

PART 6: Planning Applications for Decision

Item 6.3

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 20/00331/FUL
 Location: Fir Hollow, 35 Uplands Road, Kenley, CR8 5EE
 Ward: Kenley
 Description: Demolition of existing dwelling and attached garage. Erection of 6 town houses and associated parking and access road.
 Drawing Nos: Location Plan, Drawing Numbers 18-60, 18-60-01, 18-60-02, 18-60-03A, 18-60-04, 18-60-05A, 18-60-06, 18-60-07A, 18-60-08A, 18-60-09, 18-60-10, 18-60-12A, 18-60-15B, 18-60-16, 18-60-17 and 18-60-18A.
 Applicant: C/O Graeme Skipper
 Agent: Graeme Skipper
 Case Officer: Samantha Dixon

	1 bed	2 bed	3 bed	4 bed	5 bed
Existing				1	
Proposed Houses					6

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
9	12

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

2.0 RECOMMENDATION

2.1 That the Committee resolve to GRANT planning permission subject to the completion of a S.106 Agreement to secure the following heads of terms:

- A financial contribution of £9,000 towards highway management measures and the delivery of sustainable transport initiatives in Kenley

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

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

Conditions

1. Time limit of 3 years
2. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
3. Construction Logistics Plan to be submitted

4. Details of site specific SuDS to be submitted prior to any above ground works
5. Biodiversity enhancement strategy to be submitted prior to any above ground works.
6. External materials to be submitted
7. Hard and soft landscaping including boundary treatment, retaining walls and maintenance to be submitted prior to occupation
8. Full details of cycle and bin stores to be submitted prior to occupation
9. Details of electric vehicle charging point to be submitted prior to occupation
10. 19% Carbon reduction
11. No additional windows in the flank elevations
12. Obscure glazing to windows in flank elevations at first and second floor if below 1.7m
13. Car parking to be provided as specified
14. No parking within the vehicle turning head
15. Accordance with Tree Protection Plan and mitigation measures
16. Accordance with mitigation and enhancement measures outlined in the submitted Ecological Survey
17. 110litre Water usage
18. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Community Infrastructure Levy
- 2) Code of practise for Construction Sites
- 3) Highways works
- 4) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

2.3 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.

3.0 PROPOSAL AND LOCATION DETAILS

3.1 The proposal includes the following:

- Demolition of existing house
- Erection of 6 x four-storey townhouses each comprising 5 bedrooms.
- Provision of vehicles access drive, 9 off-street parking spaces – one per house and 3 visitor bays
- Provision of associated individual refuse and cycle stores



3.2 Minor amendments to the levels of the access road and parking areas were made during the consideration of the application. These were not considered to be so significant as to require public re-notification.

Site and Surroundings

3.3 The site is located on the northern side of Uplands Road. The existing site consists of one detached dwelling, set within large grounds, to the rear of the properties facing onto Uplands Road. Vehicular access to the site is from a driveway off of Uplands Road. The site is itself an anomaly in the wider area. It has a backland location, situated behind existing houses that front Uplands Road and Welcomes Road. Land levels within the site fall significantly from road level down to the northern element where the current house sits. You cannot see the house or site from the public realm, with the exception of the vehicular access.

3.4 There are no specific local plan policy designations related to the site itself. The site is located within in an area of 0 PTAL (very poor). The site falls within an area at low risk of surface water flooding but is not at risk of ground water flooding.

3.5 The surrounding area is residential in character, consisting primarily of detached single dwellinghouses. No's.37/39/41 Uplands Road comprise a Locally Listed Building.



Figure 1: Aerial street view highlighting the proposed site within the surrounding streetscene

Planning History

- 3.6 19/03323/FUL - Demolition of existing dwelling and erection of 8 No. 2-bed and 1 No. 3-bed apartments with associated parking, refuse store and landscaping. Withdrawn on 10th May 2019.
- 3.7 19/03193/PRE Proposed demolition of existing dwelling and attached garage. Erection of 9 flats (2 x 2 bed / 5 x 3 bed / 2 x 4 bed) 18 parking spaces / 9 charging points / 1 disabled space / 18 cycle storage spaces.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of the surrounding area.
- The proposal creates 6 family sized units
- The proposed development occupies a backland plot and as such has no adverse impact on the wider visual amenities of the area.
- The living conditions of adjoining occupiers would be protected from undue harm subject to conditions.
- The living standards of future occupiers are satisfactory and Nationally Described Space Standard (NDSS) compliant.
- The level of parking and impact upon highway safety and efficiency is considered acceptable and can be controlled through conditions and S106.
- Sustainability aspects can be controlled by conditions.

5.0 CONSULTATION RESPONSE

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

6.0 LOCAL REPRESENTATION

6.1 The application has been publicised by 11 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours in response to notification and publicity of the application are as follows:

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

6.2 The following issues were raised in representations. Those that are material to the determination of the application, are addressed in substance in the MATERIAL PLANNING CONSIDERATIONS section of this report:

Objection	Officer comment
<i>Design and appearance</i>	
Overdevelopment of the site	Addressed in Section 8.17 of this report.
Out of keeping with other properties in the area (design, scale, height, density)	Addressed in Section 8.9 – 8.14 of this report.
4 storeys unnecessarily high and out of keeping	Addressed in Sections 8.9 – 8.14 of this report.
Waste bin clutter to the frontage	Addressed in Section 8.16 of this report.
Entrance gates dominant and out of keeping	No entrance gates are proposed.
<i>Impact on amenities of neighbouring properties</i>	
Overlooking adjacent properties	Addressed in Sections 8.23 and 8.29 of this report.
Visual intrusion	Addressed in Sections 8.23 and 8.29 of this report.
Loss of light	Addressed in Sections 8.23 and 8.29 of this report.
Dominate and cause a loss of views	Addressed in Sections 8.23 and 8.29 of this report. Loss of a view is not a material planning consideration.

Extra noise and disturbance will affect the peaceful enjoyment of the area	This is a residential development and there is no evidence or reason to suggest that the proposal would result in extra noise or disturbance that is not associated with a residential area. A condition will be imposed requiring compliance with the Construction Logistics Plan to ensure construction noise is not harmful to local residents.
<i>Transport and parking</i>	
Inadequate parking provision for size of houses	Addressed in Sections 8.30 – 8.32 of this report.
Uplands Road too narrow to cope with overspill parking	The amount of parking accords with London Plan requirements. There is no reason to expect that the development would cause overspill parking on the surrounding road network.
Extra traffic will cause a danger to pedestrians on Welcomes Road	Addressed in Section 8.32 of this report.
Poor manoeuvring space for Plot 6	Addressed in Section 8.31 of this report.
Refuse strategy flawed as assumes the turning area will be unoccupied	Condition imposed to ensure no parking in the turning head.
Poor design of access – refers to 13/00642/P (dismissed at appeal)	Addressed in Section 8.35 of this report. Every application is determined on its individual merits.
Road gradient too steep and dangerous in poor weather conditions	Addressed in Sections 8.15 and 8.35 of this report.
Road width unsuitable for construction vehicles	Addressed in Sections 8.35 and 8.37 of this report.
Other matters	
Fails to protect green cover and tree canopies. A number of trees have already been removed from the site	Addressed in Sections 8.38 - 8.40 of this report.
The biodiversity report is incorrect. There are badgers, frogs, toads in the surrounding gardens. Will affect bat flight paths.	Addressed in Section 8.41 of this report.

Additional flood risk. No assessment of drainage capacity/sewer system on Welcomes Road	Addressed in Section 8.43 of this report.
Cumulative impact with other developments has not been considered	Each application is assessed on its own merits. Highway issues are addressed in the report. The applicant has agreed to provide a financial contribution towards sustainable travel options in Kenley.
Insufficient infrastructure in Kenley to cope with infill development	The application is CIL liable. Addressed in Section 8.44 of this report. As well as this the applicant has agreed to provide a financial contribution towards sustainable travel options in Kenley.

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 Consolidated London Plan 2015, 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), issued in February 2019. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- Promoting sustainable transport;
- Delivering a wide choice of high quality homes;
- Requiring good design.

7.3 The main policy considerations raised by the application that the Committee are required to consider are:

7.4 Consolidated London Plan 2015

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction

- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.16 Waste net self sufficiency
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.13 Parking
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.6 Architecture
- 7.21 Woodlands and trees

7.5 Croydon Local Plan 2018

- SP2 - Homes
- SP6.3 - Sustainable Design and Construction
- DM1 - Housing choice for sustainable communities
- SP4 – Urban Design and Local Character
- DM10 - Design and character
- DM13 - Refuse and recycling
- DM16 – Promoting healthy communities
- SP6 – Environment and Climate Change
- DM23 - Development and construction
- DM25 – Sustainable drainage systems and reducing floor risk
- SP7 – Green Grid
- DM27 – Biodiversity
- DM28 – Trees
- SP8 – Transport and communications
- DM29 - Promoting sustainable travel and reducing congestion
- DM30 - Car and cycle parking in new development

7.6 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016
- Croydon Suburban Design Guide Supplementary Planning Document April 2019

7.7 Emerging New London Plan

Whilst the emerging New London Plan is a material consideration, the weight afforded is down to the decision maker linked to the stage a plan has reached in its development. The Plan appears to be close to adoption. The Mayor's Intend to Publish version of the New London Plan is currently with the Secretary of State and no response had been submitted to the Mayor from the Secretary of State. Therefore, the New London Plan's weight has increased following on from the publication of the Panel Report and the London Mayor's publication of the Intend to Publish New London Plan. The Planning Inspectors' Panel Report accepted the need for London to deliver 66,000 new homes per annum (significantly higher than existing adopted targets), but questioned the London Plan's ability to deliver the level of housing predicted on "small sites" with insufficient evidence having been presented to the Examination to give confidence that the targets were realistic and/or achievable. This conclusion resulted

in the Panel Report recommending a reduction in London's and Croydon's "small sites" target.

The Mayor in his Intend to Publish New London Plan has accepted the reduced Croydon's overall 10 year net housing figures from 29,490 to 20,790 homes, with the "small sites" reduced from 15,110 to 6,470 homes. Crucially, the lower windfall housing target for Croydon (641 homes a year) is not dissimilar to but slightly larger the current adopted 2018 Croydon Local Plan target of 592 homes on windfall sites each year.

It is important to note, should the Secretary of State support the Intend to Publish New London Plan, that the overall housing target in the New London Plan would be 2,079 new homes per annum (2019 – 2029) compared with 1,645 in the Croydon Local Plan 2018. Therefore, even with the possible reduction in the overall New London Plan housing targets, assuming it is adopted, Croydon will be required to deliver more new homes than our current Croydon Local Plan 2018 and current London Plan (incorporating alterations 2016) targets.

For clarity, the Croydon Local Plan 2018, current London Plan (incorporating alterations 2016) and South London Waste Plan 2012 remain the primary consideration when determining planning applications.

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The main planning issues raised by the application that the Planning Committee are required are as follows:

1. Principle of development
2. Townscape and visual impact
3. Housing quality for future occupiers
4. Residential amenity for neighbours
5. Access and parking
6. Trees, landscaping and ecology
7. Sustainability and environment
8. Other matters

Principle of Development

8.2 This application must be considered against a backdrop of significant housing need, not only across Croydon, but also across London and the south-east. All London Boroughs are required by the London Plan to deliver a number of residential units within a specified plan period. In the case of the London Borough of Croydon, there is a requirement to deliver a minimum of 32,890 new homes between 2016 and 2036 (Croydon's actual need identified by the Croydon Strategic Housing Market Assessment would be an additional 44,149 new homes by 2036, but as there is limited developable land available for residential development in the built up area, it is only possible to plan for 32,890 homes). This requirement is set out in policy SP2.2 of the Croydon Local Plan (CLP) (2018), which separates this target into three relatively equal sub targets with 10,760 new homes to be delivered within the Croydon Opportunity Area, 6,970 new homes as identified by specific site allocations for areas located beyond the Croydon Opportunity Area boundary and 10,060 homes delivered across the Borough on windfall sites. The draft London Plan, which is moving towards adoption (although in the process of being amended) proposes significantly increased

targets which need to be planned for across the Borough. In order to provide a choice of housing for people in socially-balanced and inclusive communities in Croydon, the Council will apply a presumption in favour of sustainable development of new homes.

- 8.3 The “Places of Croydon” section of the CLP (2018) identifies Kenley and Old Coulsdon as an area of sustainable growth of the suburbs, with some opportunity for windfall sites will see growth mainly by infilling with dispersed integration of new homes respecting existing residential character and local distinctiveness. As is demonstrated above, the challenging targets will not be met without important windfall sites coming forward, in addition to the large developments within Central Croydon and on allocated sites.
- 8.4 The application proposes additional family homes within the borough which the Council is seeking to promote. The site is located within an existing residential area and as such providing that the proposal accords with all other relevant material planning considerations, the principle of development is supported.
- 8.5 CLP Policy DM1.2 seeks to prevent the net loss of 3-bedroom homes (as originally built) and homes less than 130m². The existing building on site is a 4 bedroom house with a floor area of approximately 208sqm. There would therefore be no net loss of homes under 130sqm or three-bedroom homes as required by Policy DM1.2.
- 8.6 Policy SP2.7 seeks to ensure that a choice of homes is available to address the borough’s need for homes of different sizes and that this will be achieved by setting a strategic target for 30% of all new homes up to 2036 to have three or more bedrooms. The application proposes 6 x 5 bedroom units and therefore provides a net gain in family accommodation and contributes towards the Council’s goal of achieving a strategic target of 30% three bedroom plus homes.

Townscape and Visual Impact

- 8.7 The existing dwelling on site is a two storey detached property dating back to the post-war era. The building does not hold any significant architectural merit and therefore there is no objection to its demolition.
- 8.8 CLP Policy DM10.1 states that proposals should achieve a minimum height of 3 storeys whilst respecting a) the development pattern, layout and siting; b) the scale, height, massing and density; and c) the appearance, existing materials and built and natural features of the surrounding area.



Figure 2: Proposed site layout

8.9 The site is itself an anomaly in the wider area. It has a backland location, situated behind existing houses that front Uplands Road and Welcomes Road, approximately 60m from the road. Land levels within the site fall significantly from road level down to the northern element where the current house sits. You cannot see the house or site from the public realm, with the exception of the vehicular access. It is noted that works have already taken place to the access.



Figure 3: Photos of site access from Uplands Road

8.10 It is proposed to erect a row of 6 townhouses within the site to the rear of the building at 37-41 Uplands Road. The houses would have a frontage facing eastwards and would cascade downwards to the northern boundary following the fall in existing

ground levels. The houses would be located over 40m from Uplands Road and the southernmost house would have a ridge line of approximately 1m lower than the building at 37-41. Given this layout, whilst the proposed new building would be visible within the Uplands Road street scene, it would not be visually prominent.

- 8.11 37-41 Uplands Road is a Locally Listed Building. The proposed building would be situated to the rear of this building, approximately 17m away. Whilst its side elevation would be visible in views from this building, the development would not harmfully affect the overall setting of the property itself.
- 8.12 The site is also situated to the rear of houses that front Welcomes Road. The eastern boundary of the site is approximately 55m from this road. The houses on this stretch of Welcomes Road are single storey and therefore the proposed houses would be notably taller than these properties. However as they would be set back 60m+ from the road and approximately 35m to the rear of the existing dwellings, it is not considered that they would be unduly prominent within the Welcomes Road street scene.
- 8.13 The houses are arranged as a terraced row and would comprise three/four storeys of accommodation, a lower ground floor/basement with two full storeys above and a fourth storey contained within the roof space. Whilst this housing typology is not typically found in the surrounding area, given the sites backland location and distance from any public vantage points, in this instance it is not considered that the development would have any harmful impact on the character of the wider area. It is noted that there are an array of building types in the area, including the extensive Morven House retirement home on the opposite side of Uplands Road and therefore it is considered appropriate for residential development of the proposed form to be found acceptable in this location. The terraced typology allows the development to integrate well with the topography, which is a challenging feature of this site. The massing and form, stepping down with the topography, gives definition between each home which is a positive feature of the scheme.
- 8.14 The proposed building itself has a traditional and strong visual presence. This traditional appearance, as described in the Suburban Design Guide as 'Sympathetic and Faithful', is supported. From the frontage it appears to have two full storeys with a pitched roof and comprises bay features, porches and sash windows. The building would have a yellow brick finish to the elevation broken down with stone banding and tiles to the roof. The submission suggests that upvc is proposed to the windows however given the transitional appearance being replicated it is considered that timber or metal would be more appropriate. Full details of external materials will be secured by condition.



Figure 4. Visual interpretation of front elevation

8.15 The access into the site follows the line of the existing access at its southern end and existing land levels. The access then continues along the western side of the site and in order to create a suitable gradient the land level of the road (and ground floor of the northern most units) is raised in comparison to the existing (by a maximum of 2m). The houses incorporate a lower ground floor and therefore at the rear the development utilise the existing land levels more closely.



Figure 5. Front elevation plan showing existing levels and proposed level of access road

8.16 Each house would have a parking bay to its frontage and area for refuse storage and whilst these are not attractive features, they are commonly found fronting residential properties for practical purposes. Given that these areas face a private access, they would have no affect on the visual amenities of the wider existing area. There is scope for soft landscaping to the western side of the new vehicular access to help soften the approach into the development. Full details of landscaping will be secured by condition.

8.17 The site has a suburban setting with a PTAL rating of 0 and as such the London Plan indicates that the density levels ranges of 150-200 habitable rooms per hectare (hr/ha) are appropriate. The proposal would provide 195 hr/ha in accordance with this recommended density.

8.18 Having considered all of the above, officers are of the opinion that the proposed development would create a high quality development that would comply with the objectives of the above policies in terms of respecting local character.

Housing Quality for Future Occupiers

8.19 All of the proposed new units would exceed internal dimensions required by the Nationally Described Space Standards (NDSS) and all are dual aspect. The quality of proposed internal amenity space is considered acceptable.

8.20 With regard to external amenity space, the London Housing SPG states that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm for each additional unit. All units have private gardens of between 60-130sqm.

8.21 In terms of accessibility, all of the proposed dwellings will comply with the requirement of Building Regulations Approved Document M4(1) Category 1 – Visitable Dwellings, providing step free access to each private entrance. In order to be M4(2) (Accessible and Adaptable Dwellings) or M4(3) (Wheelchair User Dwelling) step free access should be provided to the private outdoor space. In this instance, by reason of the steeply sloping site, this cannot be achieved for the proposed new dwellings. The applicant has however stated that the units could be adapted in the future to create access to the amenity space to suit the needs of individual purchases. Crucially the front door of the properties can be accessed in a step free fashion and so the properties could be visited by people who use a wheelchair. Given the levels of the site, this approach is considered to be reasonable.

8.22 The development provides 6 x five bedroom units, all with adequate amenities and provides a good standard of accommodation for future occupiers.

Residential Amenity for Neighbours

8.23 The main properties that would be affected by the proposed development are 31-41 Uplands Road and 90-96 Welcomes Road.



Fig 6: Plan highlighting the relationship with the adjoining occupiers.

33 Uplands Road

8.24 This detached bungalow is located to the west of the site, the access to No.35 located to the eastern side of the house. The proposed houses face the garden of No.33. The southernmost house would be located over 21m from the western side boundary and face the garden approximately 20m to the rear of the house at No.33. At its closest point the development is approximately 12m from the boundary with No.33. This is at the rear boundary of No.33 which is 35m from the rear elevation of the house. Given the significant distance between the proposed houses and house at No.33, the proposal would cause no harmful loss of light, outlook or privacy.

8.25 The access road to the side of No.33 is in a similar location to the existing access into the site. Whilst the proposal would generate more traffic than the current house on site, it is not considered that this scale of residential development would generate harmful noise disturbance. There is space to the western side of the access track to enable planting to help screen the access from No.33.

31 Uplands Road

8.26 The rear end of the garden of No.31 abuts the application site, approximately 33m from the rear elevation of the house on this site. The proposed houses are located over 14m from the boundary with No.31. Given this layout, the proposal will have no unduly harmful impact on the amenity of No.31.

37-41 Uplands Road

8.27 This building comprises 3 dwellings. No.37 is located to the rear side of the building, its garden facing the application site. The side elevation of the proposed development is located approximately 18m from the northern elevation of No.37. Whilst the proposed building would be visible in views from this property, given the separation distance the proposal would not be visually overbearing or cause any undue loss of

outlook. The application site is located to the north of No.37 and given the gap between the buildings there would be no harmful loss of day or sunlight. The proposed windows in the south elevation are all either secondary or serve bathrooms/utility areas and are shown to be obscurely glazed and non-opening below 1.7m above floor level. These details can be secured by condition and as such the proposal would cause no loss of privacy to No.37.

92- 96 Welcomes Road

8.28 The site sits to the rear of 92-96 Welcomes Road. These single storey dwellings have rear gardens of 20-30m in length. The rear elevation of the proposed development is located approximately 12m from the eastern site boundary (30-40m from the rear elevation of the existing houses). Given these distances, the proposed development would cause no harmful loss of light, outlook or privacy to the houses fronting Welcomes Road.

90 Welcomes Road

8.29 90 Welcomes Road is a large detached house located to the north of the application site. A substantial tree screen divides the sites. The proposed development would sit to the rear of the house approximately 17m away at its closest point. Given the layout, distance between buildings and landscape screen, the proposed development would cause no harm to the amenity of No.90 by way of loss of light or outlook. The proposed windows in the north elevation are all either secondary or serve bathrooms/hall ways and are shown to be obscurely glazed and non-opening below 1.7m above floor level. These details can be secured by condition and as such the proposal would cause no loss of privacy to No.90.

Parking and access

8.30 The site has a PTAL rating of 0 which means that it has very poor access to public transport links. The Draft London Plan sets out maximum car parking standards for residential developments based on public transport accessibility levels and local character. Development in PTAL 0-1 should provide up to 1.5 spaces per unit. The maximum required for the proposed scheme would be 9 spaces.

8.31 It is proposed to create 1 forecourt vehicular parking space per unit and 3 visitor parking bays within the site. The amount of parking provision is acceptable noting the lack of sustainable transport options for future residents of this site, the footways on Uplands Rd and the fact no bus services are within walking distance of the site. The parking bay arrangement as shown on the plans is adequate to ensure that vehicles can park on site and can enter and leave the site in a forward gear.

8.32 Policy SP8 and DM29 seeks to manage use of the private car and promote sustainable travel. Whilst there is sufficient parking on site to ensure that the impact on the network is satisfactory, sustainable travel should still be promoted in accordance with these policies. Therefore, a contribution is recommended, and has been agreed with the applicant, towards the provision of sustainable transport improvements and initiatives within the measures in the Kenley area, to include interventions highlighted within Kenley Transport Study.

- 8.33 Local Plan Policy DM30 states that 20% of parking bays should have EVCP with future provision available for the other bays. Details and provision of the EVCP will be conditioned.
- 8.34 Cycle storage areas would be provided individually within the garden of each dwelling building to accord with Draft London Plan requirements.
- 8.35 Access to the site is in a similar position to the existing access which has adequate visibility splay on Uplands Road. The access track within the site is 5.6m wide which is large enough to enable vehicles to pass one another. The access is adequate for refuse and emergency vehicles to access the site and a turning head is proposed within the site which allowed manoeuvring of such vehicles to enable them to enter and leave the site in a forward gear. Refuse bins would be individually provided to the front of each unit. Rumble strips are provided within the site.
- 8.36 There is an existing footpath to the north east end of the site which provides a secondary pedestrian access to the site from Welcomes Road. The path provides access to the rear gardens. There is an existing timber gate on the access path which would be secured by digital lock for the use of the new residents only.
- 8.37 A Construction Logistics Plan (CLP) will need to be submitted and approved by the local planning authority by condition.

Trees, landscaping and ecology

- 8.38 The site is not covered by any Tree Preservation Order. The proposed development does not require the removal of any trees. Some facilitation and separation pruning is required to 1 x Cat C off-site group 2 x on-site trees. The pruning extent is minor enough to be within the best practice parameters of BS3998:2010 Tree Works Recommendations.
- 8.39 Landscape changes will require hard surface treatments, the construction of cycle stores and garden separation walls and footpaths. Root Protection Area (RPA) incursions to facilitate new hard surfacing and landscaping features are minimal in nature, however these works shall need to be carried out sensitively, using low invasive methods, under direct arboricultural supervision, to ensure that unacceptable levels of disturbance to the roots or rooting environments to these trees do not occur.
- 8.40 There is scope within the site to provide new tree planting and soft landscaping to contribute to biodiversity gain in the area. Full details of soft landscaping including a maintenance plan will be secured by condition.
- 8.41 Ecology – The existing house would be demolished and the site is surrounded by mature trees and landscaping. The applicant has provided a Preliminary Ecological Appraisal which has been reviewed by the Council's Ecological consultant. The consultant has no objection to the proposal subject to securing biodiversity mitigation measures by condition. These conditions are recommended to be attached to any permission granted.

Environment and sustainability

- 8.42 Conditions can be attached to ensure that a 19% reduction in CO2 emissions over 2013 Building Regulations is achieved and mains water consumption would meet a target of 110 litres or less per head per day.
- 8.43 The site is located within an area at very low risk of surface water flooding and limited potential for groundwater flooding. A Drainage Strategy has been submitted as part of the application which outlines the risks of flooding at the site. The report considers sustainable drainage methods for the site and the geotechnical information provided in the report indicates that standard infiltration methods will be suitable due to the site lying on chalk. The promoted solution in this strategy is to use infiltration fully and suitable methods may include soakaways, underground storage, swales, filter strips, rainwater harvesting and permeable paving. However, this must be verified prior to any detailed design works and a soakage test for a deep bore soakaway should be performed prior to detailed design to determine the viability of soakaways for the discharge of surface water on the development. A condition requiring site specific SuDS measures would be imposed on any planning permission granted.

Other matters

- 8.44 The development will be liable for a charge under the Community Infrastructure Levy (CIL). This payment will contribute to delivering infrastructure to support the development of the area, such as local schools.

Conclusions

- 8.45 The principle of residential development is considered acceptable in this area and proposal would create 6 large family sized dwellings. The development would not have any harmful impact on the character of the area or on the amenity of adjacent residential properties. The proposal would have an acceptable impact on the highway network and would cause no loss of trees. The proposal is considered to be in accordance with the relevant policies.
- 8.46 All other relevant policies and considerations, including equalities, have been taken into account.