

PART 6: Planning Applications for Decision

Item 6.1

**1 APPLICATION DETAILS**

Ref: 23/04562/FUL  
 Location: 23 Hollymeoak Road, Coulsdon, CR5 3QA  
 Ward: Coulsdon Town  
 Description: Demolition of existing detached dwelling house, out buildings, swimming pool and garden structures and replacement with 8 new semi detached dwellings with associated landscape, driveway, access & parking.  
 Drawing Nos: PL100 Rev 16, PL200 Rev 15, PL 201 Rev 15, PL202 Rev 15, PL203 Rev 15, PL204 Rev 15, PL205 rev 15, PL206 Rev 15, PL207 Rev 15, PL208 Rev 15, PL209 Rev 15, PL210 Rev 15, PL211 Rev 15, PL025 Rev 10, planting plan, landscaping scheme.  
 Documents: Archaeological Assessment SCAU Dec 2023, Preliminary Ecological Appraisal Ecology and Land Management Aug 2023, Bat Survey Report Ecology and Land Management Oct 2023, Preliminary Bat Roost Assessment Ecology and Land Management March 2024, Fire Statement Altham Lewis, Flood Risk Assessment Altham Lewis, Arboricultural Method Statement and Tree Protection Plan  
 Applicant: Carvall Homes  
 Agent: Paul Lewis, Altham Lewis Architects  
 Case Officer: Lucy Page

	Housing Mix					
	1 bed	2 bed	3 bed	4 bed	5 bed	TOTAL
<b>Existing</b>	0	0	0	1	0	1
<b>Proposed</b> (Market housing)	0	0	0	6	2	8

Vehicle and Cycle Parking (London Plan Standards)	
<b>PTAL: 0</b>	
<b>Car Parking maximum standard</b>	<b>Proposed</b>
12	12
<b>Long Stay Cycle Storage minimum</b>	<b>Proposed</b>
18	18
<b>Short Stay Cycle Storage minimum</b>	<b>Proposed</b>
4	4

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

**2 RECOMMENDATION**

- 2.1 That the Committee resolve to GRANT planning permission

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

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

- a) Sustainable Transport contributions of £1,500 per dwelling
- b) Any other planning obligation(s) considered necessary by the Director of Planning and Sustainable Regeneration

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

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

### **Conditions**

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

#### Pre-commencement

- 3) Submission and approval of a revised Construction Logistics Plan
- 4) Footway / Carriageway Condition Survey providing photographs of all areas and a brief report identifying any existing issues
- 5) Appointment of a suitably qualified arboricultural consultant to act as the supervising arboriculturist for the project, to ensure that the specified tree protection measures are carried out and fully installed prior to the commencement of any works
- 6) Installation of agreed tree protection measures on site
- 7) Submission and approval of full details of the proposed service routes

#### Prior to above ground floor slab level

- 8) Submission and approval of materials/details
- 9) Submission and approval of SUDS details
- 10) Vehicle and pedestrian visibility splays
- 11) Submission and approval of CEMP (biodiversity)
- 12) Submission and approval of amended landscaping scheme

#### Pre-occupation

- 13) Submission and approval of biodiversity enhancement strategy
- 14) Submission and approval of lighting design scheme for biodiversity
- 15) Submission and approval of refuse and cycle storage details including provision for wider cycle storage
- 16) Submission and approval of details of any external energy generation

#### Compliance

- 17) Flat roofs – no balconies
- 18) Provision of new trees, biodiversity enhancement and boundary treatments in accordance with Ecology Statement and Landscaping Plan
- 19) Development to be undertaken in accordance with submitted site level drawings

- 20) Provision of refuse and cycle parking in accordance with submitted details
- 21) Obscure glazing on side elevations
- 22) In accordance with Arboricultural Impact Assessment, Method Statement and Tree Protection Plan
- 23) Compliance with requirements of the Fire Statement
- 24) In accordance with visibility splays show on plans – 2.4m x 25m
- 25) Provision of car parking as shown on plans
- 26) Regular monitoring of tree protection construction methods within the site
- 27) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) no development relating to Classes A, B, C, E of Part 1 (Development within the curtilage of a dwellinghouse)
- 28) 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) Compliance with Building/Fire Regulations
- 5) Construction Logistics Informative
- 6) Any other informative(s) considered necessary by the Director of Planning and Sustainable Regeneration

- 2.5 That the Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.
- 2.6 That if within 3 months of the committee meeting date, the legal agreement has not been completed, the Director of Planning and Sustainable Regeneration is delegated authority to refuse planning permission.

## **3 PROPOSAL AND LOCATION DETAILS**

### **Proposal**

- 3.1 Permission is sought for:
  - Erection of 4 x pairs of two storey semi-detached dwellings
  - 12 Off street car parking spaces, refuse and cycle storage
  - Private amenity space for each house
- 3.2 This planning application relates to no.23 Hollymeoak Road which is a detached two storey dwelling set in a large plot of approximately 2,900sqm. The development proposed comprises a total of eight family dwellinghouses arranged as two pairs of semi-detached properties erected to the front of the site with a second pair to the rear.
- 3.3 During the course of the application and following discussions between the agent and an immediate neighbour amended plans were received which moved the position of the building accommodating plots C and D which sits adjacent to the boundary with no.27 Hollymeoak Road. The original proposal resulted in a distance of between 3.8 and 4m between side elevation the side elevation of plot D and no.27 and this has now

been increased to 5.6-5.8m and enables a greater amount of landscaping to be provided along this boundary. Previously proposed landscaping along the side elevation of plot C and adjacent to the access road has been removed to allow the shift in position of this building.

### Site and Surroundings

- 3.4 The site is rectangular in shape and is approximately 93m deep and 31m wide. It has a site area of 2893sqm. No.23 has an existing vehicular access onto Hollymeoak Road set with the driveway running for approximately 35m up to a wider parking area in front of the dwelling that provides space for a number of vehicles to be parked on the frontage of the curtilage. The street level of this part of Hollymeoak Road sits higher than the application site as is highlighted on the street plan below. Levels both at street level rise from east to west and within the site, and particularly from the central part of the site to the rear, from north to south.



*(existing street scene view from Hollymeoak road)*



*(Aerial photograph of the site)*

3.5 On the south side of Hollymeoak Road where the site is located, the area is more suburban in character however to the north is the edge of the greenbelt and is open and undeveloped. Plots comprise large detached properties of predominantly 2-storeys. The site is has a PTAL of 0 which indicates extremely poor access to public transport. The site is at very low risk of surface water flooding.



(Site location plan)

**Planning Designations and Constraints**

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

- PTAL: 0
- Flood Risk Zone: 1
- Surface water flood risk: low risk on the application site

**Planning History for 23 Hollymeoak Road**

Reference	Description	Decision and Date
23/02901/PRE	To demolish the existing dwelling and outbuildings, to erect eight dwellings with associated parking, refuse and landscaping.	Preap meeting September 2023

## 4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposed development of 8 new residential units in this residential area is acceptable and would meet housing need.
- The proposed footprint and siting would sit comfortably into the existing pattern of development where there is a variety of frontage and backland development and comply with policy regarding development in the grounds of existing dwellings. The proposed scale and design is appropriate.
- Detrimental impacts on neighbouring amenity have been avoided.
- The proposed quality of accommodation is acceptable.
- There is a TPO relating to the site and its neighbour however subject to an amended tree survey being provided, the imposition of conditions including the requirement for monitoring of excavation, replacement planting and tree protection, the development could be successfully accommodated.
- Subject to a s106 and conditions the impact on the highway network would be acceptable.
- New tree planting and hard and soft landscaping is proposed which is acceptable.
- With suitable conditions secured the development would achieve biodiversity net gain and not have an adverse impact on biodiversity.
- The proposal would not have a detrimental impact on flood risk.

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

## 5 CONSULTATION RESPONSE

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

5.2 The following were consulted regarding the application:

### **Ecology**

5.3 Following the receipt of additional information including updated bat surveys the Biodiversity Officer confirmed that subject to conditions, the development would be acceptable in relation to ecology. Discussed in the 'Trees and Biodiversity' section of the report.

### **Historic England**

5.4 Response confirmed that the proposal is unlikely to have a significant effect on historic assets of archaeological interest and no further archaeological assessment or conditions are necessary.

### **Highways**

5.5 Responses confirmed that subject to conditions and informatives, the development would have an acceptable impact on the highway network with regards to highway safety and parking. Discussed in the 'Highways' section of the report.

### **Strategic Transport**



5.6 Responses confirmed that critical for visibility splays to be provided, parking meets maximum standards and cycle parking acceptable with more clarity required for visitor parking. Bins are located within 30m however should show paved route from dwellings to bins. Bulky storage may need to be relocated. Access width at the front of the site at 4.5m is acceptable along with 0.5m ramps either side. Access through site should have separate pedestrian and vehicle access. S106 to secure sustainable transport initiatives are required.

**Trees**

5.7 Subject to the receipt of amended tree survey and inclusion of planning conditions the proposal is considered to be acceptable in relation to the impact on trees.

**LOCAL REPRESENTATION**

5.8 Cllr Mario Creatura contacted the Case officer to ask if amendments suggested by a neighbour could be incorporated by the applicant. These included moving the proposed access road through the site so that it was adjacent to the boundary with No.27 rather than built form due to concerns about the scale and proximity to the boundary with this neighbour. The applicant subsequently had discussions with this neighbour and amended plans were submitted which resulted in the relocation of the building accommodating plots C-D further from that boundary to enable further soft landscaping and screening to be provided along this boundary.

5.9 The application has been publicised by way of 14 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from the MP Chris Philp, neighbours and the Coulsdon West Residents Association in response to notification and publicity of the application were as follows:

No of individual responses:      Objecting: 20    Supporting: 0    Neutral: 0

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

Objection	Officer comment
<b>Highways and parking</b>	
<ul style="list-style-type: none"> <li>• Insufficient parking on site – needs more than 12 spaces on site leading to additional pressure on local road network</li> <li>• No pedestrian route along Hollymeoak Road</li> <li>• Highway safety issues due to the narrow width and curve of the road</li> <li>• Transport Statement uses other sites that are not comparable to the application site</li> </ul>	<ul style="list-style-type: none"> <li>• The proposal meets the required standards</li> </ul>
<b>Impacts on trees/habitats/ecology</b>	

<ul style="list-style-type: none"> <li>Adverse impact on trees and insufficient replacement on site</li> </ul>	<ul style="list-style-type: none"> <li>Addressed in the report</li> </ul>
<ul style="list-style-type: none"> <li>Amount of hardstanding reduces potential to improve on site biodiversity</li> </ul>	
<b>Impacts on amenity – neighbours and occupants</b>	
<ul style="list-style-type: none"> <li>Visually dominating, overbearing and loss of light</li> <li>Overlooking</li> <li>Insufficient garden spaces</li> <li>Impact on existing retaining walls</li> </ul>	<ul style="list-style-type: none"> <li>Addressed in the report</li> </ul>
<b>Character and amount of development</b>	
<ul style="list-style-type: none"> <li>Contrary to Local Plan policy SP4 and DM10 and D3 of London Plan</li> <li>Obtrusive by design</li> <li>Depth of buildings not appropriate</li> <li>Overdevelopment of the site with the proposed development significantly increasing the built area compared to the existing family homes</li> <li>Not in keeping with local area</li> </ul>	<ul style="list-style-type: none"> <li>Addressed in the report</li> </ul>
<b>Other</b>	
<ul style="list-style-type: none"> <li>This will lead to other developers submitting similar schemes</li> <li>Should take account of cumulative impact of development</li> </ul>	<ul style="list-style-type: none"> <li>Comments in relation to other schemes potentially coming forward are not material to the consideration of this application</li> </ul>
<ul style="list-style-type: none"> <li>Already waste and water issues on adjacent development</li> </ul>	<ul style="list-style-type: none"> <li>The current application cannot mitigate for any existing issues on other sites</li> </ul>

The following responses were raised in representations following a period of re-consultation in relation to the amended plans.

<b>• Objection</b>	<b>• Officer comment</b>
<b>• Highways and parking</b>	
<ul style="list-style-type: none"> <li>Insufficient parking on site – needs more than 12 spaces on site leading to additional pressure on local road network</li> <li>No pedestrian route along Hollymeoak Road</li> </ul>	<ul style="list-style-type: none"> <li>The proposal meets the required standards</li> </ul>



<ul style="list-style-type: none"> <li>Highway safety issues due to the narrow width and curve of the road</li> <li>Transport Statement uses other sites that are not comparable to the application site</li> </ul>	
<ul style="list-style-type: none"> <li><b>Impacts on trees/habitats/ecology</b></li> </ul>	<ul style="list-style-type: none"> <li><b>Officer comment</b></li> </ul>
<ul style="list-style-type: none"> <li>Adverse impact on trees (loss of 19) and insufficient replacement proposed on site</li> </ul>	<ul style="list-style-type: none"> <li>Addressed in the report</li> </ul>
<ul style="list-style-type: none"> <li></li> </ul>	
<ul style="list-style-type: none"> <li><b>Impacts on amenity – neighbours and occupants</b></li> </ul>	
<ul style="list-style-type: none"> <li>Visually dominating, overbearing</li> <li>Buildings too deep and development is too close to the boundaries</li> <li>Overlooking</li> <li>Overshadowing</li> </ul>	<ul style="list-style-type: none"> <li>Addressed in the report</li> <li></li> </ul>
<ul style="list-style-type: none"> <li><b>Character and amount of development</b></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
<ul style="list-style-type: none"> <li>Overdevelopment of the site with the proposed development significantly increasing the built area compared to the existing family homes – should be reduced from 8 to 6</li> <li>Not in keeping with local area</li> <li>Front left property (A and B) clearly looks like a semi – out of character</li> <li>Should take account of cumulative impact of development</li> </ul>	<ul style="list-style-type: none"> <li>Addressed in the report</li> </ul>
<ul style="list-style-type: none"> <li><b>Other</b></li> </ul>	
<ul style="list-style-type: none"> <li>Caversham Close have already had waste and water issues</li> </ul>	<ul style="list-style-type: none"> <li>Cannot mitigate existing issues on existing development as part of this development proposal</li> </ul>
<ul style="list-style-type: none"> <li>Impact of development on retaining wall adjoining the site at Caversham Close</li> </ul>	<ul style="list-style-type: none"> <li>The development would be subject to the Party Wall Act and is separate from the planning process - an informative has been added.</li> </ul>

## 6 RELEVANT PLANNING POLICIES AND GUIDANCE

### Development Plan

- 6.1 The Council's adopted Development Plan consists of the London Plan (2021), the Croydon Local Plan (2018) and the South London Waste Plan (2021). Although not an exhaustive list, the policies which are most relevant to the application are:

### London Plan (2021)

- D1 London's form, character and capacity growth
- D3 Optimising site capacity through the design led approach
- D4 Delivering Good Design
- D5 Inclusive Design
- D6 Housing quality and standards
- D7 Accessible housing
- D12 Fire Safety
- H1 Increasing housing supply
- H2 Small sites
- G5 Urban Greening
- G6 Biodiversity and access to nature
- G7 Trees and Woodlands
- SI 2 Minimising Greenhouse Gas Emissions
- SI 12 Flood Risk Management
- SI 13 Sustainable Drainage
- T4 Assessing and mitigating transport impacts
- T5 cycling
- T6 car parking
- T6.1 Residential parking

### Croydon Local Plan (2018)

- SP2 Homes
- SP4 Urban Design and Local Character
- SP6 Environment and Climate Change
- SP7 Green Grid
- SP8 Transport and communications
- DM1 Housing Choice for Sustainable Communities
- DM10 Design and Character
- DM13 Refuse and Recycling
- DM16 Promoting Healthy Communities
- Policy DM18: Heritage assets and conservation
- DM23 Development and Construction
- DM25 Sustainable Drainage Systems and Reducing Flood Risk
- DM27 Biodiversity
- DM28 Trees
- DM29 Promoting Sustainable Travel and Reducing Congestion
- DM30 Car and cycle parking in new development

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

## **Planning Guidance**

### National Planning Policy Framework (NPPF)

6.3 Government Guidance is contained in the NPPF, updated December 2023, and accompanied by the online Planning Practice Guidance (PPG). The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- Delivering a Sufficient Supply of Homes
- Promoting Sustainable Transport
- Achieving Well Designed Places

### SPDs and SPGs

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

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

## **7 MATERIAL PLANNING CONSIDERATIONS**

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

1. Principle of development
2. Design and impact on character of the area
3. Quality of residential accommodation
4. Impact on neighbouring residential amenity
5. Trees, landscaping and biodiversity
6. Parking and highway impacts
7. Flood risk and energy efficiency
8. Fire safety
9. Conclusions

### **Principle of development**

7.2 The Croydon Local Plan sets out a housing target of 32,890 homes over a 20-year period from 2016-2036. The London Plan sets out a housing target for the borough of 2,079 homes per year. The Croydon Local Plan also sets out a target for development on Windfall sites of 10,060 homes (approximately 503 per year). The London Plan requires 6,410 net completions on small sites (below 0.25 hectares in size) over 10 years, with a small-sites housing target of 641 per year.

7.3 Croydon Local Plan Policy SP2 explains that developments should ensure land is used efficiently. London Plan policy H1 states that boroughs should optimise housing delivery on sites of PTAL 3-6 or within 800m of a train station or town centre boundary. The existing use of the site is residential and as such the principle of redeveloping the

site for intensified residential use is acceptable and should be proportionate in scale and response to the suburban context. This should respond to London Plan Policy H1 which outlines that housing delivery should be optimised in areas of PTAL 3-6 of within 800m of a train station or town centre boundary. The site has a Public Transport Accessibility Level (PTAL) of 0 which indicates extremely poor access to public transport. The site is approximately 330m 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 with properties with 3 or more bedrooms.

- 7.4 Whilst the site does not fall within a location where intensification would be strongly encouraged in accordance with London Plan policy H1, the Council has housing targets to meet and the pattern of development in the area is such that it considered some additional built form on this site would be appropriate (as discussed in the Character section below) as it would represent an efficient use of land, in accordance with Local Plan policy SP2.

#### Unit size mix

- 7.5 Local Plan policy SP2.7 sets a strategic target for 30% of all new homes over the plan period to have 3 or more bedrooms to ensure that the borough's need for family sized units is met. The proposal is for 2 x 5 bed and 6 x 4 dwellings which would contribute towards the Council's need for family sized homes, resulting in a net gain of 7 family sized homes.

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

- 7.6 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. Proposals 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. London Plan policy D3 states that a design-led approach should be pursued and that proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness.



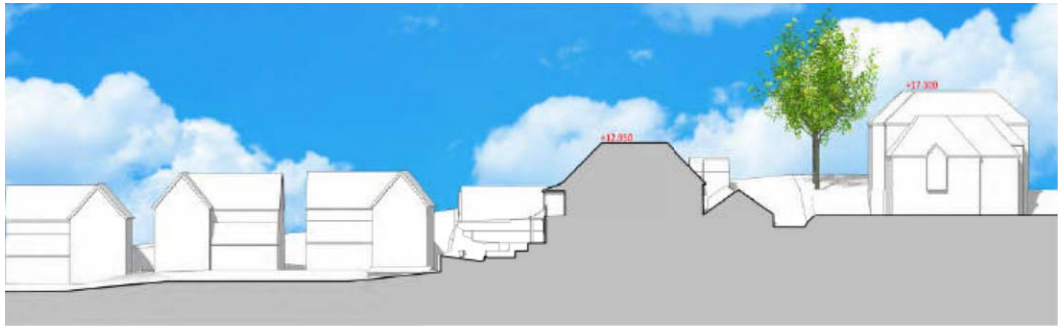
*(Photo of existing dwelling 23 Hollymeoak Road)*



*(CGI of proposed development)*



*(Proposed street view of 23 from Hollymeoak Road)*



*(Rear properties E-H and relationship with neighbouring residential properties above)*





*(Rear elevation of proposed front properties D-A)*

- 7.7 The site lies within the Coulsdon character area which comprises of detached houses in large plots, several of the dwellings have been designed in an ‘arts and crafts’ style. The character of this part of Hollymeoak Road is of large detached properties set within spacious plots having landscaped frontages and fairly generous spacing between built form. The design of dwellings is traditional with low eaves, gables and hipped roofs a typical characteristic. It is also noticeable that a number of new residential developments have recently been constructed which have introduced a denser pattern of development with large houses on more modest plots such that at no.21 Hollymeoak adjacent to the site at Caversham Close for 6 detached dwellings. A recent permission has also been granted for a development of 8 dwellings at 29-31 Hollymeoak Road (23/02918/FUL) which is to the west of the application site. To the rear of the site is further residential development at Chelwood Close.
- 7.8 There are eight new semi-detached homes proposed for the site with four located in two buildings on the front part of the site and four located in two buildings to the rear. The buildings have been designed to generally appear as detached houses when viewed from the street. The building accommodating plots A and B (front left of the site) does feature 2 separate front doors on the front elevation. The door for plot A is however set back from the main front elevation, within a subservient lower level side projection, such that the general view of this building is as a detached property. The front building on the right hand side of the site features a central front door serving plot C with the front door for plot D within the side elevation. The dwellings at Plots E and F would be set into more rising land towards the more central/rear part of the site but from the front elevation would appear as a pair of detached houses with two front doors located in a wide central porch.





*(Existing and proposed east elevations K)*

- 7.9 An access road would run between the two frontage buildings providing access to a turning head, further parking areas and bin and bike stores. External materials for the dwellings would comprise of brick at ground floor with render to first floors which is similar to the existing property on the site. Windows would reflect the character of traditional dwellings in the vicinity and the roofs would plain clay tile. The front doors for units A and B would be to the front of the building with that serving plot A set within a subservient side element. The front door for plot C would be set in the front elevation with the door for plot D located to the side.



*(Plots A,B,C and D showing front doors)*



*(Plots E,F,G and H showing front doors)*

- 7.10 Plots E, F, G and H would each be served by a separate front door, set within a central front porch area would be located in the front elevation with. A legible access route to the side entrance would be provided via a pathway from the main frontage and as with other similar schemes, signage could also be provided to guide visitors to this entrance. The depth of the buildings would be deeper than properties to the west of the site which front Hollymeoak Road, and have more similarities in this regard to Caversham Close and High Oaks Close. The space between and in front of the two frontage buildings and the two rear properties is considered to reflect the spatial characteristics of the area.
- 7.11 The front four dwellings would be visible when travelling along Hollymeoak Road, partially screened by the existing boundary planting and more prominent when looking into the entrance from the highway. Glimpsed views of the rear properties would be possible through the gap between the front properties and this would be similar to other residential development along Hollymeoak Road.
- 7.12 In relation to dwelling size, the houses would range in GIA from 168sqm to 183sqm.



(Proposed site layout)



(Existing and proposed street scene)



(Existing)





*(Proposed)*

### Character, footprint and design

- 7.13 The existing dwelling and outbuildings at no.23 Hollymeoak Road do not hold any significant architectural merit and there is no in principle objection to their demolition.
- 7.14 Land to the north the site sits within the Greenbelt and remains verdant and green. London Plan policies H1 and D3 seek to ensure that development responds to the site's context and capacity for growth. In response to the open and spacious context of the site and the relative inaccessibility of the location, it is expected that housing intensification should be incremental and responsive to the character of the area.
- 7.15 The existing house sits back between 42m and 50m from the frontage with Hollymeoak Road with a long front garden and access leading up to the dwelling. This positioning within the plot and the size of the plot is different from the prevailing character where dwellings are typically positioned closer to the highway. The site approximately 93m deep and 31m wide. This application would see the plot divided to create 8 plots, served by a single access onto Hollymeoak Road. An access road would run between plots A-B and C-D with a turning head beyond their rear gardens. There would be an area of shared landscaping including an area of hardstanding to the front of plot B providing 2 car parking spaces and a further 2 spaces provided to the front of plot D. Car parking provision for plots D-G would be located in the central part of the site, to the front of these rear plots and a further 4 parking spaces would be provided in this area. A total of 12 parking spaces would be provided on the site and soft landscaping retained/provided around the boundaries of the site. Further details of the landscaping would be secured by condition.
- 7.16 In relation to how the built form would sit within the plot, the existing house at no.23 is set back a minimum of 42m from the site frontage. This is different to the general pattern of development along Hollymeoak Road as it rises past the site, where dwellings are closer to the highway. It is proposed that the new building accommodating plots A and B and the new building accommodating plots C and D would be set back in a similar position in relation to the frontage of these neighbouring properties, at a minimum of 20m with the properties to the rear set a minimum of 57m from Hollymeoak Road. The positioning of these rear dwellings would sit partially on the footprint of the existing building.
- 7.17 The building accommodating houses C-D would be set a minimum of 3.3m from the side boundary with No.27, with house D the closest. There would be a separation distance of between 5.6m between the flank walls of house D and the dwelling at no.27.

The building accommodating houses A-B would be set between 1.4m and 2.3m from the side boundary with No.6 Caversham Close with house A the closest. There would be a separation between the flank walls of house A and the rear elevation of the dwelling at No.6 of between 9.4m and 10.3m. These gaps are considered to be reflective the existing pattern of development in the area.

- 7.18 The rear properties would have a similar relationship with their respective neighbours; Charlwood Close, Caversham Close and High Oaks Close in relation to the pattern of development and spacing between built form. There is a significant change in land level however towards the rear part of the site with the properties constructed at Caversham Close at a lower level than the application site. There is an existing retaining wall along the boundary with No.4 Caversham Close that also extends along part of the rear boundary.
- 7.19 Policy DM10.11 sets out that proposals should be of high quality and, whilst seeking to achieve a minimum height of 3 storeys should amongst other things respect the development pattern, layout and siting, and the scale, height, massing and density. Whilst it is acknowledged that detached dwellings are characteristic of the area, the buildings each accommodating four dwellings have been designed to appear from the street as large, detached properties.
- 7.20 The houses would comprise of two storeys with additional accommodation in the roof space which fully respects existing character and building height, the eaves comparable with adjacent properties and the ridge heights sitting at a height appropriately between those of the adjacent buildings. This approach to the design and scale of built form is considered to result in the development sitting comfortably into its surroundings, subject to suitable conditions relating to materials and landscaping.
- 7.21 The subdivision of this site would also result in 8 private gardens being provided. These private amenity spaces are to be enclosed with fencing to that seen with the larger gardens and in relation to their size, are more akin to that provided for the newer development at Caversham Close than the earlier developments fronting Hollymeoak Road. Views of this subdivision to provide private amenity spaces would be screened by both the proposed dwellings and neighbouring properties and would therefore not adversely impact on the character of the area. The length of the rear gardens would range from 11.8m to 20.5m and their overall size all significantly exceed the required area in policy terms, and are considered acceptable. The quantity of private outdoor space exceeds the Mayor of London's Housing Policy, the National Space Standards and Policy DM10.4 of the Croydon Local Plan.
- 7.22 The proposed footprint and layout of the development with the spacing between buildings and the setback of the built form from the highway, both front and rear built form, would not be out of character with the suburban and residential character of this side of Hollymeoak Road and would not adversely impact on the more rural character to the opposite side of the lane. The boundary treatment is proposed to be similar to the existing, comprising of hedging and close boarded fencing.

### Summary

- 7.23 The proposed houses are considered to be of a form and scale which reflect the existing pattern of development and would enable an adequate separation distance between the other neighbouring residential properties. The introduction of four

buildings accommodating 8 dwellings which read, from the street scene, as detached properties is considered to work successfully in this particular instance, particularly when viewed in the context of the adjacent development at Caversham Close. The design and detailing of the buildings in combination with their spacing within the plot and proposal appropriately reflects the character of the area. The proposal is considered to comply with Local Plan policies SP4 and DM10 and London Plan policy D3.

### Quality of residential accommodation

7.24 The National Design Guide states that well-designed homes should be functional, accessible and sustainable. 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 and requires that 75% of the GIA of each dwelling has a floor to ceiling height of over 2.5m. Local Plan policy DM10.4 and London Plan policy D6 set out the standards for external private amenity space which is for 5sqm per 1-2 person unit and an extra 1sqm per occupant thereafter.

7.25 The table below summarises the assessment of the internal and external spaces of the proposed new dwellings against London Plan policy D6.

Plot	Size (bedroom/person)	GIA (sqm) proposed	Min. GIA (sqm)	Private Amenity Space (sqm)	Min. Amenity Space (sqm)
A	5B8P	183	130	135	11
B	5B8P	183	130	75	11
C	4B7P	171	130	70	10
D	4B7P	171	130	110	10
E	4B7P	168	130	85	10
F	4B7P	168	130	85	10
G	4B7P	168	130	110	10
H	4B7P	168	130	190	10

*Table 1: scheme considered against London Plan Policy D6 and Table 3.1*

7.26 London Plan Policy D3 requires development to deliver appropriate outlook, privacy and amenity; to provide conveniently located green and open spaces for social interaction, play, relaxation and physical activity and; achieve indoor and outdoor environments that are comfortable and inviting for people to use. London Plan (2021), Policies D5 Inclusive Design, D6 Housing Quality and D7 Accessible Housing seek the highest standards of accommodation for future occupiers. Policy sets out quantitative and qualitative standards, including minimum floorspace and amenity standards for new builds in order to promote high quality living accommodation.

7.27 These policies are supported by the London Plan Housing SPG. The Department for Local Government and Communities Technical Housing Standards 2015 is also relevant.

#### Plots A-B

7.28 These dwellings would have a snug at the front of the house, a w.c and a large kitchen/diner/family room at the back of the house looking onto their private rear gardens with large patio doors. On the first floor, plot A would have three double bedrooms, two with en-suites and a bathroom. Plot B would have two double

bedrooms each with en-suites at first floor level. Further accommodation would be provided within the roof space, plot A would have a single and double bedroom with small study and shower room and plot B would have two double bedrooms with en-suites.

#### Plots C-D

- 7.29 These properties would have a snug at the front of the house, a w.c and a large kitchen/diner/family room at the back of the house looking onto their private rear gardens with large patio doors. There would be two double bedrooms, an en-suite, a study and a bathroom at first floor level and within the roof space, a single and a double bedroom and bathroom.

#### Plots E-H

- 7.30 These dwellings would be cut into rising land levels towards the rear part of the site. Plots E and G would have a ground floor comprising of a snug, utility and shower room and plots F and H would have a double bedroom, utility and shower room at ground floor level. At first floor there would be a double bedroom, bathroom and a large kitchen/diner/family room at the back of the house looking onto their private rear gardens with large patio doors.
- 7.31 For plots A-D the study and bedrooms within the roofspace would be only served by rooflights and part of the floor space would have a restricted headroom height of 1.5m. The rooflight only provision would result in a poor outlook from these rooms however in this particular instance, given the generous size of each dwelling and the other rooms including bedrooms at first floor which do benefit from a good outlook, the development is considered acceptable. For plots E-H, the rear facing bedrooms within the roof space would benefit from windows in the rear elevation. The houses would comply with the floorspace, and in relation to ground and first floor, would meet the ceiling height requirements of the London Plan. The proposed quality of internal accommodation would be high and is acceptable in this regard.

#### Accessibility

- 7.32 London Plan policy D7 requires 10% of new-build housing to be M4(3) 'wheelchair user dwellings' and the remainder M4(2) 'accessible and adaptable'. The Design and Access Statement confirms that all of the dwellings are to be constructed to accord with M4(2) and one of the dwellings has been designed to accord with Part M4(3), plot B. The bedrooms and habitable rooms have been designed to enable wheelchair movement and the bin and bike stores would also be accessible with step free access.
- 7.33 The internal arrangements would not comply fully with the detailed provisions of the guidance which sits alongside the building regulations, but the provision of an M4(3) home in this location would exceed the minimum policy requirement and officers are of the opinion that the house is large enough to accommodate the relevant adaptations to facilitate an M4(3) home. Similarly, the M4(2) homes are shown with substantial internal space and amended plans have now been received indicating larger ground floor WC/Shower rooms which are needed to comply with the relevant guidance.

#### Impact on neighbouring residential amenity

- 7.34 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. 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, Caversham Close, High Oaks and Chelwood Close. The properties with the potential to be most affected are the neighbouring properties at numbers 27 Hollymeoak Road, 4, 5 and 6 Caversham Close and 6 Chelwood Close. 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.

### Hollymeoak Road

- 7.35 27 Hollymeoak Road is a large detached dwelling located to the west of the site. This dwelling is set at a higher level than the application site and has recently had planning permission granted for the construction of a first floor extension to the eastern side of the building, above an existing single storey side extension and a single storey rear extension with a similar footprint to an existing conservatory.
- 7.36 During the course of the application amended plans were submitted which shifted the positioning of the building accommodating plots C and D away from the boundary with 27 Hollymeoak Road and following discussions between the applicant and this neighbour. This has enabled additional landscaping to be provided along this boundary and the introduction of the front door serving plot D in this side elevation. The proposed dwellings (C and D) would extend approximately 7m beyond their rear elevation at ground floor level and 5.8m at first floor. There is a minimum distance of 5.6m between the side elevation of the dwelling at plot D (closest to this neighbour) and the side wall of no.27 and there is existing planting along the boundary between these two properties. It is also relevant that there is a difference in land levels which further reduces the impact on this neighbour in relation to the impact of built form adjacent to this boundary.



*(view showing relationship between no.27 and plots C and D)*

- 7.37 The proposed development includes a window at ground floor level (secondary window serving the kitchen) on the west facing elevation (plot D) and at first floor level, there

is a window serving an en-suite and also a small study room. Whilst there is limited potential for overlooking from the ground floor window due to the boundary and level differences, it is considered reasonable to add a condition, requiring that the side first floor windows be obscurely glazed to avoid the potential for overlooking.

- 7.38 In relation to the positioning of the rear properties, the closest dwelling to the boundary with this neighbour would be plot H. There would be in a minimum distance of 36m between the front elevation of plot H and the single storey extension to the rear of no.27, this significantly exceeds the 19-21m distance advised in policy for back-to-back/front distances and is acceptable in this regard.
- 7.39 Comments have been received in a letter of representation that there would be overlooking from no.27 onto the side of plot D and the rear gardens of plots C and D and in turn impacts on amenity to the occupants of no.27 both in relation to built form and overlooking. The introduction of these additional dwellings would bring built form closer to this dwelling and result in some limited and oblique overlooking at first floor level across part of the rear gardens of No.27 and in turn from No.27 across the gardens of plots C and D. However, in relation to this, the site forms part of a larger residential area where a degree of mutual overlooking between properties is already possible and is somewhat characteristic of the area. In addition, there is mature hedging along the boundary and given the positioning of the development within the plot and the differences in levels, the impact in relation to neighbouring amenity is considered to be acceptable.

#### Caversham Close

- 7.40 The properties at Caversham Close are set at a lower level than the application site with the differences in land levels greater at the rear part of the site compared to the frontage with Hollymeoak Road. The dwelling at No. 4 Caversham Close has a rear garden enclosed by retaining walls and the land on the application site adjacent to the rear garden on this neighbour is approximately 5m higher than that of the garden and ground floor of this neighbour, such that it is the roof of this property which is visible when looking across the existing garden. A number of representations have been received in relation to the impact of the development on some of these properties; no's 4, 5 and 6.



- 7.41 The dwelling at plot E sits closest to No.4 Caversham Close. There would be a distance of 3.5m between the side elevation of plot E and the rear elevation of No.4. The footprint of the building would largely be reflective of the positioning of No.4 with the rear elevation extending approximately 600mm further than that of No.4. This is important in relation to the impact on this neighbour given the differences in levels at this point where Plot E sits on higher ground. A condition to restrict permitted development rights on all properties is considered necessary and this is particularly important with regards to any additional built form and the relationship with this neighbour.
- 7.42 Two windows are proposed on the side elevation of plot E, one serving an en-suite and a second serving as a secondary window to the kitchen/dining/living space. Given the close relationship between these two properties it is considered necessary to condition that these windows are obscure glazed and retained as such.
- 7.43 Concern has been raised about the potential impact on the existing retaining walls for the existing Caversham Road properties. The footprint of the dwellings, as proposed, would not be constructed immediately adjacent to the retaining wall and there would be a minimum distance of 1.4m from the wall to a short section of the proposed dwelling at plot E, approximately 2.1m. Matters such as a safe method of construction would be for the Building Regulations to control.
- 7.44 Comments have been received in relation to the positioning of one of the bin and bike stores and two of the proposed car parking spaces and the impact on No.5 Caversham Close. The bin store would be located 3.3m from the boundary with this property and a minimum of 10.3m from their rear elevation. Their rear garden sits between this elevation and the boundary. The front of the parking spaces would be 1.3m from this boundary and 8.2m from their rear elevation. The higher ground levels within the site means that views from No.5 towards this part of the site would be possible however would be limited by the existing and proposed planting. A condition has been added for further landscaping details to be provided to ensure that the screening along this boundary is appropriate. Concerns in relation to odour are noted however the store is enclosed to the rear with the entrance on the opposite side and there is no evidence that the odours associated with bin storage on this site would be any different to that associated with residential use in this residential area. The impact of use of the two parking spaces has also been considered to be acceptable where the noise and activity associated with this would be limited and of a level commensurate with the residential use.
- 7.45 The dwelling at plot A sits closest with No.6 Caversham Close. There would be a distance of between 9.2m and 10.4m between the side elevation of plot E and the rear elevation of No.4. There is a point along this boundary where the elevation of plot A would be 1.3m from this boundary, however this is limited and the rear part of this dwelling is then stepped back to be 3.8m from the boundary. Two ground floor windows are proposed serving an en-suite and hall, there are no first floor windows proposed. Roof lights would be installed in the roof slope facing towards this boundary. The orientation of No.6 within its plot is such that it is the private rear garden area which is adjacent to this boundary. It is acknowledged that the application site is at a higher level than this neighbour and that this development brings built form closer to the boundary with this neighbour than the existing situation. It is considered that the scale and design of the proposed building, together with the separation distance and

the retained and proposed boundary planting means that the development would have an acceptable impact to the outlook and amenities of this neighbouring property as a result of this development.

### High Oaks

7.46 The dwelling at plot H would sit closest to this adjoining property. The building would extend 7.5m beyond the rear elevation of this property however due to the changes in land levels within the site, part of the side elevation would appear as 1.5 storeys. The levels within the site where the building is sited are also lower than that of this neighbour. On the side elevation would be windows serving bathrooms, a study room and a secondary window serving the kitchen/dining/living room. It is considered that subject to a condition requiring these to be obscure glazed that the impact of this development in relation to overlooking would be acceptable.

### Chelwood Close

7.47 No.6 Chelwood Close sits to the rear of the application site. There would be a 21m back to back distance between the rear elevations of plots E-H and that of this dwelling which is acceptable. These distances comply with para 2.3.36 of the Mayor of London's Housing SPG, which suggests that 18-21m could be a 'useful yardstick' for measuring separation distances to ensure visual privacy between habitable rooms facing each other.

7.48 These rear properties have been designed to be cut into the existing land levels to the rear part of the site such that when viewed from the rear the dwellings would appear as 1.5 storey with the accommodation in the roof space served by windows in the gable end features. It is considered that the scale and design of these proposed buildings, together with the separation distance means that the development would have an acceptable impact to the outlook and amenities of this property as a result of this development.

7.49 In relation to the development as a whole and its impact on neighbouring properties, the proposed development would increase the number of occupants on the site and would increase the number of vehicle movements over the original plot however in planning terms this would not be significant in respect of noise and disturbance to the existing occupants in the vicinity of the site. Overall it is considered that the proposal complies with the aims of Policies DM10.6 of the Local Plan in this regard.

## **Trees, landscaping and biodiversity**

### Trees

7.50 Local Plan policy DM28 and London Plan policy T7 seek to retain existing trees and vegetation. The application has been supported by an Arboricultural Method Statement. The rear garden of the properties to the front of the site (plots A-D) are largely flat and laid to lawn with the rear gardens of plots E-H more sloped.

7.51 The site is not within a Conservation Area however during the course of this application a TPO has been served which affects the site (TPO no.10, 2024). The order was expediently made in relation to concerns raised by the council, regarding potential impacts upon valued TPO trees, both on and offsite in proximity to the proposed development. The trees which are subject to the TPO are listed in the submitted tree survey as, on-site trees T2, T3 and T26 and, off-site trees T14 and T15.

- 7.52 The Arboricultural Method Statement lists 27 trees and 4 groups of trees associated with the site. Fifteen individual trees and two hedges would be removed as part of the proposed development and include a number of fruit trees, Lawson Cypress and hedges containing yew, hawthorn and holly which are not protected and have been confirmed by the Tree Officer as being acceptable for removal. The initial proposal also included the removal of T3 (which is protected) a Lawson Cypress which sits towards the front part of the site and this was not supported. The tree survey and landscaping plan now show this tree as being retained and the tree officer has confirmed that this is an important element in the acceptability of the scheme in relation to trees.
- 7.53 The development would include the provision of 2 parking spaces within the root protection area (RPA) of T3 and in close proximity to T2. In addition, part of the footprint of unit D is also within the RPA of T3 however the incursion is considered to be minor and subject to strict arboricultural supervision the development could be successfully accommodated in this location. The supporting information also confirms that there would be no excavation within the RPA of these retained trees. A condition to secure this and the supervision by an arboriculturalist during works has been added.
- 7.54 This application would result in the loss of protected tree T26 (Lawson Cypress) which sits towards the front part of the site, at a lower level than the highway. The proposal would see this tree removed and a replacement tree provided to the east of the current location. Following discussions with the Council Tree Officer it has been concluded that whilst the removal of this tree could have been avoided if considered at the initial design phase, if a replacement tree of suitable size and species were provided of a least 7-8m in height in the location proposed then this would adequately mitigate the loss of the existing tree. The previous landscaping scheme showed a 5-6 metre high Lime tree being provided and whilst the species is acceptable, the Tree Officer has confirmed that in order to provide successful mitigation for T26, a tree of 7-8m in height when planted is required. The applicant and agent have confirmed that this is an acceptable approach and they have now provided amended landscaping to incorporate this larger tree.
- 7.55 T14 and T15 are protected trees located outside of, but adjacent to the side boundary of the site. Sheet piling is proposed within part of the root protection area (rpa) of T14. This is considered to be minor in nature and subject to strict arboricultural supervision could be successfully achieved without detriment to these protected trees.
- 7.56 In relation to replacement planting within the site, a landscape master plan and planting plan has been provided which indicates that 21 new trees and other soft landscaping including native hedging will be planted within the site. The tree planting includes 4x *Crataegus laevigata* 'Paul's Scarlet' (pink hawthorn), 5x *Malus* 'Evereste' (crab apple), 3x *Acer Platanoides* (Norway maple), 7x *Betula pendula* (Silver birch), 1x *Tilia cordata* 'Greenspire' (Lime tree), 1x *Thuja plicata* 'Fastigiata' (Western red cedar). This number and species of replacement trees is considered acceptable.
- 7.57 The Tree Officer has now confirmed that following discussions both as part of the pre-application process and during the course of the application that, in relation to trees, the scheme is considered to be of an acceptable nature. This is subject to some amendments to the tree survey which have been agreed between the Tree Officer and the applicant's tree consultant which is currently being undertaken and the inclusion of a number of site specific tree related conditions are required as part of this planning application. The Tree Officer has confirmed that several of the conditions relating to

trees should be strictly pre-commencement of development to ensure that there is no adverse impact on trees.

### Landscaping

- 7.58 Local Plan policy DM10.8 requires incorporation of soft and hard landscaping within development proposals. The introduction of more built form and hardstanding within the site has the potential to alter the existing verdant character of the site. It is considered that sufficient space remains within the site to successfully accommodate this. Landscaping plans have been provided which show that a generous area of planting both adjacent to the boundaries and site frontage would be maintained and/or provided. The landscaping space provided would secure suitable setback of the hardstanding for the parking areas from the site frontage and this hardstanding area would be well surrounded by planting. The parking bays are also divided from the building frontages by a footpath and generous areas of landscaping.
- 7.59 The plan also shows permeable surfacing of the front drive and parking areas which would also assist with SuDS. Immediately to the rear of the dwellings there would also be a patio style area with the remainder of the garden laid to lawn. The rear/side boundary areas would include trees and other planting with fencing proposed between the rear gardens within the site. It is considered that the landscaping approach is acceptable and final details would be required by condition.

### Biodiversity

- 7.60 Local Plan policy DM27 and London Plan policy G6 seeks to protect and enhance biodiversity in the borough. The site comprises mature trees, introduced shrub, ponds, derelict swimming pool, modified grass and hard standing. The application has been supported by a Preliminary Ecological Appraisal (Henriette Westergaard, August 2023), Great Crested Newt and Badger Risk Assessment (Henriette Westergaard, November 2023), Bat Survey Report (Henriette Westergaard, October 2023), and Preliminary Roost Assessment Report (Henriette Westergaard, March 2024), relating to the likely impacts of development on designated sites, protected species and Priority species & habitats and identification of appropriate mitigation measures. Four trees within the site were found to have potential roosting features of low potential for roosting bats (T8, T11, T20 and T22). The Biodiversity Officer has confirmed that there is sufficient ecological information available for determination of this application and provides certainty for the LPA of the likely impacts on designated sites, protected and Priority species & habitats and, with appropriate mitigation measures secured, the development can be made acceptable.
- 7.61 The mitigation measures identified in the Preliminary Ecological Appraisal, Great Crested Newt and Badger Risk Assessment, Bat Survey Report and Preliminary Roost Assessment Report, are to be secured by a condition of any consent. This is necessary to conserve and enhance protected and Priority species particularly those recorded in the locality.
- 7.62 The Biodiversity Officer has also confirmed that they are supportive of the proposed reasonable biodiversity enhancements, which have been recommended by the Preliminary Ecological Appraisal (Henriette Westergaard, August 2023), Bat Survey Report (Henriette Westergaard, October 2023), and Preliminary Roost Assessment Report (Henriette Westergaard, March 2024) to secure net gains for biodiversity, as outlined under Paragraph 180d of the National Planning Policy Framework (December

2023). As three trees were categorise as PRF-I, in line with the newly published survey guidelines (Collins ed, 2023), the removal of trees with potential roost features should be supported by appropriate compensation for the loss of these bat roost resources. Therefore, a finalised 'biodiversity compensation and enhancement measures' should be outlined within a Biodiversity Enhancement Strategy and should be secured by a condition of any consent.

- 7.63 In addition, the Preliminary Roost Assessment Report (Henriette Westergaard, March 2024) highlights that it is likely bats could be foraging/commuting within and around the site. Therefore, a condition has been added to ensure that if any external lighting is to be proposed, a sensitive lighting scheme is developed to minimise any impacts.
- 7.64 In order to mitigate any biodiversity impacts and to secure biodiversity improvements on the site both in relation to bats and also to achieve wider biodiversity enhancements, it is necessary to include conditions requiring an Ecological Management Plan (EMP) and a Construction Environmental Management Plan (CEMP) to be submitted to and approved by the LPA. The EMP would need to include: requirement for the site to be cleared outside of bird nesting season or after nesting bird survey, incorporation of bird and bat boxes throughout the site, wildlife friendly planting and sensitive lighting. Officers are satisfied that the information provided with the application 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.

### **Parking and highway impacts**

- 7.65 The site has a Public Transport Accessibility Level (PTAL) of 0 which indicates very poor access to public transport. The road curves as it rises up along this part of Hollymeoak Road. The site is approximately 330m 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 with properties with 3 or more bedrooms.
- 7.66 The proposal is for eight dwellings all with 3 bedrooms or over. As per the London Plan, the development would require a maximum provision of 1.5 spaces per unit which equates to 12 car parking spaces.
- 7.67 The scheme proposes 12 on-site parking spaces, this would provide 1 to 1.5 parking ratio. Whilst objections have been received in public and Cllr representations that this is insufficient, 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 and does not go above the maximum car parking provision allowed by the London Plan.
- 7.68 The Transport Statement shows the vehicular sightlines for the proposed vehicle accesses. The existing crossover would be replaced with a centralised crossover which is 4.5m in width with 0.5m ramps either side which is wider than the existing. In relation to sightlines, properties along this part of Hollymeoak Road have sightlines which fall across the unadopted verge at the back of the adopted highway. This is the same for the proposed development.
- 7.69 In relation to the safety implications of this development to the highway, the Highways Authority has assessed the development (which would result in an intensification in



use of the site with the additional dwellings proposed) and confirmed that the pedestrian and vehicular visibility splays and the swept path analysis provided, demonstrates that there is safe access and egress onto Hollymeoak Road for pedestrians and all vehicles and service vehicles.

- 7.70 Concerns have been raised in letters of representation about the implications of the lack of existing pedestrian footways along Hollymeoak Road and how this may impact on the new occupants. The occupants would utilise the surrounding highway network in a similar manner to existing residents of this part of Hollymeoak Road. The site sits within a 20mph speed limit and it is also relevant that there are no reported accidents in the TfL accident data that is available (only accidents where police and other emergency services are called appear on the database).
- 7.71 With regard to the internal layout of the site, a 1.2m footway would be provided, forming part of the 3.9m wide access road. Whilst the Highways Officer suggested that this should be separate, the applicant provided information in relation to similar recent schemes where such an approach has been utilised. It is considered that whilst on larger development schemes, the use of separate pedestrian and vehicle routes are necessary, in this particular instance the use of 1.2m footway forming part of the wider access road is acceptable and no evidence has been provided that this approach would result in a significant impact on highway safety.
- 7.72 Comments have been raised by the Strategic Transport team with regard to proposed cycle and bin storage provision particularly with regard to siting of the visitor cycle parking to the rear of the site as they would prefer these to be sited to the front. The bin stores have been located to the rear which can be accessed by refuse vehicles and it is noted that the visitor cycle spaces would be overlooked by the rear houses. The benefit of having these to the rear is that in relation to the visual impact, it would enable a greater level of soft landscaping to be maintained to the front part of the site.
- 7.73 600mm high planting is proposed for the front of the site where it adjoins Hollymeoak Road which complies with policy. The Strategic Transport team had confirmed that securing a low level frontage such as this is necessary to ensure visibility splays are not compromised and it is considered reasonable to condition that the visibility splays and the height of any planting is secured.
- 7.74 Whilst concern has been raised in letters of representation about the potential for parking associated with the development along Hollymeoak Road, the development has made provision for the maximum parking requirements for the dwellings within the site. Subject to appropriate conditions, it is not considered that the introduction of 8 additional dwellings in this location would have a detrimental impact on highway safety. In addition, a financial contribution of £1,500 per dwelling would be secured via S106 agreement to contribute towards sustainable transport initiatives in the local area in line with Local Plan policies SP8.12 and SP8.13.

#### Refuse storage

- 7.75 Policy DM13 requires the design of refuse and recycling facilities to be treated as an integral element of the overall design. Each dwelling would be served by a bin storage area, to the rear of plots A-D set back from the highway and accessed from the turning head which has been designed to enable refuse and other vehicles to safely enter and leave the site. This is close to the main parking area such that it would be suitably located for occupants and for refuse vehicles. Strategic Transport had expressed

concern about the lack of paving from the rear properties to this area and whether the bulky goods area is in the most appropriate location. In relation to the bin stores, the plans now show that the bin area could be accessed via the rear gardens of the frontage dwellings and in relation to the bulky storage area it is considered that there is sufficient space within the site for an alternative location to be provided, and that given the generous nature of the soft landscaping to be provided/retained as part of this development, this could be secured by condition.

### **Flood risk and energy efficiency**

- 7.76 London Plan policy SI13 requires developments to achieve greenfield runoff rates and to manage surface water as close to source as possible by following the drainage hierarchy. Local Plan policies SP6 and DM25 require all developments to incorporate SUDS to reduce surface water runoff and provide water treatment on site.
- 7.77 The site is located within Flood Zone 1, an area at very low risk of surface water flooding. The site is in an area where there is limited potential for groundwater flooding to occur. Policy DM25 requires all development to incorporate sustainable drainage measures (SuDS). The submitted Flood Risk Assessment Statement says that to mitigate any potential future flooding risk permeable paving / SUDS have been included in the proposals to parking, driveway and patio areas and that extensive existing soft landscaping within the site would be retained. Rainwater from the buildings will be collected in rainwater butts to the rear and any surplus to a soakaway to the rear. Whilst these measures all sound reasonable, a site specific assessment should be undertaken to ensure that this is an appropriate solution for this site. Site-specific flood risk measures will be secured by condition.
- 7.78 Policy seeks high standards of design and construction in terms of sustainability and sets out Local and National CO2 reduction targets. Conditions would be attached to any permission 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. In addition, electric vehicle charging points would also be secured.

### **Fire safety**

- 7.79 London Plan policy D12 requires all development proposals to achieve the highest standards of fire safety. Details have been provided accordingly. In the event of a fire a fire appliance could stop on Hollymeoak Road or within the site, with turning for fire vehicles achievable in the turning head to the rear of plots A-D. b. The staircase will be designed in compliance with building regulations and every house has a ground floor protected lobby. The strategy confirms that the proposed development will ensure the provision of convenient means of escape, and associated evacuation strategy for all building users. As a result (and subject to compliance with the Building Regulations), the application complies with Policy D12.

### **Historic Environment (Archaeology)**

- 7.80 Section 16 of the NPPF and London Plan policy HC1 make the conservation of archaeological interest a material planning consideration. The area has a good archaeological potential and this is recognised in its classification as a Tier II Archaeological Priority Area. The presence of the existing early 20th century properties suggest that archaeological levels may have already been truncated or removed over

to the footprint of existing properties. The evidence examined indicates that the archaeological potential is broad by period, but likely to be limited by extent. The Greater London Archaeological Advisory Service (GLAAS) has considered the proposal and confirmed that the development is unlikely to have a significant effect on heritage assets of archaeological interest and is therefore acceptable in this regard.

## **Conclusions**

- 7.81 The proposed provision of 8 dwellings at 23 Hollymeoak Road, is acceptable in principle in accordance with policy. The siting of the proposed dwellings relate successfully with the existing pattern of development.
- 7.82 The proposed dwellings would appear in the street scene reflect the general characteristics of the area in relation to design, siting, scale, massing and the rhythm between spaces and built form. The buildings are traditional in their form but modern features have been incorporated and the proposed design is of a high quality. The homes would provide a good quality of accommodation internally and externally.
- 7.83 All other relevant policies and considerations, including the statutory duties set out in the Equalities Act 2010, the Human Rights Act, the Planning and Compulsory Purchase Act, and the Town and Country Planning Act, have been taken into account.
- 7.84 Given the general consistency of the scheme with the Development Plan and weighing this against all other material planning considerations, including the benefits and the harm outlined within this report, the proposal is acceptable in planning terms subject to the detailed recommendation set out in section 2 (RECOMMENDATION).