

**PART 6: Planning Applications for Decision**

**Item 6.3**

**1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 20/03242/FUL  
 Location: 45 Kingswood Lane, Warlingham, CR6 9AB.  
 Ward: Sanderstead  
 Description: Demolition of the existing property and the erection of 6 x 3 bedroom houses, with associated access and parking.  
 Drawing Nos: Site Location Plan, 002/01 Rev.A (Site Plan), 002/02 Rev.A (House Type A Plans and Elevations), 002/03 (House Type B Plans and Elevations), 002/04 Rev.A (3D Visual), 002/05 (Site Plan), 002/06 (Existing Floor Plans), S19/7491/01 Topographical Survey.  
 Applicant: Mr Atri Prashad of Turnbull Land Limited  
 Case Officer: Joe Sales

	1B 2P	2B 3P	2B 4P	3B 4P	4B+	Total
Existing Provision					1	1
Proposed Provision				6		6

	Car parking spaces	Cycle parking spaces
Existing	2	0
Proposed	7	26

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

**2.0 RECOMMENDATION**

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

- a) A financial contribution of £9,000 for improvements to sustainable transport improvements in Sanderstead Ward including but not limited to on street car clubs with EVCP's and/or highway changes such as on street restrictions, membership of car club for the units for 3 years.

b) And any other planning obligations considered necessary.

2.2 That the Director of Planning and Strategic Transport has delegated authority to negotiate the legal agreement and 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
4. Tree Protection Plan
5. Details of facing materials
6. Landscaping
7. Sustainable urban drainage details
8. Electric Vehicle Charging Points
9. Cycle parking and refuse
10. Car parking
11. Windows restrictions
12. Visibility splays
13. Accessible units
14. Energy emissions
15. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

### **Informatives**

- 1) Section 106
- 2) CIL
- 3) Code of practice for Construction Sites
- 4) Boilers
- 5) Refuse
- 6) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

## **3.0 PROPOSAL AND LOCATION DETAILS**

3.1 The proposal includes the following:

- Demolition of the existing dwellinghouse at 45 Kingswood Avenue.
- Erection of 6, three-bed dwelling houses.
- Provision of 7 off-street parking spaces.
- Provision of external refuse store.

3.2 Amended plans were received showing amended materiality for the front 3 terraced dwellings and minor amendments to the pedestrian layout. No re-notification was conducted because the amendments did not lead to a material change in circumstances.

## Site and Surroundings

- 3.3 The application site is a large detached single storey property situated on the northern side of Kingswood Lane (set within a large plot). The topography of the site is relatively flat.
- 3.3 The surrounding area is mainly residential in character and many of the properties occupy fairly generous plots. Whilst there is no distinct style in regard to the properties along Kingswood Lane, the majority of properties appear to be single family dwellings.
- 3.4 The site is located right on the boundary with Tandridge District Council and the PTAL is classified as 1a "Poor".
- 3.5 There is a private road to the east and rear for which the applicant has stated the subject site does not have access rights.
- 3.6 There are no heritage assets immediately adjacent to the site nor are there any protected trees.



Fig 1: Aerial street view highlighting the proposed site within the surrounding street-scene

## Planning History

3.5 None relevant on this site.

#### 4. SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposed development would create good quality residential accommodation that would make a positive contribution to the borough's housing stock and would make a small contribution to the Council achieving its housing targets as set out in the London Plan (2016) and Croydon Local Plan (2018). The proposed development would provide more than 30% 3-bedroom houses.
- The proposed development would be of an appropriate mass, scale, form and design that would be in keeping with its context, thus preserving the appearance of the site and surrounding area.
- The proposed development would not cause unacceptable harm to the amenities of neighbouring residential occupiers.
- The proposed development would not have an adverse impact on the operation of the highway.
- Subject to the imposition of conditions, the proposed development would not cause unacceptable harm to visual amenity of trees.
- Subject to conditions, the proposals would not have an adverse impact on flooding.
- 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 a site notice which was erected immediately outside of the site. The number of representations received from neighbours in response to notification and publicity of the application are as follows:

No of individual responses: 29                      Objecting: 28                      Supporting: 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:

<b>Summary of objections</b>	<b>Response</b>
<i>Principle of development</i>	
Overdevelopment and intensification	Addressed in the report at paragraphs 8.2 – 8.5

Loss of family home	Addressed in the report at paragraph 8.2 – 8.5
<i>Design</i>	
Out of character	Addressed in the report at paragraphs 8.6 – 8.24
Visual impact on the street scene (Not in keeping)	Addressed in the report at paragraphs 8.6 – 8.24
<i>Amenities</i>	
Negative impact on neighbouring amenities	Addressed in the report at paragraphs 8.25 – 8.31
Loss of privacy	Addressed in the report at paragraphs 8.25 - 8.31
Overlooking	Addressed in the report at paragraphs 8.25 – 8.31
Disturbance (noise, light, pollution, smells etc.)	Addressed in the report at paragraphs 8.25 – 8.31
Refuse arrangements	Addressed in the report at paragraphs 8.43
<i>Traffic &amp; Parking</i>	
Negative impact on parking and traffic in the area	Addressed in the report at paragraphs 8.36 – 8.44
Negative impact on highway safety	Addressed in the report at paragraphs 8.36 – 8.44
Refuse and recycling provision	Addressed in the report at paragraphs 8.36 – 8.44
<i>Other matters</i>	
Construction disturbance	Addressed in the report at paragraph 8.44
Impact on wildlife	Addressed in the report at paragraphs 8.46
Impact on flooding	Addressed in the report at paragraph 8.50
Adverse impact on local services	Addressed in the report at paragraph 8.37
Impact on trees	Addressed in the report at paragraphs 8.30 – 8.32

- 6.3 The site adjoins the shared boundary with Tandridge District Council and they were therefore consulted on the proposed development. The response received from Tandridge District Council on the 7<sup>th</sup> October 2020 raised no objections to the proposed development.

## **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. Such 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 2016, the Croydon Local Plan (February 2018), and the South London Waste Plan 2012.
- 7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF) as amended. 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;
  - Delivery of housing
  - Promoting social, recreational and cultural facilities and services the community needs
  - Requiring good design.

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

### Emerging New London Plan

Whilst the emerging New London Plan is a material consideration, the weight afforded to it is down to the decision maker, linked to the stage a plan has reached in its development. The New London Plan remains at an advanced stage of preparation but full weight will not be realised until it has been formally adopted. Despite this, in accordance with paragraph 48 of the NPPF substantial weight can be applied to those policies to which the Secretary of State has not directed modifications to be made.

- 7.3 The policies of most relevance to this application are as follows:
- D1 London's form, character and capacity for growth
  - D2 Infrastructure requirements for sustainable densities
  - D3 Optimising site capacity through the design-led approach
  - D4 Delivering good design
  - D5 Inclusive design
  - D6 Housing quality and standards
  - D7 Accessible housing

- H1 Increasing housing supply
- H10 Housing size mix
- S1 Developing London's social infrastructure
- S4 Play and informal recreation
- HC1 Heritage conservation and growth
- G1 Green infrastructure
- G4 Open space
- G5 Urban greening
- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- S11 Improving air quality
- S12 Minimising greenhouse gas emissions
- S13 Energy infrastructure
- S15 Water infrastructure
- S17 Reducing waste and supporting the circular economy
- S112 Flood risk management
- S113 Sustainable drainage
- T1 Strategic approach to transport
- T2 Healthy streets
- T3 Transport capacity, connectivity and safeguarding
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car parking
- T6.1 Residential parking
- T7 Deliveries, servicing and construction
- T9 Funding transport infrastructure through planning
- DF1 Delivery of the plan and planning obligations

#### 7.4 Croydon Local Plan (adopted February 2018)

- SP1 – The places of Croydon
- 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
- DM24 – Land contamination
- DM25 – Sustainable drainage systems and reducing flood 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
- DM43 – Sanderstead

## 7.5 Suburban Design Guide Supplementary Planning Document (SPD) 2019

The SPD is a Housing Design Guide that provides guidance on suburban residential developments and extensions and alterations to existing homes across the borough. The SPD is a design guide for suburban developments likely to occur on windfall sites where existing homes are to be redeveloped to provide for several homes or proposals for building homes in rear gardens.

## 7.6 Other relevant Supplementary Planning Guidance as follows:

- London Housing SPG, March 2016
- National Technical Housing Standards, 2015
- National Planning Practice Guidance

## **8.0 MATERIAL PLANNING CONSIDERATIONS**

### 8.1 The principal issues of this particular application relate to:

- The principle of the development;
- Impact of the development on the character and appearance of the area;
- Impact on residential amenities;
- Standard of accommodation;
- Highways impacts;
- Impacts on trees and ecology;
- Sustainability issues; and
- Other matters

#### The Principle of Development

8.2 Both the London Plan and the NPPF place significant weight on housing delivery and focus on the roles that intensification and small sites in particular can play in resolving the current housing crisis. It is acknowledged that windfall schemes which provide sensitive renewal and intensification of existing residential areas play an important role in meeting the demand for additional housing in Greater London, helping to address overcrowding and affordability issues. Furthermore the Croydon Local Plan 2018 anticipates that roughly a third of housing delivery over the plan period will come from District Centres and windfall sites.

8.3 The site is a windfall site which could be suitable for sensitive renewal and intensification which responds to the character of the area (as assessed below).

8.4 Policy SP2.7 sets a strategic target of 30% of new homes to be 3-bedroom homes and small family homes and homes built as 3-bed homes are also protected. The existing unit comprises a 5-bedroom dwelling and the proposal would provide 6 x 3 bed units which would provide adequate floorspace for families. The overall mix of accommodation would be acceptable and would result in a net gain in family accommodation.



- 8.5 Representations have raised concern over the intensification of the site and overdevelopment. The site is in a suburban setting with a PTAL rating of 1b and as such, the London Plan indicates that a suitable density level range is between 150-200 habitable rooms per hectare (hr/ha). Whilst the proposal would be in excess of this range (200 hr/ha), it is important to note that the London Plan indicates that it is not appropriate to apply these ranges mechanistically, and also provides sufficient flexibility for higher density schemes (beyond the density range) to be supported where they are acceptable in all other regards. In this instance the proposal is acceptable, respecting the character and appearance of the surrounding area, and does not demonstrate signs of overdevelopment (such as poor quality residential units or unreasonable harm to neighbouring amenity). As such the scheme is supported.

### **The effect of the proposal on the character of the area and visual amenities of the streetscene**

- 8.6 The existing properties are not protected from demolition by existing policies and their demolition is acceptable subject to a suitably designed replacement building coming forward.

#### **Layout, Scale and Massing**

- 8.7 The proposals have been designed to utilise the generous plot size by providing two rows of terraced dwellings each containing three units. In terms of their siting, it is considered that the proposed site layout is consistent with the aims and objectives of the Suburban Design Guide.
- 8.8 Section 2.9 of the Suburban Design Guide refers to the relationship between buildings and provides guidance on what is acceptable with regards to new residential development and their relationship with the existing urban form of the area. With regards to the proposed dwellings, the front terrace is appropriately located on the existing street scene which is consistent with the neighbouring dwellings. The siting of these dwellings ensures that the proposals maintain the existing building line which exists along this stretch of Kingswood Lane.
- 8.9 An access road is provided from the existing road and provides vehicular access to the dwellings at the front of the site and to the rear. Given the size of the plot, it is considered that this arrangement is acceptable in terms of the overall site layout and allows for the potential of the site, to deliver homes, to be maximised.
- 8.10 In terms of the units situated to the rear of the site, these provide a front to back relationship with the proposed dwellings to the front of the site and whilst section 2.9.10 of the Suburban Design Guide refers to back to back distances, it is considered that the recommended separation distances stated within this section of the guidance should be applied in this instance. The proposals provide a back to front separation distance of 16.72m which exceeds the recommended distance of 12m for new to new dwelling separation distances as set out within the Suburban Design Guide.

- 8.11 Significant buildings to the rear are not characteristic of the area but are suitable on these plots which have deeper gardens, which is generally the case on Kingswood Lane.
- 8.12 The Suburban Design Guide also recommends that there should be a minimum separation distance of 18m between new to existing dwellings. The road which runs along the eastern boundary of the site provides access to a cluster of dwellings which are also located on this extension of Kingswood Lane. The proposals provide an approximate distance of 21m to these dwellings which is considered acceptable when assessed against the Suburban Design Guide in terms of their siting away from the existing dwellings.
- 8.13 The proposals do offer a generous amount of separation distance to the neighbouring boundaries. 4m is provided to the neighbouring property at 43 Kingswood Lane and 1m is provided to the boundary which is shared with the existing access road. This is in line with the Suburban Design Guide which recommends that a minimum of 1m separation distance is provided between proposed buildings and existing boundaries.
- 8.14 The proposed heights of the dwellings are two storeys with accommodation in the roofspace. Section 2.10 of the Suburban Design Guide states that developments across the borough should generally be of at least three stories in height. The proposals respond respect the height of the existing dwellings in the area and are considered to be an appropriate scale in terms of their height.
- 8.15 Policy DM10.2 seeks to create well defined and designed public and private spaces and advises that forecourt parking should only be allowed where it does not cause undue harm to the character or setting of the building and is large enough to accommodate parking with sufficient screening to prevent vehicles encroaching on the public highway. Whilst some of the frontage would be given over to hard-standing to allow for off street parking there would be some soft landscaping surrounding it, along with a section of soft landscaping along the front boundary. Given the overall scale of the development and number of forecourt hardstanding areas in the vicinity, the extent of hardstanding would not be excessive and will be subject to a suitable level of soft landscaping to mitigate the impact of the parking forecourt area.
- 8.16 Overall it is considered that the layout, mass and scale of the proposed development is consistent with the aims and objectives of the Suburban Design Guide and Policy DM10 of the Croydon Local Plan.



Fig 2: Proposed site layout

## Architectural Form and Street Scene

8.17 The proposal seeks to replace the existing detached dwelling with 6 units. The scheme has been specifically designed as 2 rows of three terraced houses because this would work well with the existing topography of the site and is an efficient use of the land. The front buildings are sited to respond to the siting of properties on either side and to respect the existing building line.

## Dwellings Fronting Kingswood Lane

8.18 The proposed development has adopted a contemporary reinterpretation design approach. The terrace of dwellings which will be situated within a prominent position in the street scene has adopted traditional features such as the gable roofs. The proposed material palette also contributes to a contemporary style of architecture whilst also working with traditional forms and features which are predominant within the area.

8.19 It is proposed to construct the dwellings using a red brick at the ground floor level and a white brick on the upper levels to replicate white render which is a common material found on the elevations of the existing dwellings within the area. These proposed materials are considered to be consistent with the existing materials found in the immediate vicinity of the proposed development site and it is considered that these allow the proposal to integrate into the existing street scene, successfully providing a terrace of dwellings that are sympathetic to the neighbouring properties.



Fig 3: Elevational view highlighting the front of the proposal in relation to neighbouring properties.

### Dwellings located to the rear

- 8.20 The proposed dwellings to the rear of the site are sub-servient to the dwellings that front the existing street. Whilst it is still important to provide a development that is, in terms of its design, high in quality, the proposals will have less of an impact on the street scene given their back land location.
- 8.21 Given the subservient nature of the rear terrace and the fact that they relate to the proposed terraced dwellings to the front of the site through the use of similar materials, the impact to the street scene will be minimal and the character of the wider area will be largely unharmed as a result of the proposed development.
- 8.22 The proposed terraced dwellings to the rear of the site are in accordance with the Suburban Design Guide and Policy DM10 of the Local Plan and are therefore acceptable in terms of their impact to the street scene and the character of the wider area.



Fig 4: Elevational view highlighting the dwellings located to the rear of the site.

- 8.23 The design of the buildings would incorporate a traditional styled appearance consisting of gables and pitched roofs, maintaining the overall street scene with

use of an appropriate material palette with an adequate balance between brick and glazing and appropriate roof proportions.



Fig 6: 3D visual of site showing proposal from Kingswood Avenue

8.24 Having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies and the Suburban Design Guide SPD 2019 in terms of respecting local character.

**The effect of the proposal upon the amenities of the occupiers of adjoining properties**

8.25 Policy DM10.6 states that the Council will not support development proposals which would have adverse effects on the amenities of adjoining or nearby properties, or have an unacceptable impact on the surrounding area. This can include a loss of privacy, a loss of natural light, a loss of outlook or the creation of a sense of enclosure. The properties with the potential to be most affected are the neighbouring properties at the flatted scheme to the west of the site, 43 Kingswood Lane, the dwelling towards the eastern boundary, 57 Kingswood Lane and the dwellings located to the rear of the site at no's 49 and 51 Kingswood Lane.



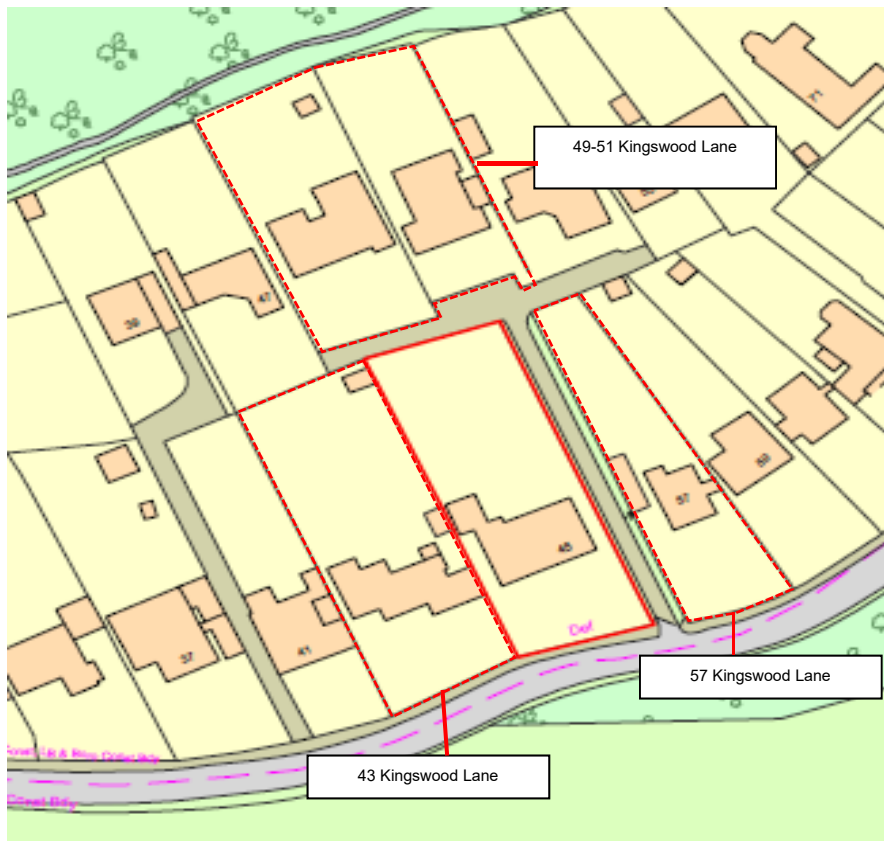


Fig 5: Existing site plan showing relationship to neighbouring properties

### 43 Kingswood Lane

- 8.26 The neighbouring property at no. 43 Kingswood Lane is currently being redeveloped in line with planning permission ref. 19/01561/FUL which included the demolition of the existing dwelling and the erection of 9 flats. The approved development is significantly deeper than the rear building line of the proposed terrace of three dwellings which front Kingswood Lane. It is therefore considered that there will be minimal harm caused to the outlook and the amenity of the future occupiers of the neighbouring development as a result of the location of these dwellings.
- 8.27 The proposed terrace of three units to the rear of the site will intersect the 45 degree line when measured from the nearest ground floor habitable window from the development at 43 Kingswood Lane. Given the scale and size of the development at 43 Kingswood Lane, it is considered that the proposed terrace of three dwellings will have a minimal impact on the outlook and the amenity of the future occupiers of this development. Furthermore there is a separation distance of 13m between the two buildings and the generous separation distance between the proposed terraced dwellings located to the rear of the site and the existing boundary which mitigates this impact further.
- 8.28 The approved development includes a number of windows located on the flank elevation which shares the boundary with the application site. Whilst these windows are present on the elevation, these are secondary windows to the

approved units and are at a high level which will cause minimal impact on the outlook and privacy of these units in relation to the proposed development.

#### 57 Kingswood Lane

8.29 57 Kingswood Lane is located to the west of the application site. A separation distance of around 10m is provided between the front terrace and 20m to the terrace located to the rear. It should be noted that the proposed development and the existing neighbouring property are separated by an access road and two lines of boundary treatments. Furthermore, an existing garage is situated on the eastern boundary of the dwelling which is set back from the main house. Due to the separation distance of the proposed development to the existing dwelling and the existing garage which will block the views of the existing dwelling when viewed from the nearest ground floor habitable room, it is considered that there will be minimal impact caused as a result of the development to the outlook and the amenity of the existing adjoining occupiers of the existing dwelling.

#### 49 and 51 Kingswood Lane

8.30 These existing dwellings are situated on the road which runs along the rear of the application site to the north. These existing dwellings will be set away from the terrace of three dwellings to the rear of the site and the dormer windows located in the roof will be approximately 21m away in distance. Given the guidance set out within the Suburban Design Guide and due to the scale, size and typology of the dwelling in conjunction with the separation distance, it is considered that there will be minimal harm caused to the outlook and amenity of the neighbouring properties as a result of the proposed development.

8.31 The proposed development would not result in undue noise, light or air pollution 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.

#### **The effect of the proposal upon the amenities of future occupiers**

8.32 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.

8.33 The units would have access to private amenity space which meets the required standards.

8.34 In terms of accessibility, all of the units would be M4(2) compliant which is acceptable.

8.35 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 and thus accords with relevant policy.

### Traffic and highway safety implications

- 8.36 The Public Transport Accessibility Level (PTAL) rating is 1b which indicates very poor accessibility to public transport. The London Plan and Policy DM30 of CLP2018 sets out that maximum car parking standards for residential developments based on public transport accessibility levels and local character. This states that up to 1.5 spaces per unit being provided for 3 bedroom properties. In line with the London Plan, the proposed development could therefore provide up to a maximum of 12 spaces.
- 8.37 The scheme proposes 7 on-site parking spaces, this would provide 1:1 parking spaces with a designated visitor space. The proposed parking provision has been reviewed by the strategic transport team at the council and it is considered that this provision is acceptable and meets the parking needs of the proposed development.
- 8.38 There are a number of representations that refer to the highway safety at the site. In respect to highway safety, the access is centrally located with good visibility and vehicles have the ability to turn on site. A swept path plan has been provided that will allow for vehicles to enter and exit in first gear and cross one another at the vehicular entrance without the need for cars to be stacking in the street. Full details of proposed dropped kerbs, vehicle tracking and pedestrian visibility splays can be conditioned.
- 8.39 A financial contribution of £9,000 will be secured through a Section 106 contribution that will go towards improvements to sustainable transport including but not limited to on street car clubs with EVCP's and/or highway changes such as on street restrictions or membership of car club for the units for 3 years. This is required because of the increased traffic generated from the increased number of units.
- 8.40 The proposed dwellings are each served exclusively with an independent refuse store within the development site. These are all conveniently located so that they can be easily accessed by the future occupiers of the development. A refuse collection point is provided on the access road between the proposed front and rear dwellings. It has been demonstrated that this collection point will be within 30m of the dwellings to the rear and provide sufficient refuse storage for these units. A suitably worded condition is recommended to confirm the details relating to the capacity of the collection point and also the construction details of both the collection point and the individual refuse stores.
- 8.41 A designated pedestrian access is provided into the site for future residents to access the site in a safe way and the pathway provides a defined pedestrian route to the rear of the site which is considered to be acceptable and does not result in a compromise of highways safety in relation to vehicular and pedestrian movements.



- 8.42 Cycle storage for 2 cycles per unit would be provided within the rear gardens of the units with the exception of unit 5. 20% of parking spaces must be provided with active charging points, with active EVCPs. This will be conditioned. Two visitor cycle store spaces are provided within the curtilage of the development towards the rear of the site. Given that the location of the visitor cycle store is within an area that provides passive surveillance, it is considered that this location is acceptable and that the development delivers sufficient cycle storage.
- 8.43 The refuse arrangements would be acceptable. The front houses would have individual refuse storage at the front of the dwellings. The refuse store for the houses at the rear is located in the middle of the site and is a temporary storage area from where the refuse will need to be taken to the highway on collection day. It can be secured by condition. A bulky goods storage area is provided at the front of the store.
- 8.44 A Demolition/Construction Logistic Plan (including a Construction Management Plan) will be needed before commencement of work and this could be secured through a condition.

#### Impact on trees and wildlife

- 8.45 The site contains some established trees and shrubs with no protected trees currently present on site. Although 12 individual trees will be removed, all are category C trees with the exception of one which is a category B tree. The site provides an opportunity to plant a number of new trees as part of a landscape scheme. A landscaping and planting plan can be conditioned.
- 8.46 Prior to the demolition of the existing building and the erection of the proposed dwellings, the retained trees will be protected in accordance with the accompanying TPP, drawing number 20-1026-TPP. Construction of the new area of hard surfaces extend into the theoretical Root Protection Areas of T17, a tree which will be retained. However, the new hard surface will be constructed on top of the existing round level and no excavation will take place below ground level, minimising the impact to the existing tree. A similar arrangement has been proposed regarding T13 where it is proposed to site a cycle store within the root protection area. This structure will be of a lightweight nature and will be bolted directly to the hardstanding which will be carried out in the same method as above.
- 8.47 The works should be undertaken in accordance with the Arboricultural Report and Impact Assessment recommendations and this has been conditioned.
- 8.48 Concerns have been raised in relation to the general wildlife of the area and it is noted that the application site is sat opposite a green space which is located within Tandridge District Council and is designated as tier 3 rural settlement boundary within the adopted Core Strategy. The site is therefore not designated or protected as a site of ecological importance. Furthermore, it has been confirmed that there were no objections raised in relation to the proposed development from the adjoining local planning authority. The submitted design and access statement also suggests that there are no indicators on the site which

suggest the presence of any protected wildlife or that wildlife will be affected by the proposals. The proposed landscaping of the site will seek to provide an improved environment for biodiversity and wildlife. A condition has been proposed to include full details of landscaping proposals which will include the above measures. It is not considered that there will be an impact on the general wildlife of the area based on the existing neighbouring policy designations and the fact the site is set within a suburban area. Furthermore, the proposed landscaping of the site will seek to improve conditions for wildlife and bio-diversity which is considered to be acceptable.

### Sustainability Issues

- 8.49 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.

### Other Matters

- 8.50 The site is not located in any designated flood risk area. The applicants have submitted a Surface Water and SuDS Assessment which is based on a desktop study of underlying ground conditions. It is likely that infiltration of surface water runoff following redevelopment may be feasible. The parking area and hardstanding will incorporate permeable paving which drain to adjacent soft landscaping areas. This can be secured through a condition.
- 8.51 Representations have raised concern that construction works will be disruptive and large vehicles could cause damage to the highway. Whilst the details submitted to date might well be acceptable, it would be prudent to condition a Construction Logistics Plan to be approved, as appointed contractors may have an alternative approach to construction methods and the condition ensures that the LPA maintains control to ensure the development progresses in an acceptable manner.
- 8.52 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 & planning balance**

- 8.53 The principle of development is acceptable within this area. The design of the scheme is of an acceptable standard given the proposed and weight is given to the provision of family units. The proposal, through amendments submitted has an acceptable impact on neighbouring properties. Overall, the scheme is considered to provide high quality homes in which respond to the size of the existing plot and the character of the wider area and the scheme is recommended for approval.
- 8.54 All other relevant policies and considerations, including equalities, have been taken into account.