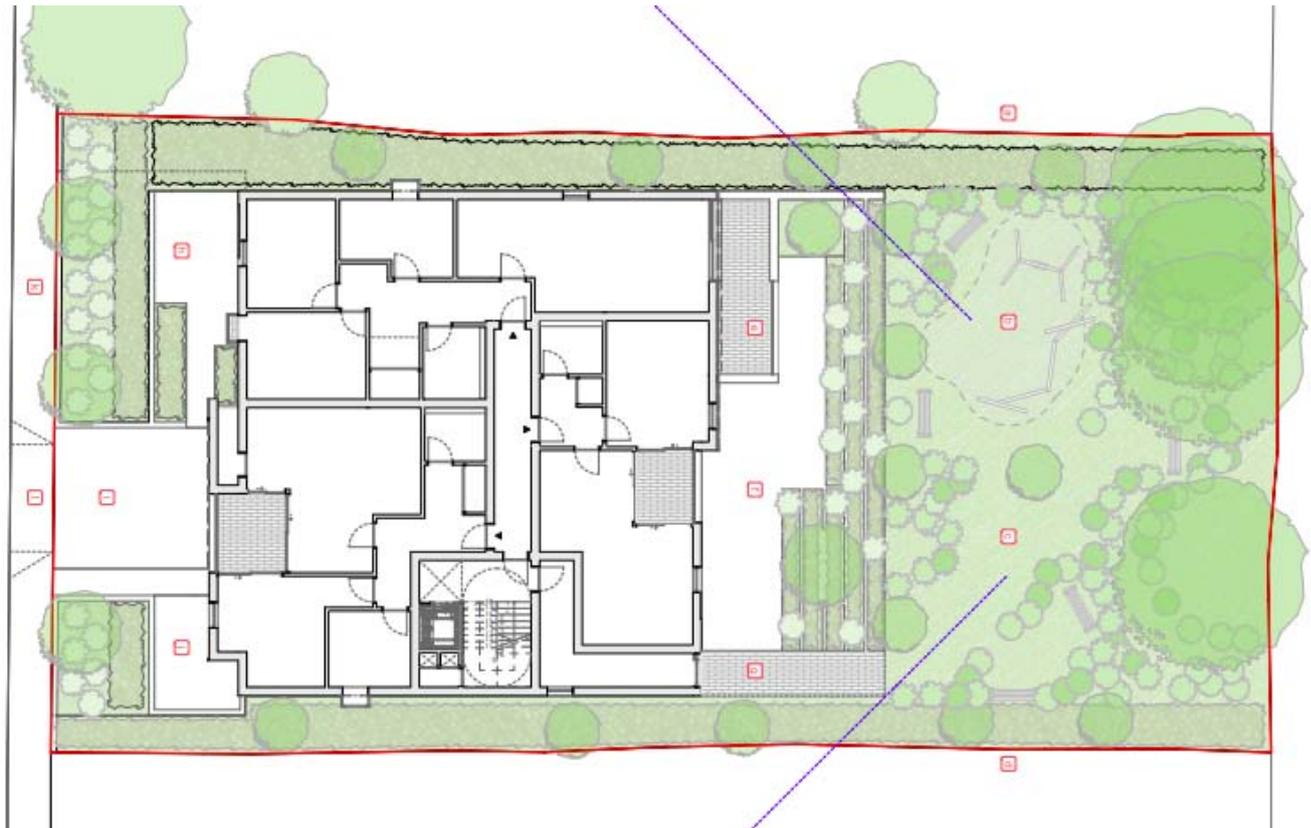
- 8.45 The property at no. 39 features a window at ground floor, first and second floor level within the side flank wall facing the application site. The windows at ground floor level serve the front and rear habitable rooms which also benefit from larger openings within the front and rear elevations and the first floor and second floor window serves the hallway. In addition this property is set back a sufficient distance of 4.5m from the shared boundary. Therefore the proposed building would not result in any overlooking or loss of light of habitable areas.
- 8.46 The property at no. 43 features side windows at ground floor level and first floor level. The side window serves the kitchen and dining area. Given the set back of the house at no. 43 from the shared boundary by approximately 5m it is considered that the proposal would not result in any significant harmful impact in terms of loss of light and outlook. The first floor window within the side elevation facing the application site serves a hallway.
- 8.47 The side openings featured within the side elevations of the proposed building would serve hallways, bedrooms and living rooms at lower ground, ground, first and second floor level. These side windows would be fitted with obscure glazing to safeguard neighbouring amenities in terms of overlooking and loss of privacy and this shall be secured via condition. The amount of overlooking of adjacent rear gardens of neighbouring properties from the rear first floor windows of the proposed building would be no greater than currently experienced from the first floor windows of the existing house.
- 8.48 On both boundaries, existing trees are to be retained to further assist with screening between the properties. The proposal also seeks to provide tree planting along the side boundaries which would be secured as part of the landscaping and planting condition.

- 8.49 There are inset terraces with one projecting terrace at first floor level on the rear elevation of the proposed building wall however the terraces do not raise overlooking concerns towards neighbouring properties or the first 10m of neighbouring gardens. A condition shall be imposed to ensure that the projecting terrace is fitted with screening to safeguard any potential overlooking and loss of privacy of neighbours. Outlook would be over the rear amenity space of the site and towards the trees which provide screening form the rear properties at nos. 52 – 56 Downs Road which are also sufficiently set back from the rear of the proposed building.
- 8.50 It is considered that any potential amenity impacts have been adequately mitigated and the proposal complies with policy DM10.6.

Trees and landscaping

- 8.51 Policy DM10.8 and DM28 seek to retain existing trees and vegetation. There are 8 trees on or around the site and the trees range in classification as Category U to C. The proposal would retain the trees within the rear garden (G5 – Beech Tree, T6 – Sycamore tree and T7 – Beech tree and T9 – Beech tree) which are all adjacent to the rear boundary of the site. The proposal seeks to retain these trees which are classified as category A to C trees.
- 8.52 The 4x trees situated within the site curtilage of no. 39 are within close proximity of the shared side boundary (T1 – Goat Willow, T2 – Lawson Cypress, T3 – Goat Willow, T4 – Yew tree) these are all classified as category U trees. The Council's Tree Officer agrees that these are of low quality and provide partial screening between properties.
- 8.53 The proposal to retain the trees outlined above which have been illustrated on the site layout and Arboricultural Impact Assessment. The tree protection plan and associated method statement shall be conditioned to ensure these trees are protected during construction which has been recommended by the Council's Tree Officer. The Council's Tree Officer has also recommended that any potential loss of the tree within the site curtilage of no. 39 which is agreed to be of low quality should be replaced if trees require removal as a result of the construction works to reinstate privacy screening. The proposal involves the planting of trees to the sides and front of the site. The soft landscaping condition will encompass this detail of tree planting.
- 8.54 Local Plan policy 10.8 requires proposals to incorporate hard and soft landscaping. A good quality landscaping scheme is proposed. At the front, permeable paving is proposed for the front forecourt with demarcation shown in the paving between the designated parking bays and the general forecourt area.
- 8.55 The proposal would provide soft landscaping along the front and side boundaries with a landscaped bank being maintained to the front of the site. The front banking and boundary maintains and enhances the green frontage. The rear garden areas would be soft landscaped along with the communal garden. To the rear are pathways with stepped and ramp access which would be paved.

8.56 The play space provision would be integrated into the communal garden which measures approximately 240sqm. Policy DM10.4 (table 6.2) would require 19.2sqm of play space for the site, calculated using the Mayor of London's population yield calculator. This approach is supported where the playspace would exceed the Mayor of London's population yield calculator requirement with an integrated play area within the large communal garden. A condition shall be imposed to ensure details of planting and species are provided as part of a landscaping plan.



Proposed soft and hard landscaping plan

Impacts on Ecology and Biodiversity

8.57 .The site is not within an area of any protected habitats and there are no conservation concerns with the site.

8.58 In terms of site enhancements, it is recommended that the proposed development includes a more diverse range of flora is introduced to the site including a native wild meadow, as well as a bumblebee box and bug hotel to attract invertebrates to the site. These enhancements will secure net gains for biodiversity and will be required by condition.

Access, Parking and Highway Safety

8.59 The site has a Public Transport Accessibility Level (PTAL) of 2 but separate discussions between the applicant and TfL have taken place and TfL have

agreed with the applicant that this site is within a PTAL 3 which indicates moderate access to public transport.

- 8.60 Fairdene Road does not have a bus route and is not a classified road. The site is within a CPZ which is operational Mon-Fri 11am-Noon with all bays in the controlled area being unrestricted.

Access arrangements

- 8.61 The proposal is to move the vehicular crossover to the west so that it is more centrally located within the site than existing. The crossover would measure 4.5m in width.
- 8.62 Representations have raised concerns about visibility from the crossover. It has been demonstrated that the required pedestrian and vehicular sightlines from the vehicle crossover point can be achieved. A condition will be attached to ensure that no planting or obstructions above 0.6m in height are located within the sightline areas.
- 8.63 There is a separate pedestrian walkway to the main building communal entrance via the lower ground floor car park and future occupiers of the lower ground floor flat would have to use the vehicular access to reach the pedestrian pathway to the eastern side leading to the separate access door for this unit. On balance, it is accepted that there a segregated pedestrian path on this site would reduce the soft landscaped banking and given the number of parking spaces it is considered that the proposed arrangements would not result in an unacceptable impact on safety.

8.64 Car parking

- 8.65 In an areas of PTAL 2 and 3 in outer London, London Plan Policy T6 requires up to 0.75 spaces for 1-2bed units and 1space for 3bed units. This would equate to a maximum of 7.25 or 8 car parking spaces in policy terms. It is often not desirable to deliver the maximum amount of parking on site as this can, amongst other things, promote unsustainable travel patterns.
- 8.1 The Council normally requires 1:1 parking on sites such as this, (which would mean a requirement for 9 car parking spaces). However the London Plan requirements for PTAL 2 and 3 (which are the same) would require 0.75 parking space for 1-2 bed units and 1 space for 3bed unit which also results in a total of 8 car parking spaces being required. The proposal would provide lower ground floor level car parking for 8 cars which meets this parking requirement and can fully accommodate the potential car parking demand generated by the development.
- 8.2 The site is within a Controlled Parking Zone (CPZ) which means that residents would require a parking permit to park on the street during the daytime on weekdays and the applicant has agreed to enter into a legal agreement to restricted for all future occupants from obtaining on-street car parking permits.
- 8.3 The site is within a 6 minute walking distance of Coulsdon South railway station and 4 minutes walking distance to the nearest bus top on Brighton Road which means that residents may be inclined to use public transport rather than drive cars, which would be supported.
- 8.4 Swept paths for the parking spaces are provided (using a 4.8m car as required), demonstrating that the spaces are accessible for ingress and egress in forward gear. 20% active and 80% passive electric vehicle charging points would be provided in line with London Plan requirement. One disabled car parking space is provided with extra width to enable manoeuvring.
- 8.5 A contribution of £13,500 will be secured via S106 agreement to contribute towards sustainable transport initiatives in the local area including on street car clubs with electric vehicle charging points (ECVPs) within the South Croydon / Purley Oaks area as well as general expansion of the EVCP network in the area in line with Local Plan policies SP8.12 and SP8.13. The funding will go towards traffic orders at around £2500, signing, lining of car club bay, EVCP provision including electrics and set up costs for the car club. Every residential unit is to be provided with a minimum 3-year membership to a local car club scheme upon 1st occupation of the unit. Funding will also be used for extension and improvements to walking and cycling routes in the area and improvements to local bus stops to support and encourage sustainable methods of transport.
- 8.6 Conditions will be attached to require a condition survey of the surrounding footways, carriageway and street furniture prior to the start of any works on site. This would need to be accompanied by photos and a report of any areas which may be of concern (this would be secured as part of the CLP condition). Given the site's location a Construction Logistics Plan (CLP) is required and will be secured by condition.

8.7 Cycle parking

8.8 Policy DM30 and London Plan policy T5 and Table 10.2 would require provision of a total of 17 cycle parking spaces for residents and 2 short stay cycle parking for visitors.

8.9 The lower ground floor level of the proposed building would provide 18 cycle storage spaces including 1 accessible space. According to the proposed plans, 2 visitor spaces would be provided via a cycle stand forward of the building's entrance, 8 spaces including the accessible space would be provided via cycle stands located in a cycle store, and 10 spaces would be provided via a two-tier cycle stand in an additional storage room. This provision would exceed the requirements prescribed in the London Plan (2021) and be accessible from street level via the pedestrian and vehicle ramps. It would be secured via the cycle storage condition included with this recommendation.

Waste / Recycling Facilities

8.10 Policy DM13 requires the design of refuse and recycling facilities to be treated as an integral element of the overall design. The bin store is situated within the building envelope and accessed via double doors within the front elevation.

8.11 The proposed scheme would also provide bulky goods storage to the western side of the property adjacent to the parking area which is considered acceptable in size and siting. The details of refuse storage along with adequate bin capacity sizes of 1280L (given the ample space within the bin store area) this shall be secured via condition.

Flood Risk and Energy Efficiency

Flood risk

8.12 The site is located within an area at very low risk of surface water flooding. The site is also in area where there is potential for groundwater flooding at the surface but there has been no instances of groundwater flooding within the vicinity of the site.

8.13 The applicant has submitted a Flood Risk and Surface Water Management Statement in support of the application. The site is situated within Flood Zone 1 which is considered to have a very low probability of fluvial or tidal flooding. Whilst the site does lie within a Critical Drainage Area as well as a location which has the potential for groundwater flooding to occur at surface, it should be noted that due to the site's topography the site is at low risk from surface water flooding and groundwater flooding.

8.14 The applicant proposes sustainable drainage measures for the proposed development in accordance with Policy DM25 of the Local Plan with all surface water runoff from hardstanding areas managed through a combination through of permeable paving and planting strategy and site wide SuDs.

- 8.15 A condition shall be imposed to require further details of the proposed sustainable drainage measures in accordance with Local Plan policy DM25 and London Plan policy SI13.

Energy efficiency

- 8.16 In order to ensure that the proposed development will be constructed to high standards of sustainable design in accordance with Local Plan policy SP6, a condition will be attached requiring the proposed development to both achieve the national technical standard for energy efficiency in new homes (2015) which requires a minimum of 19% CO2 reduction beyond the Building Regulations Part L (2013) as outlined in the submitted Energy Statement by BASE Energy, and meet a minimum water efficiency standard of 110 litres/person/day as set out in Building Regulations Part G.

Conclusion

9 flats in this location is acceptable in principle. The proposed design, massing, site layout and quality of accommodation is acceptable, with good quality landscaping, shared amenity and play space proposed. Mature trees would be retained and protected and this would be secured via condition. Tree planting and soft landscaping is proposed. Amenity impacts on neighbouring properties have been successfully mitigated. 8 car parking spaces are proposed which meet the maximum requirements outlined and the location is close to a train station and may encourage people to use sustainable modes of transport. The proposal is also acceptable on ecology, flooding and sustainability grounds.

- 8.17 All material considerations have been taken into account, including responses to the public consultation. Taking into account 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 policy terms.

Other matters

- 8.18 The development would be liable for a charge under the Community Infrastructure Levy (CIL).
- 8.19 All other planning considerations including equalities have been taken into account.