

**1.0 APPLICATION DETAILS**

Ref: 21/05084/FUL  
 Location: 29 Hollymeoak Road, Coulsdon, CR5 3QA  
 Ward: Coulsdon  
 Description: Demolition of existing dwelling. Erection of a two-storey building with roof accommodation comprising 6 flats; provision of new access, parking spaces, refuse and recycling stores, secure cycle parking and communal landscaped amenity space  
 Drawing Nos: 29 HR P4 Rev L, 29 HR P3 Rev F, 29 HR P2 Rev P  
 Applicant: Mr T Carvall of Carvall Homes  
 Case Officer: Georgina Betts

	<b>2 beds</b>	<b>3 beds</b>	<b>4 bed</b>	<b>5 bed</b>	<b>TOTAL</b>
<b>Existing</b>	0	0	0	1	1
<b>Proposed</b> (all market housing)	2	4	0	0	6

<b>Number of car parking spaces</b>	<b>Number of cycle parking spaces</b>
9	18

1.1 This application is being reported to Planning Committee in accordance with the following Committee Consideration Criteria:

- Objections above the threshold
- Application referred by Local Ward Councillor, 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 £9,000 for sustainable transport improvements and enhancements.

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

2.3 That the Director of Planning and Sustainable Regeneration 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. Carried out in accordance with the approved drawings and reports

3. Carried out in accordance with the approved tree protection plan
4. Carried out in accordance with the approved ecological surveys and reports

#### Pre-commencement conditions

5. Submission of Construction Management Plan and Construction Logistics Plan
6. Biodiversity mitigation and enhancement measures
7. Materials / details to be submitted
8. Submission of landscaping details and refuse storage details
9. Submission of SUDS details
10. Construction environmental plan for biodiversity

#### Pre-Occupation Conditions

11. Implementation of car parking as shown on plans with no boundary treatments above 0.6m in the sightlines
12. Submission of visibility splays
13. Installation of Electric Vehicle Charging Points at 20% active and 80% passive
14. Development in accordance with accessible homes requirements M4(2) with one M4(3) home
15. Compliance with energy and water efficiency requirements
16. Window restrictions
17. Any other planning condition(s) considered necessary by the Director of Planning and Sustainable Regeneration

#### 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 5)
7. Any other informative(s) considered necessary by the Director of Planning and Sustainable Regeneration

- 2.4 That, if by 10<sup>th</sup> May 2022 the legal agreement has not been completed, the Director of Planning and Sustainable Regeneration is delegated authority to refuse planning permission.

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

#### **Proposal**

- 3.1 The applicant seeks full planning permission for the demolition of the existing dwelling and the erection of a two-storey building with roof accommodation comprising 6 flats, provision of new access, parking spaces, refuse and recycling stores, secure cycle parking and communal landscaped amenity space.



*Figure 1-CGI of proposed development at 29 Hollymeoak Road*

- 3.2 During the course of the application amendments have been received. The main reduction was the number of units going from 8 to 6 to ensure that adequate levels of parking were provided. The parking provision now accords with maximum standards set out within the London Plan 2021 and given the change in the description of the development the Council went back out to consultation; the time period for any further comments have now passed and these are included within section 6.0 below.
- 3.3 Further amended plans were received on the 25<sup>th</sup> January 2022 as follows:
- Sight lines shown at 25m and accurately depicted
  - Increase in the width of the pedestrian path leading to the bin store
  - Provision of a swept path analysis
  - Confirmation of the dimensions of the disabled bay
  - Provision of sections to show the gradient of the front forecourt parking area
- 3.4 As the above amendments could have been sought through condition and do not alter the nature of the development re-consultation was not deemed necessary on this occasion.

### **Site and Surroundings**

- 3.5 The application site is located on the southern side of Hollymeoak Road and is currently occupied by a two storey detached property. The land rises from the east to west and the area is predominantly residential and comprises of number of single and two storey dwellings. The proposed area is traditional in terms of the architectural style and is suburban in character.

- The site has a Public Transport Accessibility Level (PTAL) of 0 which is considered to be very poor.
- The site is at very low risk of surface water flooding.
- There are no protected trees on the site.
- There are no specific local plan policy designations against the site however the land to the north lies within the metropolitan green belt and as such has an open character.



*Figure 2-Aerial view of site*

### **Planning History**

- 3.6 21/02659/FUL – An application was withdrawn for the demolition of existing dwelling; erection of a two-storey building with roof accommodation comprising 9 flats; provision of new access and parking spaces, refuse and recycling stores, cycle parking and associated works.
- 3.7 20/00762/PRE – a pre-application enquiry was considered for the demolition of existing single storey detached dwelling (including detached garage) and erection of a two storey building with roof accommodation comprising 9 self-contained flats (5x3 bed and 4x2 bed); hard and soft landscaping; vehicular parking; amenity space; refuse/recycling storage and formation of new vehicular crossover.

### **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 provides an appropriate mix of family units and offers good quality accommodation for future residents.
- The design and appearance of the development would not harm the character of the surrounding area.

- The proposed landscaping scheme seeks to deliver an enhancement to the biodiversity of the site and wider area.
- The living conditions of adjoining occupiers would be protected from undue harm.
- The quantity of parking provision and impact upon highway safety and efficiency would be acceptable.
- The proposal would not have an adverse impact on flooding.
- Sustainability aspects can be controlled by conditions.

## 5.0 CONSULTATIONS

5.1 The views of the planning service are set out below in material considerations.

### PLACE SERVICES (Council's ecological advisor)

5.2 No objection subject to conditions [*Officer Comment: the conditions are recommended be attached to the planning permission*].

## 6.0 LOCAL REPRESENTATION

6.1 The application was publicised by 8 letters of notification to neighbouring properties as well as a site notice which was erected outside of the site. The number of representations received in response to the consultation are as follows.

6.2 No of individual responses: 130; Objecting: 130; Supporting: 0

6.3 The following issues were raised in representations; a further 19 representations (now totalling 130) were received as part of the re-consultation however these representations raised no new matters. Those that are material to the determination of the application, are addressed in substance in the Material Planning Considerations section of this report.

<b>Objection</b>	<b>Officer comment</b>
<b><i>Character and design</i></b>	
Overdevelopment of the site Building is overbearing, too tall, out of character / not in keeping with the area/loss of garden/ internal layout	Acknowledged and addressed in paragraphs 8.7-8.12.
<b><i>Neighbouring amenity impacts</i></b>	
Overlooking and privacy concerns Impact on daylight/sunlight/loss of light to gardens Noise	Acknowledged and addressed in paragraphs 8.17-8.23
<b><i>Parking and highways</i></b>	
Insufficient parking will lead to overspill parking on surrounding road	Acknowledged and addressed in paragraphs 8.29-8.38

Highway safety and traffic congestion/transport assessment contains errors	
Insufficient refuse and bulky goods storage	
<b>Other</b>	
No improvement to supporting infrastructure or public transport is proposed	A CIL contribution will be provided.
Impact due to construction traffic	Construction Traffic to be dealt with through condition
Increased fire risk	Acknowledged and addressed in paragraph 8.42-8.46
Surface water flooding	Acknowledged and addressed in paragraph 8.39-8.41
Impact on wildlife/biodiversity	Acknowledged and addressed in Paragraph 8.27-8.28
Impact on trees	Acknowledged and addressed in Paragraph 8.24-8.26

6.4 Local Ward Councillor, Mario Creatura, objected to the proposed development and referred the planning application to planning committee, raising the following concerns:

- Design is out of keeping with the area;
- The density is too large;
- Footprint, size, scale and massing do not suit the site.

6.5 Following consultation Chipstead Residents' Association (CRA) objected on the following grounds:

- The adverse impact on the character and appearance of the area and the visual amenity of the street scene;
- The adverse impact on the amenities of the occupiers of the adjoining and neighbouring properties;
- The inappropriate nature of the proposed development for this site.

## 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 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.

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
- D12 Fire Safety
- D14 Noise
- 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
- S15 Water 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 flood risk
- SP7 Green Grid
- 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)
- Character and Context SPG (Mayor of London, 2014)
- Sustainable Design and Construction SPG (Mayor of London, 2014)
- Croydon SPG 12: Landscape Design

## **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 and impact on the character of the area
- Quality of accommodation
- Impact on neighbouring residential amenity
- Trees and landscaping
- Ecology and Biodiversity
- Access, parking and highways impacts
- Flood risk and energy efficiency

### **Principle of Development**

- 8.2 The existing use of the site is residential (C3) and as such the principle of redeveloping the site for residential purposes is acceptable in land use terms. Policy SP2.1 of the 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 H2 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 is acceptable.
- 8.3 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 and DM1.2 seeks to avoid a net loss of 3-bed family-sized homes in order to ensure that the borough's need for family sized units is met and that a choice of homes is available in the borough. The proposed scheme would provide four 3-bedroom homes and two 2-bedroom homes so this strategic policy requirement is met.
- 8.4 The Croydon Local Plan has identified that some existing residential areas have the capacity to accommodate growth without significant change to its character. Several approaches have been outlined within the Suburban design Guide SPD (SDG). The proposal would see the replacement of single family dwelling housings with a flatted development that would increase the existing density, massing and footprint.

- 8.5 This approach optimises the development potential across the site and allows for better use of previously developed land. Therefore, the principle of development in terms of land use is acceptable and would be supported in policy terms.
- 8.6 The proposed scheme on the site for 6 units would not trigger affordable housing contributions in line with policy SP2 or London Plan policy H4 or H5.

### **Design and impact on the character of the area**

#### Height, scale, massing

- 8.7 The proposed building would respect the existing building lines of the neighbouring properties which front Hollymeoak Road in terms of their orientation and siting.
- 8.8 The height of the proposed building fronting Hollymeoak Road is considered to be acceptable and in line with the objectives of the Croydon Local Plan and the Suburban Design Guide. Local Plan Policy DM10.1 states that new developments should be of at least three storeys. The height of the development would be two full floors with accommodation in the roofspace therefore complying with the aims and objectives of the guidance and policy.
- 8.9 With regards to the layout and siting of the proposed development, it is considered that the siting of the built form is acceptable. The proposals are set away from the neighbouring side boundaries maintaining a separation distance between the proposed building and the existing neighbouring properties. This development pattern is consistent with the surrounding built form which contributes to the suburban character of the area.

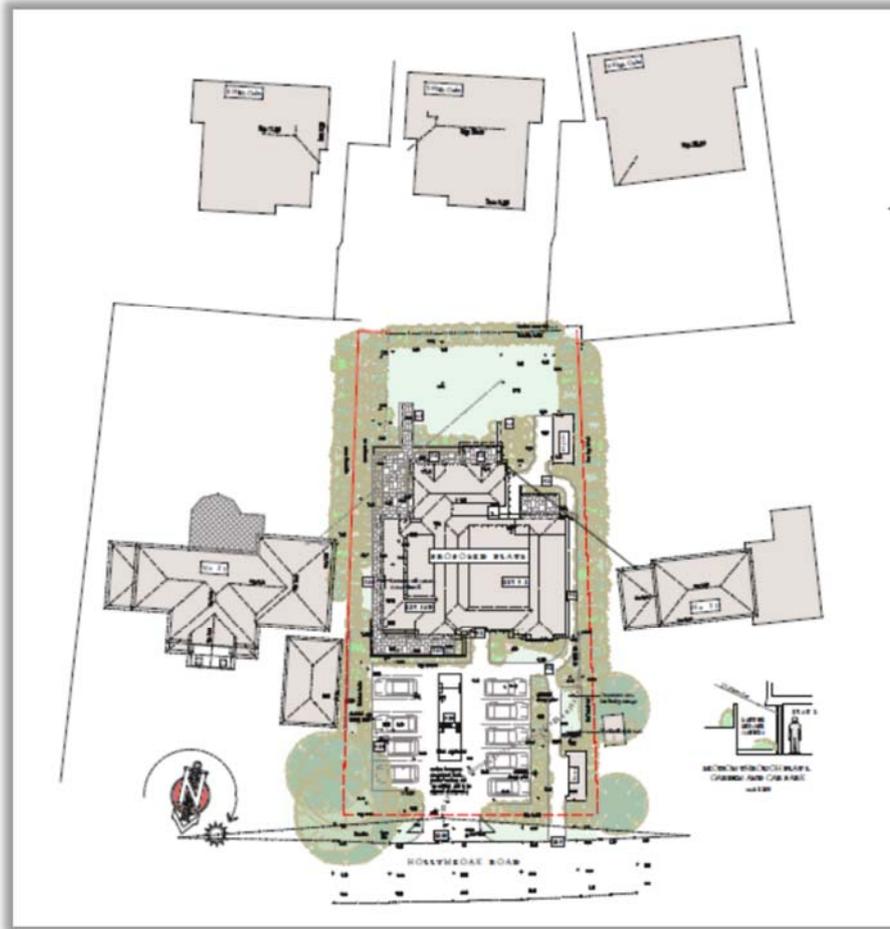
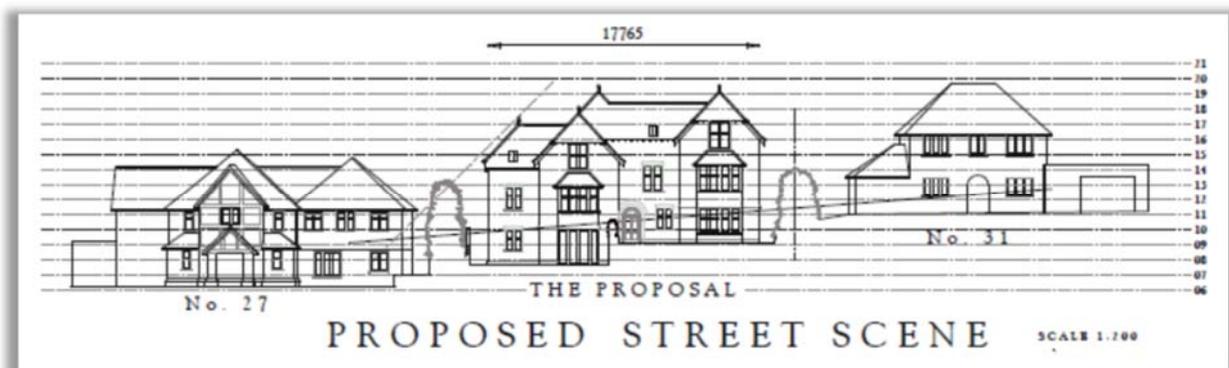


Figure 3-Proposed Site Plan

8.10 Overall it is considered that the height, massing, scale and site layout of the proposed development, would be in line and consistent with the aims and objectives of Policy DM10 and the Suburban Design Guide.

Detailed design

8.11 The design principles of the building fronting onto Hollymeoak Road have been drawn from the contextual character analysis to provide an asymmetrical design which responds to topographical changes. The design approach has altered considerably from the previous application and now seeks to provide a building of less bulk, utilising lower land levels and providing a drop and variation in the roof height.



*Figure 4-Elevations fronting Hollymeoak Road*



*Figure 5 – Previous iterations of the proposals*

8.12 The proposal takes a traditional approach in terms of design and materiality on the front elevation of the building which would be in keeping with the traditional architectural styles of the existing dwellings within the local area. The use of render and tile hanging is considered appropriate and sympathetic given the character and appearance of the surrounding area.

#### **Quality of Accommodation and internal layout**

8.13 The National Design Guide states that well designed homes should be functional, accessible and sustainable. They should provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them. Homes should meet the needs of a diverse range of users, taking into factors such as ageing population and cultural differences. They should be adequate in size, fit for purpose and adaptable to the changing needs of their occupants over time. 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 comply with the minimum space standards and internal layouts provide hallways and adequate storage space.

8.14 The Nationally Described Space Standards (NDSS) 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. Each flat would be dual aspect, which will improve cross ventilation, providing greater flexibility in the use of rooms whilst also being better equipped for future adaptability. This would also provide sufficient daylight to enter the units whilst also providing a good level of outlook for the future occupiers of the development.

8.15 Each unit would be provided with either private amenity area on the ground floor or a private balcony on the upper floors in excess of the minimum standards. All units would have access to a communal garden which is of a sufficient size to incorporate playspace exceeding the 7.2m<sup>2</sup> required by the Croydon Local Plan

- 8.16 Good design promotes quality of life for the occupants and users of buildings. This includes function, buildings should be easy to use. It also includes comfort, safety and security. In terms of accessibility, all of the units would be M4(2) compliant with step free access, gradients to the frontage area of no greater than 1:12 and provision of a lift. Flat 1 shows tracking for a wheelchair and would be secured as an M4(3) home via condition, with the blue badge car parking space in front of their unit secured for their use.
- 8.17 London Plan Policy D12 required that development proposals should achieve the highest standards of fire safety at the earliest possible stage: *'In the interest of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of safety'*. The fire safety statement has been prepared with the level of detail that is appropriate and reasonable to the scale of development. The statement indicates that fire appliances can be located to the front of the property on Hollymeoak Road, further to this the building benefits from an extensive rear garden and to the front that would offer easily accessible refuge for occupiers.
- 8.18 The buildings have been designed in such a way to minimise the spread of fire as outlined in paragraphs 7.47 to 7.52 of the Design and Access Statement while appropriate evacuation routes and fire engine waiting areas have been identified. The proposed development will ensure that there will be viable access for firefighting equipment appropriate for the size of development. It is considered that the statement that has been submitted is sufficient to fulfil the requirements of D12.
- 8.19 Overall the proposal is considered to result in a high quality development, including an uplift in family accommodation, and will offer future occupiers a good standard of amenity, including the provision of communal amenity space in accordance with Local Plan Policies SP2 and DM10 and London Plan policies D6, D7 and D12.

### **Impacts on neighbouring residential amenity**

- 8.20 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.
- 8.21 Representations have been made by the neighbours from adjoining and surrounding properties, with regard to impact on overlooking, outlook, privacy and amenity. Officers have assessed the impact on directly affected neighbours on Hollymeoak Road and High Oaks. The properties with the potential to be most affected are the neighbouring properties at numbers 27 and 31 Hollymeoak Road and 4, 5 and 6 High Oaks. The site is situated immediately opposite the metropolitan green belt which is open in character so there would be no neighbouring impacts in this regard.

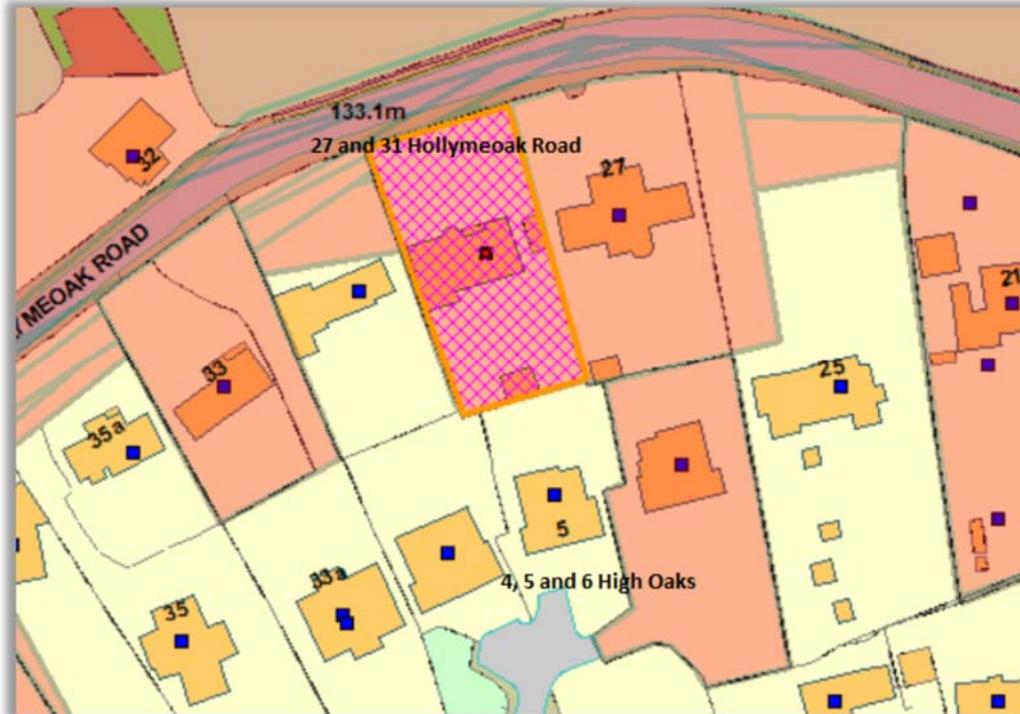


Figure 6-Neighbouring Properties

#### 27 and 31 Hollymeoak Road

8.22 The new building would be situated at the front of the site in a similar location to that of the existing dwelling. Based on the submitted drawings, it has been demonstrated that the proposals do not intersect the 45 degree lines in plan when measured from the nearest ground floor neighbouring habitable room windows.

8.23 With regards to the proposed height of the building and as noted previously, the built form is arranged over two stories with accommodation within the roof space which steps up in height to reduce the impact on no.27 which is set at lower level. The Local Plan and the Suburban Design Guide encourage development of this height within such locations. Based on this policy position, it is considered that the proposed height of the dwellings would be acceptable and in accordance with local policy and would therefore have a minimal impact on the outlook or the amenity of the neighbouring dwellings. Windows in the flank elevations above ground floor either serve non-habitable rooms or are secondary in nature so could be conditioned as obscure glazed to prevent overlooking, whilst rear balconies would be suitable screened.

8.24 Given the developments compliance with the separation distances and heights set out within the Local Plan and the Suburban Design Guide, overall the proposals are not considered to result in significant harm to the outlook, privacy and amenity of the neighbouring properties along Hollymeoak Road.

#### 4, 5 and 6 High Oaks

8.25 High Oaks is situated to the rear of the application site to the south These existing dwellings are situated on the road which runs along the rear of the application site, set away from the proposed building to the rear of the site by approximately 25m in distance. Given the guidance set out within the Suburban Design Guide (18m between habitable room windows) and due to the scale, size, subservient

design and typology of the building, in conjunction with the separation distance, it is considered that there will be minimal harm caused to the outlook and amenity of the neighbouring properties along High Oaks as a result of the proposed development.

- 8.26 The proposed development would not result in undue noise, light or air pollution uncommon to a residential area, 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 in respect of general noise and disturbance. Overall it is considered that the proposal complies with the requirements of Policy DM10.6 of the Local Plan.

### **Trees and landscaping**

- 8.27 Policy DM10.8 seeks to retain existing trees and vegetation and policy DM28 requires proposals to incorporate hard and soft landscaping. Objections have been raised in relation to the felling of trees however there is no evidence to suggest this.
- 8.28 The scheme would involve the loss of one Flowering Cherry tree (U grade), one group (Yew/Laurel C grade) and the removal of a Privet hedge (C grade), as well as cutting back of two hedges (both C grade). The redevelopment provides an opportunity to plant a number of new trees as part of a comprehensive landscaping scheme. It is proposed to plant 18 trees and various shrubs introduced to the site as part of the landscaping proposals. The proposed development will result in some slight incursions into the root protection areas of the retained trees however, a tree protection plan has been submitted and the mitigation and protection measures are considered appropriate in relation to minimising the harm to the health of the existing trees. A condition has been recommended that the development is carried out in accordance with this plan. This has been reviewed by the Tree Officer who has raised no objection.
- 8.29 It is considered that the landscaping proposals would positively contribute to the suburban character of the surrounding area. Overall the proposed landscaping proposals are acceptable whilst also seeking to enhance the biodiversity of the site.



Figure 7-Proposed Landscaping Plan

8.30 Further details on landscaping and tree protection will be required by condition for the proposal to be considered to comply with Local Plan policy DM10.8.

### Ecology and Biodiversity

8.31 This application was accompanied by an Ecological Appraisal and Bat Emergence Surveys. Whilst no objections were received, conditions have been recommended by the council's ecology specialist. The information is contained within the Ecological Appraisal and Bat Survey – Emergence and Activity Surveys by Quantock Ecology. The submitted documentation gives an indication of how the scheme seeks to achieve biodiversity net gain on site, such as design of wildlife friendly lighting, bird boxes, inclusion of plant species of known value to wildlife, insect hotels.

8.32 Officers are satisfied that the information provided gives certainty of the likely impacts on protected and Priority species and habitats, with appropriate mitigation measures secured. Subject to the recommended conditions the development is considered acceptable in terms of mitigating the impact to wildlife and biodiversity.

### Access, Parking and Highway Safety

8.33 The site has a Public Transport Accessibility Level (PTAL) of 0 which indicates extremely poor access to public transport. The road is sinuous and narrow while there is no separate public footpath. The site is approximately 355m away from bus stops (No 405) located on Brighton Road. The London Plan requires *up to* 1.5 spaces per dwelling for outer London location with a PTAL of 0.

#### Access arrangements and car parking

- 8.34 The access to the site would be from Hollymeoak Road and would be realigned to enable the required visibility splays to be provided. The vehicular crossover would provide access to 9 car parking spaces to the front. Each space would measure 2.4 metres by 4.8 metres, with those adjacent to walls 3 metres in width. Gradients of the front forecourt area have been provided which show a gentle incline from east to west and north to south (all shallower than 1:12) which are still capable of providing access under M4(2) of the 2019 Building Regulations and as such this arrangement is acceptable.
- 8.35 The scheme proposes 9 on-site parking spaces, this would provide 1 to 1.5 parking ratio. The *maximum* requirement within the London Plan for a PTAL 0 area would be *up to* 1.5 spaces per dwelling and so, the proposed provision meets the policy requirements in terms of not going above the maximum car parking provision allowed by the London Plan. Representation raised concern over inadequate provision of parking spaces for 9 family dwellings given the number of bedrooms; however as stated, the proposal meets the London Plan maximum requirements. Furthermore as a response to climate change and sustainable development, new developments should not provide excessive car parking, especially given that there is public transport provision on Brighton Road.
- 8.36 A condition has been recommended that requires the submission of details relating to the visibility splays of the development; the applicant however at this time has demonstrated that such is achievable. A condition will be attached to ensure 20% active vehicle charging points would be provided in line with policy DM30 and Policy T6.1 of the London Plan. A Construction Logistics Plan has been submitted however the information that has been submitted is incomplete and so a condition will be recommended.
- 8.37 A financial contribution of £9,000 will be secured through a Section 106 contribution that will go towards improvements to sustainable transport including but not limited to on street car clubs with EVCP's and/or highway changes such as on street restrictions or membership of car club for the units for 3 years. This is required because of the increased traffic generated from the increased number of units and will help promote alternative, sustainable transport modes.
- 8.38 Accordingly, the car parking arrangements comply with Local Plan policy DM30 and London Plan policy T6.

#### Cycle parking

- 8.39 Policy DM30 and London Plan policy T5 and Table 10.2 would require provision of a total of 12 long stay and 2 short stay cycle parking spaces for residents. Long stay cycle parking has been located within the rear garden area and the short stay spaces are provided towards the frontage; this arrangement is considered acceptable and full details will be secured at the condition stage.

#### Refuse / Recycling Facilities

- 8.40 Policy DM13 requires the design of refuse and recycling facilities to be treated as an integral element of the overall design. The bin stores are located to the front of the development site and are of an appropriate size to accommodate the

required bins. Their location would be an appropriate location for collection by operatives. The location of bulky waste storage has also been provided within the site layout plan and is acceptable. Again, gradients have been provided to ensure that the refuse store is accessible while the indicative stores are acceptable, with full details to be secured at the condition stage.

### **SuDs, Flood Risk and Energy Efficiency**

- 8.41 The site is within flood zone 1 and is at very low risk of surface water flooding. It is likely that infiltration of surface water runoff following redevelopment may be feasible. The parking area and hardstanding will incorporate permeable paving which drain to adjacent soft landscaping areas and soakaways.
- 8.42 A condition requiring details of a Surface Water Drainage Strategy have been recommended and should be submitted to comply with Local Plan policy DM25 and London Plan policy SI13. Finally, SUDS details will be required by condition.
- 8.43 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), and meet a minimum water efficiency standard of 110 litres/person/day as set out in Building Regulations Part G.
- 8.44 Representations have raised concerns that local services will be unable to cope with additional families moving into the area. The development would be liable for a charge under the Community Infrastructure Levy (CIL).

### **Conclusion**

- 8.45 The principle of residential development is acceptable within this area. The design of the scheme is of an acceptable standard given the proposed and conditioned landscape and subject to the provision of suitable conditions the scheme is acceptable in relation to residential amenity, transport, sustainable and ecological matters. 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.
- 8.46 All other relevant policies and considerations, including equalities, have been taken into account.