
1.0 APPLICATION DETAILS

Ref: 21/06318/FUL
Location: Braeside and Tree Tops, Firs Road, Kenley, CR8 5LD
Ward: Kenley
Description: Demolition of two existing bungalows (Use Class C3) and the erection of four 2-storey plus roof level buildings comprising of 8 self-contained dwelling houses (Use Class C3) and associated landscaping, car and cycle parking and refuse storage.
Drawing Nos: FIR-OBA-00-00-DR-A-0100-PA (site location and site plan), FIR-OBA-00-00-DR-A-0101-PA (existing site plan), FIR-OBA-00-00-DR-A-0200-PA (existing ground floor plan), FIR-OBA-00-RF-DR-A-0201-PA (existing roof plan), FIR-OBA-00-EX GS-DR-A-0300-PA (existing section aa), FIR-OBA-00-EX GS-DR-A-0301-PA (existing section bb), FIR-OBA-00-EXGS-DR-A-0302-PA (existing section cc), FIR-OBA-00-EX GE-DR-A-0400-PA (existing west elevation), FIR-OBA-00-EXGE-DR-A-0401-PA (existing north elevation), FIR-OBA-00-00-DR-A-0102-PA (proposed site plan), FIR-OBA-00-00-DR-A-0250-PA (proposed ground floor plan), FIR-OBA-00-01-DR-A-0251-PA (proposed first floor plan), FIR-OBA-00-02-DR-A-0252-PA (proposed second floor plan), FIR-OBA-00-RF-DR-A-0253-PA (proposed roof plan), FIR-OBA-00-00-DR-A-0254-PA (proposed units 1 & 2 floor plans), FIR-OBA-00-00-DR-A-0255-PA (proposed units 3 & 4 floor plans), FIR-OBA-00-00-DR-A-0256-PA (proposed units 5 & 6 floor plans), FIR-OBA-00-00-DR-A-0257-PA (proposed units 7 & 8 floor plans), 1004-3LA-L-00-001 (hard and soft landscaping general arrangement), 1004-3LA-L-00-002 (landscaping illustrative plan), FIR-OBA-00-GS-DR-A-0350-PA (proposed section aa), FIR-OBA-00-GS-DR-A-0351-PA (proposed section bb), FIR-OBA-00-GS-DR-A-0352-PA (proposed section cc), FIR-OBA-00-GE-DR-A-0450-PA (proposed west elevation), FIR-OBA-00-GE-DR-A-0451-PA (proposed north elevation), FIR-OBA-00-GE-DR-A-0452-PA (proposed east elevation), FIR-OBA-00-GE-DR-A-0453-PA (proposed south elevation), FIR-OBA-00-GE-DR-A-0454-PA (proposed street scene west elevation), FIR-OBA-00-GE-DR-A-0455-PA (proposed street scene north elevation), FIR-OBA-00-00-DR-A-0501-PA (access drawing – part m4(3)), FIR-OBA-00-00-DR-A-0502-PA (proposed artist visualisation), FIR-OBA-00-00-DR-A-0503-PA (proposed artist visualisation), FIR-OBA-00-00-DR-A-0504-PA (proposed artist visualisation), FIR-OBA-00-00-DR-A-0505-PA (proposed artist visualisation).

Agent: Mr Mark Thomson

Applicant: Indigo Scott
Case Officer: Joe Sales

	3 beds	4 beds	5 bed	TOTAL
Existing	1	1		2
Proposed (all market housing)		1	7	8

Number of car parking spaces	Number of cycle parking spaces
9	18

1.1 This application is being reported to Planning Committee in accordance with the following committee consideration criteria:

- Objections above the threshold in the Committee Consideration Criteria
- Application referred by Local Ward Councillor, Ola Kolade.

2.0 RECOMMENDATION

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

- A financial contribution of £12,000 for sustainable transport improvements and enhancements.

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

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

CONDITIONS

1. Commencement time limit of 3 years
2. Development to be carried out in accordance with the approved drawings and reports
3. In accordance with the drainage strategy
4. In accordance with the fire statement

Pre-commencement conditions

5. Submission of Construction Logistics Plan
6. Materials/details to be submitted
7. Refuse/Cycle store details
8. Tree protection

Pre-Occupation Conditions

9. Submission of detailed landscaping proposals including biodiversity enhancement improvements
10. Implementation of car parking as shown on plans with no boundary treatments above 0.6m in the sightlines
11. Installation of EVCPs at 20% active and 80% passive
12. Visibility Splays
13. Development in accordance with accessible homes requirements M4(2) and M4(3)
14. Compliance with energy and water efficiency requirements

Other

15. Removal of permitted development rights
16. No new side facing windows to be allowed within side elevations
17. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

INFORMATIVES

1. Granted subject to a section 106 agreement
2. Community infrastructure levy
3. Code of practice for construction sites
4. Ecology
5. Works to highways
6. Construction logistics informative (in relation to condition 5)
7. Boilers
8. Refuse collection
9. Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The proposal is for the demolition of two existing single family dwelling houses and the comprehensive redevelopment of both sites to provide four pairs of semi-detached dwellings totalling 8 new dwelling houses. It is proposed to provide two pairs of semi-detached dwellings along the existing frontage of the site fronting Firs Road and the other two pairs would be situated so that they would be facing onto Wattendon Road. The site would provide 9 car parking spaces that would be shared between two forecourt areas and accessed via Firs Road and Wattendon Road.
- 3.2 Each dwelling would have cycle storage (16 spaces in total) available within the rear gardens as well as a dedicated refuse store, and refuse collection points would be available to future occupiers within two separate locations.

3.3 The unit mix would comprise of the following:

- 1 x 4 bedroom 7 person
- 5 x 5 bedroom 7 person
- 2 x 5 bedroom 8 person



Figure 1-Proposed Development from Firs Road

Site and Surrounding

- 3.4 The application site comprises two existing detached bungalows located on the junction of Firs Road and Wattendon Road. The dwellings sit on the southern side of Firs Road and the eastern side of Wattendon Road. Both sites are served by existing crossovers located on Firs Road with front driveways which provide off-street car parking for the occupiers of the dwellings.
- 3.5 The area is suburban in character and the surrounding dwellings comprise of detached houses and bungalows with generous garden areas.
- 3.6 The site has a PTAL rating 1a (very poor) and is at very low risk of surface water flooding and whilst there are no policy designations directly associated with the application site, a woodland area to the west of the site is designated as metropolitan green belt and a site of nature conservation importance.
- 3.7 There are no tree preservation orders associated with the application site.



Figure 2-Aerial view of site

Planning History

- 3.3 11/02232/P Tree Tops, Firs Road, Kenley, CR8 5LD. Installation of two windows in existing garage and use as a one-bedroom granny annex. Permission Refused 26.09.2011
- 3.4 11/03067/P Erection of link extension and installation of two windows in existing garage and use as a one-bedroom granny annex. Permission Granted 19.12.2011
- 3.5 15/00556/P Erection of single storey rear extension. Permission Granted 06.04.2015

Pre-Application Advice

- 3.6 21/02987/PRE Demolition of the two existing bungalows (Class C3); erection of 9no. 4-bedroom dwellings (Class C3) associated car parking, cycle provision and external landscaping.

Other

- 3.7 It should be noted that amended drawings were received during the application period which made some minor amendments to the site layout to include refuse collection stores.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the intensified residential development is acceptable given the residential character of the surrounding area and the need for housing nationally and locally.
- The proposal provides good quality accommodation for future residents.
- The design and appearance of the development would not harm the character of the surrounding area.
- The proposed landscaping scheme will result in an enhancement to the biodiversity of the site and wider area.
- The living conditions of adjoining occupiers would be protected from undue harm.
- The quantity of parking provision and impact upon highway safety and efficiency would be acceptable.

5.0 CONSULTATIONS

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

PLACE SERVICES (Council's ecological advisor)

- 5.2 Raised no objection subject to securing biodiversity enhancements through a suitably worded condition. (Officer comment: see condition 8)

6.0 LOCAL REPRESENTATION

- 6.1 The application was publicised by 6 letters of notification to neighbouring properties as well as a site notice which was erected outside of the site. The number of representations received in response to the consultation are as follows.

- 6.2 No of individual responses: 101 Objecting: 99 Supporting: 2

- 6.3 The following issues were raised in representations. Those that are material to the determination of the application, are addressed in substance in the Material Planning Considerations section of this report.

Objection	Officer comment
<i>Character and design</i>	
Overdevelopment of the site	Addressed in this report
Building is overbearing, too tall, out of character / not in keeping with the area/loss of garden/ internal layout	

Neighbouring amenity impacts	
Overlooking and privacy concerns	Addressed in this report
Impact on daylight/sunlight/loss of light to gardens	
Noise	
Parking and highways	
Insufficient parking will lead to overspill parking on surrounding road	Addressed in this report
Other	
No improvement to supporting infrastructure or public transport is proposed	A CIL contribution will be provided alongside a s.106 financial contribution to sustainable transport improvements.
Impact due to construction traffic	Addressed in this report. This is not a material planning consideration but a condition has been recommended to limit construction impacts.
Increased fire risk	Addressed in this report
Impact on wildlife/biodiversity	Addressed in this report
Impact on trees	Addressed in this report
Covenant restricts the use of sites as single dwelling houses.	Not a material planning consideration

6.5 Local Ward Councillor, Ola Kolade, objected to the proposed development and referred the planning application to be considered by planning committee. The councillor raised the following concerns in relation to the proposed development:

- Out of keeping with the area.
- Overdevelopment of the site.
- Impact of trees.
- Impact on the visual amenities of the street scene.
- Inadequate car parking provision and highways safety.

7.0 RELEVANT PLANNING POLICIES AND GUIDANCE

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

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF) (2021). The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay.

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

London Plan (2021):

- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- D12 Fire Safety
- H1 Increasing housing supply
- H2 Small sites
- H10 Housing size mix
- S4 Play and informal recreation
- G5 Urban Greening
- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- S11 Improving air quality
- S12 Minimising greenhouse gas emissions
- S13 Energy infrastructure
- S112 Flood risk management
- S113 Sustainable drainage
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car parking
- T6.1 Residential parking
- T7 Deliveries, servicing and construction

Croydon Local Plan (2018):

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

Supplementary Planning Documents/Guidance

- Croydon Suburban Design Guide SPD (2019) (officers note Mayor Perry's intention to revoke this guidance, but the SPD2 remains in place as of today and is a material consideration in the determination of relevant planning applications, such as this scheme)
- Section 106 Planning Obligations in Croydon and their relationship to the Community Infrastructure Levy (2019)
- London Housing SPG (Mayor of London, 2016)
- Accessible London: Achieving an Inclusive Environment SPG (Mayor of London, 2014)
- Character and Context SPG (Mayor of London, 2014)
- Sustainable Design and Construction SPG (Mayor of London, 2014)

8.0 MATERIAL PLANNING CONSIDERATIONS

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

- Principle of development
- Design and impact on the character of the area
- Quality of accommodation
- Impact on neighbouring residential amenity
- Trees and landscaping
- Ecology
- Access, parking and highways impacts
- Flood risk and energy efficiency
- Fire safety

Principle of Development

8.2 The existing use of the site is residential (C3) and as such the principle of redeveloping the site for residential purposes is acceptable in land use terms. Policy SP2.1 of the Croydon Local Plan (2018) applies a presumption in favour of development of new homes and Policy SP2.2 states that the Council will seek to deliver 32,890 homes between 2016 and 2036, with 10,060 of said homes being delivered across the borough on windfall sites. London Plan policy D3 encourages incremental densification to achieve a change in densities in the most appropriate way and policy H2 seeks to significantly increase the contribution of small sites to meeting London's housing needs. Given the above, the principle of intensifying the residential use of the existing site is acceptable although the amount and form of new homes will be subject to compliance with other policies.

8.3 Policies SP2.7 and DM1.1 set a strategic target for 30% of all new homes over the plan period to have 3 or more bedrooms and DM1.2 seeks to avoid a net loss of 3-bed family-sized homes in order to ensure that the borough's need for family sized units is met and that a choice of homes is available in the borough.

The proposed scheme would provide one 4-bedroom home and seven 5-bedroom homes so the strategic policy requirement is met.

- 8.4 This approach optimises the development potential across the sites, allows for better layout and appreciation of the site context and allows for a considered response. Therefore, the principle of development in terms of *land use* is acceptable and would be supported in policy terms.
- 8.5 The proposed scheme on the site for 8 homes would not trigger affordable housing contributions in line with policy SP2 or London Plan policy H4 or H5.

Design and impact on the character of the area

Height, scale, massing, layout and siting

- 8.6 Croydon Local Plan Policy DM10 states that proposals should be of high quality and, whilst seeking to achieve a minimum height of 3 storeys, should respect:
- The development pattern, layout and siting;
 - The scale, height, massing, and density;
 - The appearance, existing materials and built and natural features of the surrounding area.
- 8.7 The front and rear building lines of the neighbouring properties are relatively informal and inconsistent. The proposed buildings would face the street, similar to the neighbouring buildings, and would respect the informal layout and siting of the buildings on the street.
- 8.8 Whilst the depth of the proposed buildings are slightly larger than the existing neighbouring dwellings, overall, the site coverage would respect the suburban character of the site which balances the amount of built form and green space which contributes positively to the area. The parking forecourt areas have been located in two small areas which has reduced the required amount of hardstanding needed to accommodate associated facilities required to accommodate the development such as parking, refuse and access, and also respects the existing layouts of front gardens containing driveways. Furthermore, the site has retained the open corner at the entrance of Wattendon Road which respects this feature and positive contribution to the street scene.
- 8.9 The proposals include four pairs of semi-detached dwellings across the site. Whilst it is noted that the development would result in a sub-division of the site, the built form would be spaced out across the site with breaks in between the built forms that would be consistent with the character of the surrounding area. This would also assist in breaking up the massing of the development which would also assist with the development integrating into the existing street scenes where gaps between dwellings are a common feature.



Figure 4-Proposed Site Plan

8.10 Policy DM10.1 seeks to achieve at least 3 storeys within new developments. The proposed development would use an asymmetrical design with bedrooms located in roof spaces, accommodating this policy requirement whilst also minimising the overall heights and eaves heights of the buildings to respect those of the adjacent buildings. This design approach would ensure that these are not read as typical semi-detached properties (which are typically symmetrical in style) but instead read as four detached, asymmetrical buildings which sit well within the street scene.

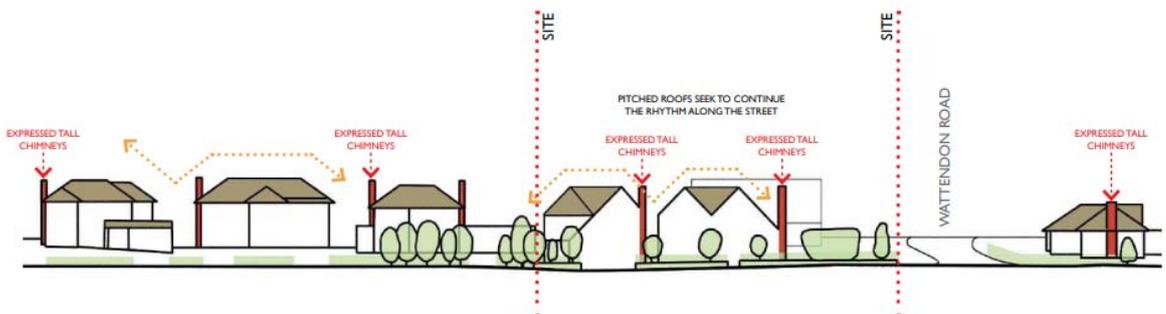


Figure 5-Proposed Roof Form (Firs Road)

8.11 The asymmetrical design also provides a roof form which is consistent with the local area. Local Plan Policy DM10.7 states that the roof form of development proposals should positively contribute to the local and wider area and design should be sympathetic to the surrounding local context. Asymmetrical roof

forms are identifiable as forming the character of the existing area and it is considered that the proportions of the roof are consistent with the surrounding properties. Overall, the scale and massing of the roof form is considered to be sympathetic and respects the existing roof form of the surrounding area which results in a form that is acceptable as the character of the existing area would not be harmed due to the roof form of the development.

- 8.12 The Croydon Suburban Design Guide supports designs which respond to the local character, and allows taller developments that are situated on corner plots of up to 5 storeys in some cases. In this case the proposal is not reliant on the Suburban Design Guide for support and is compliant with the Local Plan with or without the Suburban Design Guide.
- 8.13 The designs of the proposed dwellings are considered to be acceptable and in line with the objectives of the Croydon Local Plan. Overall, it is considered that the height, massing, scale and site layout of the proposed development, would be consistent with the aims and objectives of London plan Policy D3 and D4, Policy DM10 of the Croydon Local Plan and the relevant sections of the Suburban Design Guide.

Detailed design

- 8.14 The design principles of the proposed dwellings have been drawn from the contextual character analysis to provide an asymmetrical roof form when viewed from the street scene. A cat slide roof feature is present each building and as mentioned within the previous section, this feature is considered to break up the massing of the elevation and provides definition so that the dwellings are read as detached buildings rather than semi-detached dwellings.
- 8.15 The roof form has been informed by a character analysis which identified that expressed tall chimneys are a common feature within the street scene. An interpretation of these have been included within the design of the development. Overall, it is considered that these contribute to the existing street scene well, whilst also working well with the asymmetrical roof forms of the proposed development. The chimneys and asymmetrical roof form provide architectural interest to the development site.
- 8.16 The proposed material palette would comprise of a red brick stock which would respect the local context of Firs Road and Wattendon Road. A second vertical brick banding is proposed at ground floor level and as part of the detailing around some of the external windows. These features are considered to break up the massing of the elevations which provide architectural definition and results in a positive contribution to the existing visual amenity of the street scene.

- 8.17 Clay hung pantiles are proposed for the roof and provide a clear distinction between the red brick and darker clay tiles which breaks up the façade of the building further. Metal frame windows are also proposed which are considered to be of a high quality which would contribute to the quality of the design of the proposed development.



Figure 6-Proposed Elevations (Firs Road/Wattendon Road)

- 8.18 Each dwelling will be accessed by a defined entrance way. Two entrances are proposed to reflect the arts and crafts architecture which currently contributes to the character of the area. One entrance will comprise a brick archway and the other would be a protruding open, rendered porch. Whilst the appearance of the buildings would appear as detached from the streetscene, it is considered that the defined entrances allow for each dwelling to be individually identified whilst also providing an attractive entranceway into the buildings that reflects the existing arts and crafts architectural styles that contribute to the character of the area.
- 8.19 Smaller details such as the dwarf wall to the front of the site would also be reflective of the boundary treatments of the surrounding area which are set in front of hedging. Features of the development such as this respond and contribute positively to the suburban character of the site.
- 8.20 All rainwater goods and downpipes would be concealed within the envelope of the built form which would result in an elegant elevation with little clutter which would be of a high-quality design.

- 8.21 Overall it is considered that the detailed design, architectural style and material palette would be in line and consistent with the aims and objectives of London plan Policy D3 and D4, Policy DM10 of the Croydon Local Plan and the relevant sections of the Suburban Design Guide.

Quality of Accommodation and internal layout

- 8.22 The National Design Guide states that well designed homes should be functional, accessible and sustainable. They should provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them. Homes should meet the needs of a diverse range of users, taking into factors such as ageing population and cultural differences. They should be adequate in size, fit for purpose and adaptable to the changing needs of their occupants over time. London Plan Policy D6 states that housing developments should be of a high quality and provide adequately sized rooms with comfortable and functional layouts. It sets out minimum Gross Internal Area (GIA) standards for new residential developments. All proposed units comply with the minimum space standards and internal layouts provide hallways and adequate storage space.
- 8.23 The Nationally Described Space Standards (NDSS) provide minimum technical space standards for new dwellings in terms of the gross internal floor areas and storage. All of the proposed units would meet the minimum required gross internal floor area. All of the proposed dwellings are arranged traditionally in terms of their layouts with living accommodation located on the ground floor and living accommodation provided on the uppers floors. Each property would be dual aspect, with cross ventilation, providing greater flexibility in the use of rooms whilst also being better equipped for future adaptability. This would also provide sufficient daylight to enter the units whilst also providing a good level of outlook for the future occupiers of the development.
- 8.24 Good design promotes quality of life for the occupants and users of buildings. This includes function, buildings should be easy to use. It also includes comfort, safety and security. Amenity, privacy accessibility and adaptability. The development has been designed to provide accessible housing. The scheme would deliver 1 x M4(3) wheelchair user unit to exceed the 10% requirement set by the London Plan Policy D7, which will include the provision of 1 accessible car parking space on site. All other units will achieve M4(2) requirements to be 'accessible and adaptable' units.
- 8.25 Each dwelling would be afforded private amenity space in the form of a rear garden. Not only would these meet the space standards as set out within Local Plan Policy DM10.4, but the rear gardens also would provide a functional space that would provide a high quality of accommodation for future occupiers of the development.
- 8.26 Overall the proposal is considered to result in a high-quality development, including an uplift in family accommodation, and will offer future occupiers a good standard of amenity, including the provision of communal amenity space in accordance with Local Plan Policies SP2 and DM10 and London Plan policies D6, D7 and D12.

Impacts on neighbouring residential amenity

- 8.27 Policy DM10.6 of the Local Plan states that the Council will ensure proposals protect the amenity of occupiers of adjoining buildings and will not result in direct overlooking into their habitable rooms or private outdoor space and not result in significant loss of existing sunlight or daylight levels.
- 8.28 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 Wattendon Road, Hayes Lane, and Park Lane. The properties with the potential to be most affected are the neighbouring properties at numbers 62 Hayes Lane, Penbryn and 46 Wattendon Road and 37 and 62 Park Road.



Figure 7-Neighbouring Properties

62 Hayes Lane and 42 Wattendon Road

- 8.29 The pairs of semi-detached dwellings situated at the front of the site addressing Wattendon Road and Firs Road would be situated in similar locations to the existing dwellings. Based on the submitted drawings, it can be demonstrated

that the proposals do not intersect the 45 degree lines in plan when measured from the nearest ground floor neighbouring habitable room windows.

- 8.30 With regards to the proposed height of the buildings at the front of the site and as noted previously, the built form is arranged over two stories with accommodation within the roof space. The Local Plan and the Suburban Design Guide encourages development of this height of development within such locations. Based on this policy position, and that the proposed height of the dwellings would be acceptable and in accordance with the relevant policy, it is considered that there would be minimal harm caused to the outlook privacy or amenity of the immediate adjoining occupiers.
- 8.32 Given the developments compliance with the separation distances and heights set out within the Local Plan and the Suburban Design Guide, overall, the proposals are not considered to result in significant harm to the outlook, privacy and amenity of the neighbouring properties.

Penbryn, Wattendon Road and 37 and 62 Park Road

- 8.33 The aforementioned addresses are situated on plots which are adjacent to the application site. Given the existing acceptable relationship between the two dwellings and the neighbouring properties, the proposed development is not considered to result in a development that would be significantly larger or taller that would disrupt the existing relationship. The amenities, outlook and privacy of the adjoining occupiers to the sites opposite the proposed development, would be protected and minimal harm would be caused to these neighbouring properties due to the height and scale of the proposed development.
- 8.34 The proposed development would not result in undue noise, light or air pollution uncommon to a residential area, as a result of an increased number of occupants on the site. The increased number of units would increase the number of vehicle movements to and from the site, but this would not be significant and would not be overly harmful. Overall it is considered that the proposal complies with the requirements of Policy DM10.6 of the Local Plan.

Trees and landscaping

- 8.35 Policy DM10.8 seeks to retain existing trees and vegetation and policy DM28 requires proposals to incorporate hard and soft landscaping. Objections have been raised in relation to the clearance of the site which occurred prior to the applicant entering into pre-application discussions with the council. The development would result in the loss of 8 category C trees. 3 category B trees have been identified within the adjacent site however, the development would not affect the root protection areas of these trees. A landscaping plan has been submitted with the application which demonstrates that mitigation measures to provide replacement trees can be accommodated on the site.
- 8.36 The site now provides an opportunity to plant a number of new trees as part of a comprehensive landscaping scheme. It is proposed to plant in excess of 20 trees and with various shrubs introduced to the site as part of the landscaping proposals to soften the hardstanding. It is considered that the landscaping

proposals would positively contribute to the suburban character of the surrounding area. Overall, the proposed landscaping proposals are considered to provide a development that softens then proposed hardstanding to the rear of the site whilst also enhancing the biodiversity of the site.



Figure 7-Proposed Landscaping Plan

- 8.37 Further details on landscaping and tree protection will be required by conditions 7 and 8 for the proposal to be considered to comply with Local Plan policy DM10.8.

Ecology

- 8.38 Local Plan Policy DM27 seeks to protect existing ecology, whilst also incorporating biodiversity enhancements within new development. London Plan Policy G6 requires development proposals to manage impacts on biodiversity. The application was supported by a Preliminary Ecology Assessment which demonstrated that there would be no development impacts on any protected species as none were found during the on-site survey. The council's ecology advisor has been consulted on the application and confirmed that there would be no objection to the proposed development subject to achieving biodiversity enhancements on site.
- 8.39 Officers at the council are therefore satisfied that the information provided demonstrates that the development would not have an adverse impact on protected and priority species & habitats. Subject to the recommended condition that biodiversity enhancements are secured across the site, the development is considered acceptable in terms of mitigating the impact to

wildlife and biodiversity, compliant with Local Plan Policy DM27 and London Plan Policy G6.

Access, Parking and Highway Safety

- 8.40 The site has a Public Transport Accessibility Level (PTAL) of 1b which indicates extremely poor access to public transport. The site is approximately 1km away from Kenley train station. The London Plan requires a maximum of *up to* 1.5 car parking spaces per 3 bedroom dwellings or, for outer London locations, with a PTAL of 1b. This would equate to a maximum number of 12 car parking spaces allowed across the development site.

Access arrangements and car parking

- 8.41 The site would continue to use the existing access from Firs Road however, a secondary access is proposed off Wattendon Road to accommodate two parking areas of 3 and 6 parking spaces respectively. Each space would measure 2.4 metres by 4.8 meters wide (with one larger blue badge bay), swept path assessments have been undertaken using 4.8m long cars which demonstrates that the vehicles are able to enter and exit the site in forward gear.
- 8.42 The scheme proposes 9 on-site parking spaces, this would provide a ratio of just over 1 parking space per residential unit. Given the significant proportion of family units and that concerns have been raised about overspill parking, a parking stress survey has been submitted as part of the application using the Lambeth methodology. The three overnight surveys show an unrestricted parking stress of 10%, 9% and 9%. The surveys demonstrate an acceptable level of spare parking capacity exists within the survey area during the night-time residential peak, with significant levels of reserve capacity available. The proposed car parking provision is considered policy compliant and acceptable.
- 8.43 Representations raised concern over inadequate provision of parking spaces for 8 family dwellings, however as stated, the proposal meets the London Plan requirements by not exceeding the maximum number of parking spaces allowed for such a development. Furthermore, as a response to climate change and sustainable development, new developments should not provide excessive car parking for single family use, especially given that there is transport hub in the form of a train station within 1km of the site.
- 8.44 The applicant does not require planning permission to introduce a new crossover on to an unclassified road. In general terms having two parking crossovers on a corner site can give rise to concerns over pedestrian and vehicular movements close to such a junction, however given the existing low traffic levels of the area and low vehicle speeds, and the distance to the corner, this arrangement is considered acceptable. Given the constraints of the site the parking arrangements are acceptable in this instance. A condition has been recommended that requires the submission of details relating to the visibility splays of the development.

- 8.45 A condition will be attached to ensure 20% active electric vehicle charging points would be provided in line with policy DM30 and Policy T6.1 of the London Plan. The appropriate pedestrian and vehicular sightlines are shown on the site plan.
- 8.46 The car parking arrangements therefore comply with Local Plan policy DM30 and London Plan policy T6.
- 8.47 In order to control and minimise any disruption to the highways network during the construction of the development, details relating to the submission of a Construction Logistics Plan has been recommended and this should be submitted prior to the commencement of any works on site, including clearance and demolition.
- 8.48 A financial contribution of £12,000 will be secured through a Section 106 contribution that will go towards improvements to sustainable transport including but not limited to on street car clubs with EVCP's and/or highway changes such as on street restrictions or membership of car club for the units for 3 years. This is required because of the increased traffic generated from the increased number of units. This is in addition to the Community Infrastructure Levy payment.

Cycle parking

- 8.49 Policy DM30 and London Plan policy T5 and Table 10.2 would require provision of a total of 18 cycle parking spaces for residents and given the scale of development, there is no requirement for visitor cycle parking. Cycle parking has been located to the rear gardens of the proposed dwellings and given that the application is for single family dwelling houses each with separate rear garden access, this arrangement is considered acceptable. The pathways which have been provided ensure that the cycle stores could be accessed by wider cycles which would comply with the recommended guidance set out within Policy T5 of the London Plan.

Refuse / Recycling Facilities

- 8.50 Policy DM13 requires the design of refuse and recycling facilities to be treated as an integral element of the overall design and state that development should provide a space to accommodate temporary storage of waste generated from the development site. The bin stores are located within the rear gardens of the development and are of an appropriate size to accommodate the required bins. Furthermore, access routes are provided to each amenity space to allow easy transport of the receptacles to the refuse collection points on site. Section 2.29 of the Suburban Design Guide states that the collection point must be no more than 30m from the front door of the dwellings proposed. Each dwelling would be within this limit and the proposed refuse arrangement are therefore considered to be acceptable.
- 8.51 The location of bulky waste storage has also been provided within the site layout plan and is acceptable.

SuDs, Flood Risk and Energy Efficiency

- 8.52 The site is within flood zone 1 and is at very low risk of surface water flooding. The applicant has submitted a Flood Risk Assessment and Surface water Drainage Strategy in support of the application. The flood risk assessment has identified that the site is at low risk of all types of flooding.
- 8.53 Local Plan Policy DM25 states that: **DM25.3** Sustainable drainage systems are required in all development and should ensure surface run-off is managed as close to the source as possible; Accord with the London Plan Sustainable Drainage Hierarchy; achieve better than greenfield runoff rates; be designed to be multifunctional and incorporate sustainable drainage into landscaping and public realm to provide opportunities to improve amenity and biodiversity; achieve improvements in water quality through an sustainable drainage system management train; and be designed with consideration of future maintenance.
- 8.55 London Plan Policy SI 13 states that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.
- 8.56 The Flood Risk Assessment and Surface water Drainage Strategy has considered the drainage and SUDS hierarchy and identified feasible proposals in terms of implementing flood mitigation measures on sites. It has been identified that soakaways, due to the geology of the site would be suitable. Therefore, the proposed drainage strategy will seek to infiltrate surface water runoff to the Chalk strata within the site. An overflow to public surface water sewer will be provided in case siltation of the soakaway or blockage within the system. A Maximum flow of 2 l/s has been agreed with Thames Water The surface water storage will be confirmed at the detailed design stage, following in-situ soakage testing.
- 8.57 The proposed drainage is designed to ensure that flooding does not occur on any part of the site for the 1 in 30-year rainfall event and any flooding up to the 1 in 100-year plus 40% for climate change will be contained on site.
- 8.58 Currently, topography of site is shown within the submitted Flood Risk Assessment to potentially result in surface water run-off to other sites during heavy rainfall. This will be mitigated post-development through changing the gradient of the site and compartmentalising the site into a smaller parcel by multiple fences, managing surface water run-off within each garden and preventing it from flowing downstream. Therefore, the risk of surface water flooding from the site to others will be reduced as a result of the development by approximately 31% as a result of the proposed development during the 1 in 100-year rainfall including 40% climate change event.
- 8.59 The SUDS hierarchy identifies that rainwater butts, greens roofs, permeable surfacing and tanked systems would be appropriate SUDS measures that would be compatible with the development site. Based on the SuDS Hierarchy, the most appropriate SuDS considered for the development would be rainwater

butts, permeable paving infiltrating to the ground, with an overflow provided to Thames Water sewers.

- 8.60 The parking area and hardstanding will incorporate permeable paving and attenuation tanks below the parking forecourt areas which would drain to adjacent soft landscaping areas. The development also proposes water butts to the rear of the dwellings in order to harvest rainwater and in turn reducing surface water run-off.
- 8.61 Based on the submitted evidence and drainage strategy, it is considered that the proposed development would be policy compliant in providing a development that would achieve Greenfield surface water runoff rates.
- 8.62 A condition requiring compliance with the Drainage Strategy have been recommended and as such the development is considered to comply with Local Plan policy DM25 and London Plan policy SI13.

Energy efficiency

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

Fire Safety

- 8.64 London Plan Policy D12 required that development proposals should achieve the highest standards of fire safety at the earliest possible stage: *'In the interest of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of safety'*
- 8.65 The fire safety statement has been prepared with the level of detail that is appropriate and reasonable to the scale of development. The statement indicates that fire appliances can be located to the front of the site on Firs Road and Wattendon Road further to this the properties benefit from extensive rear gardens and access to the front of the site that would offer easily accessible refuge for occupiers.
- 8.66 The buildings have been designed in such a way to minimise the spread of fire as outlined in the report. The buildings would be 13.6m from Firs Road and 11.5m from Wattendon Road, which is within the 45m distance that fire service vehicles should be able to access a property and so would be acceptable.
- 8.67 The proposed development will ensure that there will be viable access for firefighting equipment appropriate for the size of development. It is considered that the statement that has been submitted is sufficient to fulfil the requirements of D12.

Conclusion

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

Other matters

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