

**166-168 Leatherhead Road,  
Chessington**  
Planning Statement

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April 2024



# 166-168 Leatherhead Road, Chessington Planning Statement

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Planning Statement

Appendices

**Appendix 1**

Pre application advice

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# 1. Introduction

1.1. This Planning Statement has been prepared on behalf of JDT Properties Limited by PMV Planning in support of the proposed demolition of two existing detached dwellings and erection of seven residential dwellings with car parking, landscaping and associated works at 166-168, Leatherhead Road, Chessington, KT9 2HU.

1.2. The application is submitted to The Royal Borough of Kingston upon Thames (RBKuT) Council for the following:

*“Demolition of existing pair of detached houses and erection of seven new residential dwellings, comprising six x 3-bedroom houses and one 3-bedroom bungalow with associated car parking, landscaping and associated works .”*

1.3. This Planning Statement assesses the proposed scheme against the adopted development plan and other material planning considerations.

1.4. The Planning Statement, should be read in conjunction with other supporting documents which comprises:

- Application Forms prepared by PMV Planning;
- CIL Forms prepared by PMV Planning;
- Existing and Proposed drawings prepared by MAA Architects;
- Design and Access Statement prepared by MAA Architects;
- Transport Assessment prepared by Magna Transport;
- Refuse Storage Plans included within GA Drawings by MAA
- Arboricultural Assessment prepared by DPA;
- SUDs and Drainage Assessment prepared by Jomas Associates;
- Sustainability Report prepared by SRE;
- Air Quality Report prepared by SRE;
- Daylight/Sunlight Assessment prepared by SRE;
- Ecological Assessment prepared by Skilled Ecology.
- Statement of Community Involvement including within Planning Statement prepared by PMV Planning
- Viability Assessment prepared by Grimshaw Consulting Ltd.

1.5. The remainder of the Planning Statement is set out as following:

- **Section 2** describes the development site, site designations and planning history;
- **Section 3** describes the proposed development;

- **Section 4** provides a summary of the pre-application engagement and public consultation to date;
- **Section 5** sets out the relevant planning policy framework and guidance;
- **Section 6** assesses the proposed development; and
- **Section 7** sets out our summary and conclusions.

## 2. Site and Surroundings

### The application site and surrounding context

- 2.1. The application site is located at 166-168 Leatherhead Road, Chessington within the Royal Borough of Kingston upon Thames (see Figure 1 below). The application site comprises two semi-detached houses with off-street parking to the front and gardens to the rear (see Figure 2 below). The site fronts onto Leatherhead Road and is bound to the north and south by residential properties.
- 2.2. The existing dwellings are in a poor condition, of brick and tile construction, they are not locally listed nor recognised as positive contributors.
- 2.3. The site is located a short distance outside of Chessington Town Centre and only 3.3 miles from Surbiton Town Centre. The site is 'T' shaped in plan and to the rear of the existing houses the site is deep and wide. To the Western boundary there is a deep tree belt located on Council land and backing onto Nigel Fisher Way. To the south of the site is Kelsey Close which is a recent development of eight semi detached houses on a site of a similar size to the application site.
- 2.4. Currently the rear garden of 168 Leatherhead Road is separated into two parts backing onto a strip of council owned land (which is not part of this application). The site is also bounded by a bungalow to the north and a backland scheme to the south containing eight 2-storey houses with lofts. The immediate character of the site and surroundings is residential.

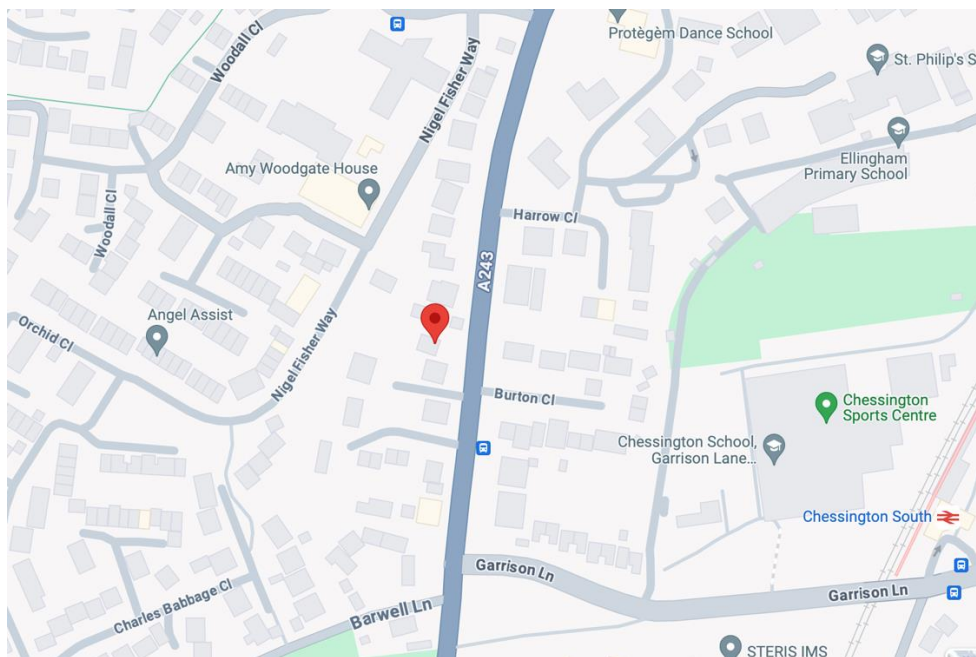


Figure 1 – Site Location



**Figure 2 – Application Site**

- 2.5. The surrounding area is characterised predominantly by suburban two and three storey detached and semi-detached housing. But there are also examples of apartment buildings along Leatherhead Road. Chessington Sports Centre is located approximately 200m to the east of the site. St Philip's School and Ellingham Primary School are located approximately 250m to the north east of the site.
- 2.6. The overground line is well located just 350m to the east of the site where you can get a 36-minute train to London Waterloo. The site is PTAL 2, and forms part of the A243 red route network. The site is not within a Controlled Parking Zone (CPZ).
- 2.7. The site is located within the South of the Borough Neighbourhood Area. The site is not located within a conservation area, nor is the application a statutory or locally listed building.
- 2.8. A collection of trees covered by a Tree Preservation Order (TPO) are located immediately to the rear of the site which separate the site from Nigel Fisher Way. The site is located within Flood Zone 1 which has the lowest probability of flooding.



### 3. The Proposal

- 3.1. The proposal to demolish the existing poor quality post war housing which is tired, dated and unmodernised to create seven high quality, sustainable new homes across a mix of residential dwellings.
- 3.2. The scheme includes for new dedicated external refuse store as well as widened site access, car parking and turning area for the development.
- 3.3. The vision and design rationale for the proposed development is to create an exceptional residential development which has high quality architectural design inside and out. The quality of design and the attractive environment it creates would create a cohesive environment for the Leatherhead Road street-scene.
- 3.4. The supporting Design and Access Statement, prepared by MAA Architects, sets out the rationale for the layout, scale and massing proposed, suitable for this location and enhancing its character and appearance whilst delivering new homes.
- 3.5. Key elements of the design approach have ensured that the proposed development is of the highest quality for both future users and the local community, without compromising the area's character, existing context and local amenity.
- 3.6. Indeed, it will enhance the area. Careful consideration has been given to the massing of the proposed buildings and the potential treatment to the elevations to ensure that the privacy and amenity of neighbouring residents is not compromised whilst ensuring that the development can function for its required use providing a comfortable environment for future residents.
- 3.7. The proposed development has been designed across four semi-detached houses and four terraced houses. This respects the surrounding character, whilst ensuring efficient development within the site. The positioning of the buildings enables extensive public realm and access arrangements onto Leatherhead Road.
- 3.8. The proposed layout of the houses will meet the London Plan space standards.
- 3.9. Each house would have private amenity space that complies with London Plan Policy D6 and the buildings will be designed to ensure the maximum amount of light into each property and create an optimum internal environment.
- 3.10. The prevailing appearance in the area is generally quite traditional in design and materiality in the form of detached houses through to back land terraces and flatted schemes.
- 3.11. A lot of the housing in the surrounding area, including adjacent to the site are built with red brick at ground with varying materials above, for example tiles or render. The materials for any new elements will be linked to the surrounding neighbourhood properties in a considerate and complimentary manner. Most context has been built in varying red bricks at base with upper levels detailed in either tiles, timber or render. Most roofs are tiled in the area with some exceptions, zinc being one example.

## 4. Pre-Application Engagement and Consultation

- 4.1. A pre-application request was submitted to the LPA in September 2023, with a pre-application meeting held virtually in November 2023. A copy of the submission and written feedback has been enclosed within Appendix 1.
- 4.2. The pre-application advice was based upon a proposal for eight dwellings, six 3-bedroom houses and two 2-bedroom houses. The Planning Officer considered the quantum of development to be inappropriate, as well as difficulties caused by the constrained nature of the site in relation to the two dwellings close to the rear boundary of the site.
- 4.3. There were also concerns raised around the area to the front of the site, which was considered to be dominated by car parking and the loss of characteristic front boundary treatments.
- 4.4. These concerns have been taken into account in this application and the scheme revised. The two 2-bedroom houses have been replaced with one 3-bedroom bungalow and the layout at the front of the site has been revised to remove the dominant car parking and retain some of the boundary treatment.
- 4.5. Officers also requested that thought be given to including a path for residents to the side of the site, giving direct access to Nigel Fisher Way. We have considered this; however the land is outside our client's ownership.

### Public consultation

- 4.6. A public consultation exercise was undertaken in March 2024, ahead of the application being submitted. A letter and leaflet detailing the development proposals was set to a total of 42 residents within the immediate area. (see map at Figure 3). These letters contained a flyer detailing the proposals and a link and QR code directing recipients to an online form where they could submit any comments. The flyer also contained an email address where they could contact the planning agents directly with any questions.



Figure 3 – Leaflet Drop Map

- 4.7. The consultation garnered two responses from neighbours on Leatherhead Road. The representations were in objection to the scheme. Unfortunately one of the objections did not give any details as to the nature of their issues and therefore gave no opportunity for their concerns to be addressed or taken into account in the planning submission. They made reference to the scheme impacting on their privacy. This element is dealt with within later sections.
- 4.8. The other response was in reference to considered overdevelopment at the site and concerns over the sustainability of the proposals. Again this is dealt with in later sections of the report.

## 5. Planning Policy Considerations

- 5.1. In this section, we identify the planning policies that are most relevant to the determination of this planning application and that form the basis for the assessment in section 6.

### National Planning Policy Framework

- 5.2. The revised National Planning Policy Framework (NPPF) was published on 24 July 2018 and was updated on 19 February 2019, 20 July 2021 and on 20 December 2023. This sets out the government's planning policies for England and how these are expected to be applied. The National Planning Guidance (NPPG) provides guidance on how the policies should be applied.
- 5.3. Both the NPPF and NPPG are important material considerations in the determination of planning applications. Central to the NPPF is the presumption in favour of sustainable development in paragraph 11. It advises that, for decision-taking, this means approving development proposals that accord with the development plan without delay.
- 5.4. At the heart of the NPPF is the presumption in favour of sustainable development and in accordance with paragraph 11, proposals that accord with the development plan should be approved without delay. With reference to the proposed development, other key chapters from the NPPF (2021) include:
- Chapter 2: Achieving sustainable development;
  - Chapter 5: Delivering a sufficient supply of homes;
  - Chapter 9: Promoting sustainable transport;
  - Chapter 11: Making efficient use of land;
  - Chapter 12: Achieving well-designed places;
  - Chapter 14: Meeting the challenges of climate change, flooding and coastal change;
  - Chapter 15: Conserving and enhancing the natural environment; and
  - Chapter 16: Conserving and enhancing the historic environment.

### London Plan

- 5.5. The London Plan was adopted in 2021 and sets out the spatial development strategy for London. It sets out the various strategic policies for London Boroughs on:
- Housing supply;
  - Social infrastructure;
  - Design and sustainability;
  - Transport; and
  - Place shaping.

- 5.6. The London Plan recognises the need for more homes within London, within a range of tenures that meet the diverse and changing needs of the population at prices they can afford. The London Plan is committed to taking effective steps through its policies to achieve these aims.
- 5.7. Relevant policies of the London Plan have been considered in this planning application and are stated below.
- Policy D3 – Optimising Site Capacity Through the Design-Led Approach
  - Policy D6 – Housing Quality and Standards
  - Policy D7 – Accessible Housing
  - Policy D12 – Fire Safety
  - Policy G6 – Biodiversity and Access to Nature
  - Policy H1 – Increasing Housing Supply
  - Policy H2 – Small Sites
  - Policy H10 – Housing Mix Size
  - Policy SI1 – Improving Air Quality
  - Policy SI2 – Minimising Greenhouse Gas Emissions
  - Policy SI12 – Flood Risk Management
  - Policy T5 – Cycling
  - Policy T6 – Car Parking

### **Statutory Development Plan**

- 5.8. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 5.9. The proposals are designed to accord with all relevant national and local planning policy and guidance. The relevant Development Plan for the site comprises the **Royal Borough of Kingston upon Thames Core Strategy, 2012**.
- 5.10. The following policies are of most relevance to the planning application:
- Policy CS8 – Character, Design and Heritage
  - Policy CS10 – Housing Delivery
  - Policy DM3 – Designing for Changing Climate
  - Policy DM4 – Water Management and Flood Risk
  - Policy DM6 – Biodiversity
  - Policy DM9 – Managing Vehicle Use for New Development
  - Policy DM10 – Design Requirements for New Developments (including House

Extensions)

- Policy DM11 – Design Approach
- Policy DM12 – Development in Conservation Areas and Affecting Heritage Assets
- Policy DM13 – Housing Quality and Mix

5.11. Other material planning considerations

- Residential Design SPD (November 2013)
- Sustainable Transport SPD (May 2013)
- Small Sites Design Narrative Document (September 2021)
- GLA Housing Design Standards LPG (June 2023)
- London Cycling Design Standards (2014)

5.12. The development proposals have been prepared in accordance with the policies outlined above. This statement demonstrates compliance with all relevant aspects of the Development Plan.

### **Emerging Local Plan**

5.13. RBKuT has started the process of creating a new Local Plan for Kingston. Three rounds of engagement have been carried out between May 2019 and February 2023.

5.14. The publication version of the plan is expected to be published in late 2024 with adoption anticipated in mid-2026.

5.15. Therefore, the Emerging Local Plan is in the early stages of the process and therefore, would not be a consideration within this application.

## 6. Planning Considerations

- 6.1. This section identifies the key planning considerations relating to the scheme and assesses the proposed development in the context of relevant national and local planning policy and other material considerations.

### Principle of development

- 6.2. The site is located within a defined settlement boundary where new sustainable development is supported by Local Plan Policy.
- 6.3. The scheme seeks consent for the demolition of existing dwellings, but replacement with an uplift to provide 7 dwellings. This uplift is supported by planning policy. Housing need and mix
- 6.4. RBKuT currently cannot show a five year housing land supply, with an appeal decision in January 2024 determining only 2.3 years supply. The recent changes to housing land supply calculation in the NPPF apply to RBKuT as the new Local Plan has reached Regulation 18 stage however, even with the reduced four year requirement, the Council still cannot show the required land supply,
- 6.5. Given the lack of a land supply, as set out in paragraph 11 of the NPPF, planning permission should be granted unless:

*“i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or ii) any adverse impacts of doing so significantly and demonstrably outweigh the benefits, when assessed against policies in this Framework taken as a whole,”*

- 6.6. The pre-application response received in December 2023 considered that the proposed development providing, at that time, eight dwellings (six net additional) on site would be considered a significant benefit of the scheme.
- 6.7. Policy D3 of the London Plan sets out that all development must make the best use of land by following a design-led approach, optimising the capacity of sites, Policy H2 of the London Plan states that Boroughs should support well-designed new homes on small sites (below 0.2ha) through both planning decisions and plan-making. The proposal has been designed with these policies in mind and the Design & Access Statement accompanying the application sets this out in more detail.

### Unit mix

- 6.8. Policy DM13 of the RBKuT Core Strategy (2012) states that the Council will ensure that the housing delivered is of high quality and the most appropriate type, It goes on to state that new residential development should incorporate a mix of unit sizes and types. This sits alongside London Plan Policy H10 which sets out nine areas that applicants and decision makers should have regard to.
- 6.9. The proposal site contains seven dwellings, all three bedroom. This is considered to be the most appropriate mix given the location, PTAL rating and nature of the site. The proposal delivers a significant number of family sized dwellings, exceeding policy requirements.

## Affordable housing

- 6.10. The Viability Appraisal provided as part of the application submission shows that no on-site affordable housing is viable on the site. The developer is willing to make a contribution towards off-site affordable housing.
- 6.11. Affordable Housing SPD sets out that for small sites of 5 units or more, the LPA would expect 2 of the 7 units to be affordable units. This is explored within the supporting viability assessment.

## High quality design

- 6.12. The NPPF at paragraph 131 states:

*“The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.”*

- 6.13. Paragraph 139 states that development that is not well design should be refused, but conversely significant weight should be given to development which reflects local design policies and government guidance on design, and/or outstanding or innovative designs which promote high levels of sustainability.
- 6.14. Policies CS8, DM10 and DM11 of the Kingston Core Strategy (2012) require that proposals relate well to their surroundings, recognise distinctive local features and be of a high standard.
- 6.15. Policy DM10 states that development proposals will be required to incorporate principles of good design. The most essential elements identified as contributing to the character and local distinctiveness of a street or area should be respected, maintained or enhanced.
- 6.16. The proposal provides seven carefully considered new homes on a brownfield site in a sustainable location. Adjacent houses have already established building lines and a precedent for back land development. A contemporary single storey house has been proposed to the north to alleviate any overlooking and overshadowing to the neighbouring bungalow.
- 6.17. The vision and design rationale for the proposed development is to create exceptional replacement dwellings which have quality architectural design. The quality of design and the attractive environment it will create will ensure an attractive addition to the Leatherhead Road streetscene.
- 6.18. The architecture language of the proposed development has been heavily influenced by the surrounding context, rich with materials textures. The Council supports locally distinctive and high quality design that clearly demonstrates an understanding of the key features of local character and seeks to enhance these features through innovative and creative means.
- 6.19. The Design and Access Statement sets out the design concept, which is to provide a high quality sustainable replacement buildings, using appropriate materials that will complement the aesthetic of the area in accordance with policy.



## **Amenity**

6.20. Policy DM10 of the Kingston Core Strategy (2012) states that development proposals should ensure adequate private and/or communal amenity space.

6.21. Paragraph 3.4 of the Residential Design SPD states that:

*“The design of new residential development should maintain good levels of amenity for existing neighbouring residents, whilst ensuring good living standards for future occupants.”*

## **Privacy/overlooking**

6.22. The proposal has been designed as such that there is a reasonable distance from the boundaries of the dwellings so as to not block light from neighbouring properties. The proposed bungalow has been designed and orientated specifically with the bungalow at 162 Leatherhead Road in mind to address any concerns over loss of sunlight or overshadowing.

6.23. In terms of the physical relationship with other properties, the scale, height and massing of the development is comparable with other properties within Leatherhead Road.

## **Outlook**

6.24. The proposed development has been designed to reduce any impact to neighbouring residential dwellings.

6.25. The proposal will have no material harm on neighbouring residential amenity as the development will replace a currently underutilised area of low value grassland. The proposals will introduce high quality designed housing for the area.

## **Daylight/sunlight/overshadowing**

6.26. The Daylight/Sunlight/Overshadowing Report, prepared by SRE and included within the application documents, concludes that on balance, due to the orientation, size and proportions of the new buildings, the impact of the proposed development on the surrounding properties is small and, in most cases, in accordance with the guidelines. None of the adjoining occupants will experience noticeable reductions in daylight or sunlight from the construction of the Proposed Development, and the proposal is considered acceptable.

6.27. As such, the proposed development fully accords with London Plan Policy D3, Kingston Core Strategy Policy DM10, the Residential Design SPD.

## **Security/safety**

6.28. Secure by Design principles will be incorporated into the development and full Secured by Design accreditation will be sought by the developer.

## **Transport**

### **Parking**

6.29. Policy T6.1 of the London Plan requires all residential car parking spaces to provide infrastructure for electric vehicles and that at least 20% of spaces should have active charging facilities. There will be a total of seven car parking spaces i.e., one space per unit. This is in accordance with the London Plan (2021) and RBKuT Local Development Framework - Sustainable Transport SPD 2013 standards. Each dwelling would be provided with an electric vehicle charging point.

6.30. A total of 14 cycle parking spaces for residents will be provided on site, in a form of cycle

sheds located within the curtilage of each property. Additionally, an external cycle stand will be provided on site for visitors. This accords with the London Plan's minimum cycle parking standards.

- 6.31. The proposed development represents a net increase in five dwellings (i.e., demolition of existing two dwellings and construction of seven new dwellings). Based on TRICS, the increase in all modes of transport as a result of this proposal will be imperceptible and hence not severe.

#### **Refuse and deliveries**

- 6.32. The on-street refuse collection would occur, as per other residential properties on Leatherhead Road. The scheme includes for refuse storage on site.
- 6.33. The layout of the proposal has been designed such that it can accommodate typical delivery vans and emergency vehicles.
- 6.34. The Transport Note prepared by Magna and included as part of this application submission, demonstrates that the development would not have an unacceptable impact on highway safety nor that the residual impact on the road network as a result of the development would be severe. The proposal therefore complies with Policies T5 and T6.1 of the London Plan and Policies DM9 and DM10 of the Kingston Core Strategy as well as the Sustainable Transport SPD,

#### **Trees and landscaping**

- 6.35. A full arboricultural assessment has been prepared by DPA and accompanies this application. This concludes that the existing trees onsite are of low quality and are not covered by restrictions for removal.
- 6.36. The site will have extensive landscaping in communal areas, and separate gardens for each of the dwellings.

#### **Energy and sustainability**

- 6.37. The Energy and Sustainability Statement prepared by SRE sets out the measures to be incorporated into the design of the proposed development, which will deliver reduced carbon dioxide emissions and reduced energy use.
- 6.38. The proposed development will be in accordance with Policies DM1 and DM2 of the Kingston Core Strategy (2012) and Policy SI 2 of the London Plan.

#### **Flood risk**

- 6.39. As the site is located in Flood Zone 1, a Flood Risk Assessment has not been undertaken. However a SUDs report for the proposed development has been undertaken and its findings are summarised below.

#### **Sustainable drainage systems**

- 6.40. The Drainage and SUDs Strategy prepared by Jomas and attached as part of this application submission, considers the strategy for surface water drainage and foul drainage. The report takes into account Policies SI12 and SI13 of the London Plan and Policy DM4 of the Kingston Core Strategy.
- 6.41. It concludes that the proposals provide a high level of water treatment, runoff reduction and flooding protection for the proposed development and are in accordance with all requirements of the Lead Local Flood Authority (LLFA). It is proposed to discharge the foul drainage from the site into the existing Thames Water sewer.

## **Biodiversity**

- 6.42. A Preliminary Ecological Appraisal, including a Protected Species Assessment has been prepared by Skilled Ecology Consultancy and is included in the application submission.
- 6.43. The report considers the site's suitability as a preferred habitat for protected and priority species, such as bats, great crested newts, reptiles, badgers *Meles meles* and nesting birds.
- 6.44. The report concluded that the site supports common and widespread habitats very low in ecological value. No signs or evidence of protected, priority or rare species were found on or adjacent to the site. The risk of significant impact to such species is considered negligible.

## **Fire safety**

- 6.45. London Plan Policy D12 requires all development proposals to ensure the safety of all building users and to achieve the highest standards of fire safety. As such, a Fire Statement has been prepared by Socotec in support of this application and highlights the main fire safety principles that have been employed in the design of the scheme in accordance with Policy D12 of the London Plan.
- 6.46. The design proposals have been sympathetically designed with consideration to the on-site fire strategy and relevant planning policy, this includes sprinklers. The submitted Fire Safety Statement outlines that the scheme meets the requirements of London Plan Policy D12 and the Mayor's Fire Safety Policy.

## **Refuse and recycling**

- 6.47. The development includes designated waste storage areas to ensure proper separation and containment. Adequate bin storage is therefore provided at the site.

## **CIL**

- 6.48. It is anticipated that the development will be CIL Liable. A CIL Form 1 has been submitted as part of the application package.

## 7. Conclusions

- 7.1. The proposal seeks to redevelop two low quality dwellings and re-provide seven high quality family dwellings with amenity space, private parking and associated refuse, access and other associated works.
- 7.2. The proposals have been developed following pre-application discussions with the Local Authority and a public consultation exercise.
- 7.3. The proposal lies within the settlement boundary and the scheme proposes 7 new dwellings which respect the surrounding existing properties. Neighbouring amenities will not be harmed by the proposals. The quality of the accommodation is of a high standard and is compliant with national space standards.
- 7.4. Appropriate levels of parking are proposed and the development will not have wider highway implications or safety concerns.
- 7.5. In summary, the proposals represent an appropriate level of residential development within this residential sustainable area, and planning permission should be approved.