 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:		PLANNING COMMITTEE
	DATE:		25 th November 2020
	REPORT OF:		HEAD OF PLACES & PLANNING
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AGENDA ITEM:	9	WARD:	Earlswood And Whitebushes

APPLICATION NUMBER:	20/00887/F	VALID:	11/05/2020
APPLICANT:	Mr and Mrs R Owen	AGENT:	G3 Architecture
LOCATION:	78-80, HORLEY ROAD, REDHILL, SURREY, RH1 5AB		
DESCRIPTION:	Demolition of existing conservatory, garage and outbuildings. Sub-division of plot, erection of detached bungalow and attached self-contained flat. Replace timber lean-to entrance porch & associated hard/soft landscaping works & dropped kerb vehicular access. As amended on 18/09/2020 and on 20/10/2020.		
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.			

SUMMARY

This is a full application for the demolition of existing conservatory, garage and outbuildings at the property and the sub-division of plot to enable the erection of detached bungalow and attached self-contained flat. Planning permission is also sought for the replacement of a timber lean-to entrance porch, the provision of car parking spaces for each unit and associated hard/soft landscaping works and dropped kerb vehicular accesses.

The site comprises a former two storey dwelling which accommodates 2 x 2 bedroom flats. The site is located at the corner of Horley Road and Hanworth Road. The property has 2 parking spaces within the curtilage and a number of outbuildings.

The proposed single storey side extension would align to the front and rear elevations of the main property and would be set in from the side boundary leaving a gap to the Hanworth Road frontage suitable for a fence and landscaping. The extension would be provided with a hipped roof which would complement the character of the host property.

To the rear, the proposed single storey 2 bedroom dwelling would be sited on the footprint of existing outbuildings. The building would have a low pitched roof and would be broadly aligned with the neighbouring property to the west.

The proposed bungalow would be provided with 2 parking spaces, whilst the 1 bedroom flat would be provided with 1 space. The two existing spaces for the flats within the existing building would be relocated to the front of the property, with access directly to Horley Road. No objections have been raised by Surrey Highways with regards to these arrangements.

Each proposed dwelling would accord with the appropriate Space standards and would be provided with private amenity space. It is not considered that the proposals would have an adverse impact on the amenities of neighbouring properties.

RECOMMENDATION

Planning permission is **GRANTED** subject to conditions.

Consultations:

Highway Authority: The proposed development has been considered by the County Highway Authority who having assessed the application on safety, capacity and policy grounds, recommends that conditions relating to the provision of sightlines to the new vehicular accesses which would be provided onto Horley Road and Hanworth Road, the provision of the parking prior to occupation, the provision of a Construction Transport Management Plan and the provision of electric vehicle charging points.

The developer has proposed a sight line of 43 metres to the north at the Horley Road site frontage, but this crosses third party land. I have recommended a condition for the developer to redraw this site line so that it is towards the middle of the carriageway. On Horley Road there is an island for pedestrians that would prevent overtaking that would result in drivers being on the wrong side of the road and therefore it would be acceptable to provide the sight line to the middle of the carriageway. It is also recommended that boundary treatment is no higher than 0.6 metres above the ground.

Representations:

Letters were sent to neighbouring properties on 18th May 2020. Neighbours were re-notified on the revised plans for a 14 day period commencing 21st October 2020.

8 responses have been received raising the following issues:

Issue	Response
Inadequate parking	See paragraph 6.19 – 6.22
No need for the development	See paragraph 6.1
Increase in traffic and congestion	See paragraph 6.19 – 6.22
Overdevelopment	See paragraph 6.3 – 6.12
Hazard to highway safety	See paragraph 6.19 – 6.22
Overlooking and loss of privacy	See paragraph 6.13 – 6.18
Overshadowing	See paragraph 6.13 – 6.18
Overbearing relationship	See paragraph 6.13 – 6.18
Drainage/sewage capacity	See paragraph 6.26
Flooding	See paragraph 6.26
Property devaluation	This is not a material consideration
Loss of private view	This is not a material consideration

1.0 Site and Character Appraisal

- 1.1 The application site comprises a two storey former dwelling which is in use as two flats located at the corner of Horley Road and Hanworth Road and has a vehicular access off a rear access from Hanworth Road. The front and side boundaries are marked by a close boarded timber fence with a tall unkempt hedge behind it. At the rear is a detached garage building and parking area.
- 1.2 To the north of the site is no.76, Horley Road, a similar two storey semi-detached residential property. To the west of the site is an access road which leads to the Double Seven Club, located to the north-west, beyond which is no.2 Hanworth Road, a two storey semi-detached residential property.
- 1.3 The Local Distinctiveness Guide defines the area around the site as being within the 1930s to 1950s suburbia. This period was the most extensive in terms of both public and private sector housing development. This type of development is characterised by street-by-street uniformity in style with more affluent housing providing more space and designs embellished with greater detail, often a debased 'Arts and Craft' style.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: Pre-application consultation was undertaken to review a number of options for development on the site including a two storey side extension to provide a new residential unit, a roof extension to provide another flat and a new building in the rear garden for a detached dwelling. The applicants were advised that a two storey extension to form a separate unit would not be acceptable, and would lead to a cramped form of development, whilst advice was given with regards to a single storey extension and a small single storey dwelling at the rear.
- 2.2 Improvements secured during the course of the application: revised plans have been submitted which have reduced the scale and height of the proposed single storey dwelling at the rear to remove any accommodation within the roof space, and to demonstrate adequate visibility splays and sightlines at the front of the site onto Horley Road.
- 2.3 Further improvements could be secured through the use of conditions.

3.0 Relevant Planning and Enforcement History

- 3.1 There is no relevant planning history.

4.0 Proposal and Design Approach

- 4.1 This is a full application for a single storey side extension to the southern side of the existing building to form a 1 bedroom 1 person flat, a side extension to the northern flank to form a porch to the existing building, which is in use as

two x two bedroom flats, and the erection of a detached single storey building in the rear comprising a 2 bedroom, 3 person dwelling. The existing flats each currently have 1 car parking space, and these would be re-provided at the front of the site with access directly onto Horley Road. A single parking space would be provided for the new 1 bed flat and 2 spaces for the detached bungalow with access directly to Hanworth Road. The remaining curtilage would be sub-divided to provide an area of amenity space for each unit.

- 4.2 The proposed one bedroom unit within the single storey side extension would have a floor area of 40.6m² and would project to the side of the existing building by 5m, leaving a gap to the side boundary of 1m. It would extend for the full depth of the building, would be provided with a pitched roof and be constructed in complementary materials.
- 4.3 The proposed side extension to the northern side would comprise a single storey porch to provide covered access to the existing upper floor flat within the building. It would have a low pitched roof and be constructed of matching materials.
- 4.4 The proposed single storey dwelling in the rear garden would be located over the footprint of the existing garage and outbuildings at the rear and would have a floor area of 64.5m², and a maximum height to the roof ridge of 5m. It would be located away from the site boundaries, with a gap of 2m to the northern boundary with 76, Horley Road, and 1m to the western boundary.
- 4.5 Each unit, both existing and proposed would also be provided with secure cycle parking and
- 4.6 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:
Assessment;
Involvement;
Evaluation; and
Design.
- 4.7 Evidence of the applicant's design approach is set out below:

Assessment	The character of the surrounding area is assessed as suburban residential development of one and two storey residential properties with a variety of pitched roof forms.
	The existing building on the site, which is in use as 2 x 2 bedroom flats is retained.
Involvement	No community consultation took place.
Evaluation	The other development options considered were for two storey dwellings to the side of the existing property and

	for roof extensions to form a new flat.
Design	The applicant's reasons for choosing the proposal from the available options were to make efficient use of the site without compromising the character and appearance of the area or causing harm to the amenities of neighbouring residents.

4.8 Further details of the development are as follows:

Site area	0.07ha
Existing parking spaces	2 (2 x 2 bed flats)
Proposed parking spaces	5
Parking standard	5
Net increase in dwellings	2
Existing site density	28.5 dpha
Proposed site density	57 dpha
Density of the surrounding area	25 dpha

5.0 Policy Context

5.1 Designation

Urban area.

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)
CS10 (Sustainable Development),
CS11 (Sustainable Construction),
CS12 (Infrastructure Delivery),
CS14 (Housing Needs)
CS17 (Travel Options and accessibility)

5.3 Reigate and Banstead Development Management Plan 2019

DES1 (Design of New development)
DES8 (Construction Management)
TAP1 (Access, Parking and Servicing)
CCF1 (Climate Change Mitigation)
INF3 (Electronic communication networks)

5.4 Other Material Considerations

National Planning Policy Framework
National Planning Practice Guidance

Supplementary Planning Guidance

Surrey Design
Local Distinctiveness Design Guide
Vehicle and Cycle Parking
Guidance 2018
Householder Extensions and
Alterations

Other

Human Rights Act 1998
Community Infrastructure Levy
Regulations 2010

6.0 Assessment

6.1 The application site is situated within the urban area where there is a presumption in favour of sustainable development and where the principle of such residential development is acceptable in land use terms.

6.2 The main issues to consider are:

- Design appraisal
- Neighbour amenity
- Highway matters
- Sustainable Construction
- Community Infrastructure Levy

Design appraisal

6.3 DMP Policy DES1 relates to the Design of New Development and requires new development to be of a high quality design that makes a positive contribution to the character and appearance of its surroundings. New development should promote and reinforce local distinctiveness and should respect the character of the surrounding area. The policy states that new development will be expected to use high quality materials, landscaping and building detailing and have due regard to the layout, density, plot sizes, building siting, scale, massing, height, and roofscapes of the surrounding area, the relationship to neighbouring buildings, and important views into and out of the site.

6.4 The site comprises a residential property which is in use as two x 2 bedroom flats located on the western side of Horley Road, at the junction with Hanworth Road. The site adjoins residential development to the north and west, with highways frontages to the east and south. The form and scale of development proposed in this case would be similar with a mixture of two storey detached properties

6.5 There are two main elements to the proposal, a single storey side extension to form a new one bedroom flat, and a detached single storey building to the east of the existing property comprising a two bedroom dwelling. The proposed side extension would be of an appropriate scale and design to the existing property, with a matching pitched roof, matching materials and would

retain subservient relationship with the host building. The existing fence and hedge, albeit, reduced in height and width, would be retained and would provide an appropriate form of screening to the side boundary of the property, thus maintaining the character and appearance of the site and surrounding area.

- 6.6 The proposed single storey dwelling would be located to the west of the main building, approximately 1m away from the western boundary. The building would project slightly further forward than the neighbouring property on Hanworth Road, but due to the low single storey height and the gap between the site by virtue of the rear access, the new dwelling would not appear prominent in the street scene. Given that the proposed dwelling is replacing an existing garage and other outbuildings, it is not considered that the proposed dwelling would appear out of character or harmful to the visual amenities of the street scene.
- 6.7 The existing frontage to Hanworth Road is currently marked by a 1.8m high timber close boarded fence which offers little in the way of visual interest to the street scene. The proposed dwelling would open up this part of the street scene with the dwelling set back from the frontage to allow a mix of hardstanding parking space and frontage landscaping. This mixture of hard and soft landscaping would be more in keeping with the character of Hanworth Road than currently exists on the property.
- 6.8 The design of each element of the proposals is considered acceptable. The existing house is of a traditional mid-20th century design, as are most properties in the surrounding area. It is proposed that both the proposed 1 bedroom flat extension and the detached bungalow would be constructed in a mixture of grey facing brickwork and render with grey concrete tiles to the roof. The applicant also proposes to upgrade the pebble dash exterior of the existing dwelling to match the new built form, resulting in a cohesive appearance to the whole property. Precise details of the materials have not been provided at this stage and if permission is granted, it is suggested that further details are provided by condition. There is a mixture of style and designs of dwellings in the area including more modern infill properties and it is considered that the proposals would add to the mix and variety of housing.
- 6.9 It is considered therefore that the proposals comply with the provisions of DMP Policy DES1.
- 6.10 DMP Policy DES4 relates to Housing Mix and states that all new residential developments should provide homes of an appropriate type, size and tenure to meet the needs of the local community. The proposed housing mix must on sites of up to 20 homes, at least 20% of market housing should be provided as smaller (one and two bedroom) homes. In this case, the scheme would provide a 1 bedroom flat and a 2 bedroom dwelling and would accord with the terms of the policy.
- 6.11 DMP Policy DES5 relates to the delivery of high quality homes and requires, *inter alia*, that as a minimum, all new residential development (including

conversions) must meet the relevant nationally described space standard for each individual units except where the Council accepts that an exception to this should be made in order to provide an innovative type of affordable housing that does not meet these standards. In addition, the policy also requires all new development to be arranged to ensure primary habitable rooms have an acceptable outlook and where possible receive direct sunlight.

- 6.12 Each dwelling would have a floor area which accords with the relevant standard in the Nationally Described Space Standards. Each dwelling would also be provided with appropriate levels of amenity space for small residential units. In this regards the proposal would accord with DMP Policy DES6.

Neighbour amenity

- 6.13 In addition to the comments noted above DMP Policy DES1 also requires new development to provide an appropriate environment for future occupants whilst not adversely impacting upon the amenity of occupants of existing nearby buildings, including by way of overbearing, obtrusiveness, overshadowing, overlooking and loss of privacy.
- 6.14 The proposed single storey dwelling would be located to the rear of the existing building, with a gap of 16m between the flank wall of the new building and the rear wall of the existing property. There would be a fence on the new boundary between the existing and proposed properties which would protect the amenities of existing and future residents.
- 6.15 To the north, the site has a boundary with 76, Horley Road. The reduction in the height of the proposed dwelling together with an increase in the gap to the northern boundary to 2m would ensure that the amenities of the residents in the property to the north are not adversely affected.
- 6.16 To the west, the proposed single storey dwelling would be located 1m away from the site boundary and approximately 5.9m away from the flank wall of the neighbouring property, no.2 Hanworth Road.
- 6.17 The proposed layout shows car parking distributed around the site, close to the dwelling which they would serve. The spaces would be located to the front or side of each of the dwellings and the use of the spaces would not lead to unacceptable levels of noise and disturbance to existing properties.
- 6.18 In conclusion, the proposal would not have a significant adverse effect upon existing neighbouring properties and would accord with the provisions of DMP Policy DES1.

Highway matters

- 6.19 The proposed development has been reviewed by the County Highway Authority who raise no objections subject to the imposition of a number of conditions.

- 6.20 The existing property is in use as two x 2 bedroom flats and the existing parking provision comprises 2 spaces, ie 1 space per unit. It is proposed to re-provide these two spaces for the existing flats in a new location, on the Horley Road frontage. Subject to the provision of appropriate sightlines and visibility splays as recommend by the County Highway Authority, the relocation of the existing parking spaces is considered acceptable.
- 6.21 The site is located in an area which is assessed as having a low accessibility rating. In such areas, the Council's adopted parking standards require the provision of 1 space for a 1 bedroom flat and 2 spaces for a 2 bedroom house. The proposed parking for the new dwellings accords with the adopted standards and is considered acceptable.
- 6.22 Accordingly, it is considered that the proposals are acceptable from a highway point of view and accord with the provisions of DMP Policy TAP1.

Sustainable Construction

- 6.23 DMP Policy CCF1 relates to climate change mitigation and requires new development to meet the national water efficiency standard of 110litres/person/day and to achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations. No evidence has been submitted to demonstrate that that the proposed development can achieve either of the two requirements. However, in the event that planning permission was to be granted, a condition could be imposed to seek such information prior to the commencement of development. In this regard, there would be no conflict with DMP Policy CCF1.
- 6.24 A condition is also recommended to ensure that each dwelling is fitted with access to fast broadband services.

Community Infrastructure Levy (CIL)

- 6.25 The Community Infrastructure Levy (CIL) is a fixed charge which the Council will be collecting from some new developments from 1 April 2016. It will raise money to help pay for a wide range of infrastructure including schools, road, public transport and community facilities which are needed to support new development. This development would be CIL liable and, although the exact amount would be determined and collected after the grant of planning permission.

Other Matters

- 6.26 The development is not considered to cause crime issues. The site is not located within a flood zone and sewage capacity would be assessed at building control stage. The proposal is considered to have a satisfactory impact with regards flooding and drainage/sewerage capacity.

- 6.27 Given the relatively small plot sizes for the proposed dwellings, it is also recommended that permitted development rights be withdrawn for the proposed dwellings so that the Council is able to retain control of the size and design of further extensions at ground floor level and within the roof space.

CONDITIONS

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91(1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

Plan Type	Reference	Version	Date
Location Plan	1935.LP.01	B	20/10/2020
Existing site layout	1935.S.01		04/05/2020
Existing floor plans	1935.S.02		04/05/2020
Existing plans	1935.S.03		04/05/2020
Existing plans	1935.S.04		04/05/2020
Existing plans	1935.S.05		04/05/2020
Existing elevations	1935.S.06		04/05/2020
Existing elevations	1935.S.07		04/05/2020
Proposed site layout	1935.PL.01	A	20/10/2020
Proposed floor plan	1935.PL.02		04/05/2020
Proposed floor plan	1935.PL.03		04/05/2020
Proposed roof plan	1935.PL.04		04/05/2020
Proposed floor plan	1935.PL.05	A	20/10/2020
Proposed plans	1935.PL.06	A	20/10/2020
Proposed plans	1935.PL.07		04/05/2020
Proposed elevations	1935.PL.08	B	20/10/2020
Proposed elevations	1935.PL.09		04/05/2020
Proposed elevations	1935.PL.10	B	20/10/2020
Proposed plans	1935.PL.11	B	20/10/2020
Proposed section plan	1935.PL.12		04/05/2020
Proposed street scene	1935.PL.13		20/10/2020
Proposed street scene	1935.PL.14	A	20/10/2020
Proposed street scene	1935.PL.15	A	20/10/2020
Proposed site layout	1935.H01	B	02/11/2020

Reason: To define the permission and ensure the development is carried out in accord with the approved plans and in accordance with National Planning Practice Guidance.

3. No development shall take place above ground floor slab level until written details of the materials to be used in the construction of the external surfaces, including fenestration and roof, have been submitted to and approved in writing by the Local Planning Authority, and on development shall be carried out in accordance with the approved details.

Reason: To ensure the Local Planning Authority are satisfied with the details of the proposal and its relationship with adjoining development and to safeguard the visual amenities of the locality with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

4. No development above slab level shall commence on site until a scheme for the landscaping of the site including the retention of existing landscape features has been submitted to and approved in writing by the LPA. Landscaping schemes shall include details of hard and soft landscaping, including any tree removal/retention, planting plans, written specifications (including cultivation and other operations associated with tree, shrub, and hedge or grass establishment), schedules of plants, noting species, plant sizes and proposed numbers/densities and an implementation and management programme.

All hard and soft landscaping work shall be completed in full accordance with the approved scheme, prior to occupation or within the first planting season following completion of the development hereby approved or in accordance with a programme agreed in writing with the local planning authority.

Any trees shrubs or plants planted in accordance with this condition which are removed, die or become damaged or become diseased within five years of planting shall be replaced within the next planting season by trees, shrubs of the same size and species.

Reason: To ensure good arboricultural and landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with Reigate and Banstead Development Management Plan 2019 policies DES1 and NHE3.

5. Notwithstanding the submitted plan numbered 1935 H01 rev B no part of the development shall be first occupied unless and until the proposed vehicular accesses to Hanworth Road have been constructed and provided with sight lines and thereafter the boundary treatment along the southern site boundary fronting Hanworth Road shall be no higher than 0.6 metres high above the ground for a distance of 0.5 metre into the side from the southern site boundary in accordance with a scheme to be submitted to and approved in writing with the Local Planning Authority.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policy TAP1 Parking, access , and Servicing TAP2 Airport Car

Parking of the Reigate and Banstead Local Plan Development Management Plan September 2019.

6. Notwithstanding the submitted plan numbered 1935 H01 rev B no part of the development shall be first occupied unless and until the proposed vehicular access to Horley Road has been constructed and provided with sight lines of 43 metres to the south as shown on the submitted plan numbered 1935 H01 rev B and 43 metres to the north towards the middle of the carriageway and thereafter there after there shall be no boundary treatment along the eastern site boundary above a height of 0.6 metres high above the ground for a distance of 2 metres into the site from the eastern site boundary accordance with a scheme to be submitted to and approved in writing with the Local Planning Authority.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policy TAP1 Parking, access, and Servicing TAP2 Airport Car Parking of the Reigate and Banstead Local Plan Development Management Plan September 2019.

7. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plan numbered 935 H01 rev B for vehicles to be parked. Thereafter the parking area shall be retained and maintained for its designated purpose.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policy TAP1 Parking, access, and Servicing TAP2 Airport Car Parking of the Reigate and Banstead Local Plan Development Management Plan September 2019.

8. No development shall commence until a Construction Transport Management Plan, to include details of:
- (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) programme of works (including measures for traffic management)
 - (e) provision of boundary hoarding behind any visibility zones
 - (h) measures to prevent the deposit of materials on the highway
 - (i) construction hours
- has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework

2019 and Policy DES8 Construction Management of the Reigate and Banstead Local Plan Development Management Plan September 2019.

- 9 The development hereby approved shall not be occupied unless and until one of the parking spaces for the dwelling and the one parking space for the flat are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

10. The development shall not be occupied until a plan indicating the positions, design, materials and type of boundary treatment to be erected has been submitted to and approved in writing by the Local Planning Authority. The boundary treatment shall be completed before the occupation of the development hereby permitted.

Reason: To preserve the visual amenity of the area and protect neighbouring residential amenities with regard to the policy DES1 of the Reigate and Banstead Development Management Plan 2019.

11. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no extensions permitted by Classes A B and C of Part 1 of the Second Schedule of the 2015 Order shall be constructed.

Reason: To preserve the visual amenity of the area and protect neighbouring residential amenities with regard to the policy DES1 of the Reigate and Banstead Development Management Plan 2019.

12. The development hereby approved shall not be first occupied unless and until an Energy and Water Efficiency Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall detail how the development will:
- a) Ensure that the potential water consumption by occupants of each new dwelling does not exceed 110 litres per person per day
 - b) Achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations

The development shall be carried out in accordance with the approved details and any measures specific to an individual dwelling(s) shall be implemented, installed and operational prior to its occupation.

Reason: To ensure that the development supports the efficient use of resources and minimises carbon emissions with regard to Policy CS10 of the Reigate & Banstead Core Strategy 2014 and Policy CCF1 of the Reigate & Banstead Development Management Plan 2019.

13. All dwellings within the development hereby approved shall be provided with the necessary infrastructure to facilitate connection to a high speed broadband. Unless otherwise agreed in writing with the Local Planning Authority, this shall include as a minimum:
- a) A broadband connection accessed directly from the nearest exchange or cabinet
 - b) Cabling and associated installations which enable easy access for future repair, replacement or upgrading.

Reason: To ensure that the development promotes access to, and the expansion of, a high quality electronic communications network in accordance with Policy INF3 of the Reigate & Banstead Development Management Plan 2019.

INFORMATIVES

1. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at www.firesprinklers.info.
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions.
3. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, to contact the Council's Neighbourhood Services team to confirm the number and specification of recycling and refuse bins that are required to be supplied by the developer. The Council's Neighbourhood Services team can be contacted on 01737 276292 or via the Council's website at http://www.reigate-banstead.gov.uk/info/20085/planning_applications/147/recycling_and_waste_developers_guidance
4. You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:
 - (a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs Saturday and not at all on Sundays or any Public and/or Bank Holidays;
 - (b) The quietest available items of plant and machinery should be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels;
 - (c) Deliveries should only be received within the hours detailed in (a) above;
 - (d) Adequate steps should be taken to prevent dust-causing nuisance beyond the site boundary. Such uses include the use of hoses to damp down stockpiles of materials, which are likely to generate airborne dust,

to damp down during stone/slab cutting; and the use of bowzers and wheel washes;

- (e) There should be no burning on site;
- (f) Only minimal security lighting should be used outside the hours stated above; and
- (g) Building materials and machinery should not be stored on the highway and contractors' vehicles should be parked with care so as not to cause an obstruction or block visibility on the highway.

Further details of these noise and pollution measures can be obtained from the Council's Environmental Health Services Unit.

In order to meet these requirements and to promote good neighbourliness, the Council recommends that this site is registered with the Considerate Constructors Scheme - www.ccscheme.org.uk/index.php/site-registration.

5. The applicant is advised that the Borough Council is the street naming and numbering authority and you will need to apply for addresses. This can be done by contacting the Address and Gazetteer Officer prior to construction commencing. You will need to complete the relevant application form and upload supporting documents such as site and floor layout plans in order that official street naming and numbering can be allocated as appropriate. If no application is received the Council has the authority to allocate an address. This also applies to replacement dwellings. If you are building a scheme of more than 5 units please also supply a CAD file (back saved to 2010) of the development based on OS Grid References. Full details of how to apply for addresses can be found http://www.reigatebanstead.gov.uk/info/20277/street_naming_and_numbering
6. The use of a landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above relevant condition. The planting of trees and shrubs shall be in keeping with the character and appearance of the locality.
7. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover or to install dropped kerbs. Please see www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs.
8. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
9. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of

vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.

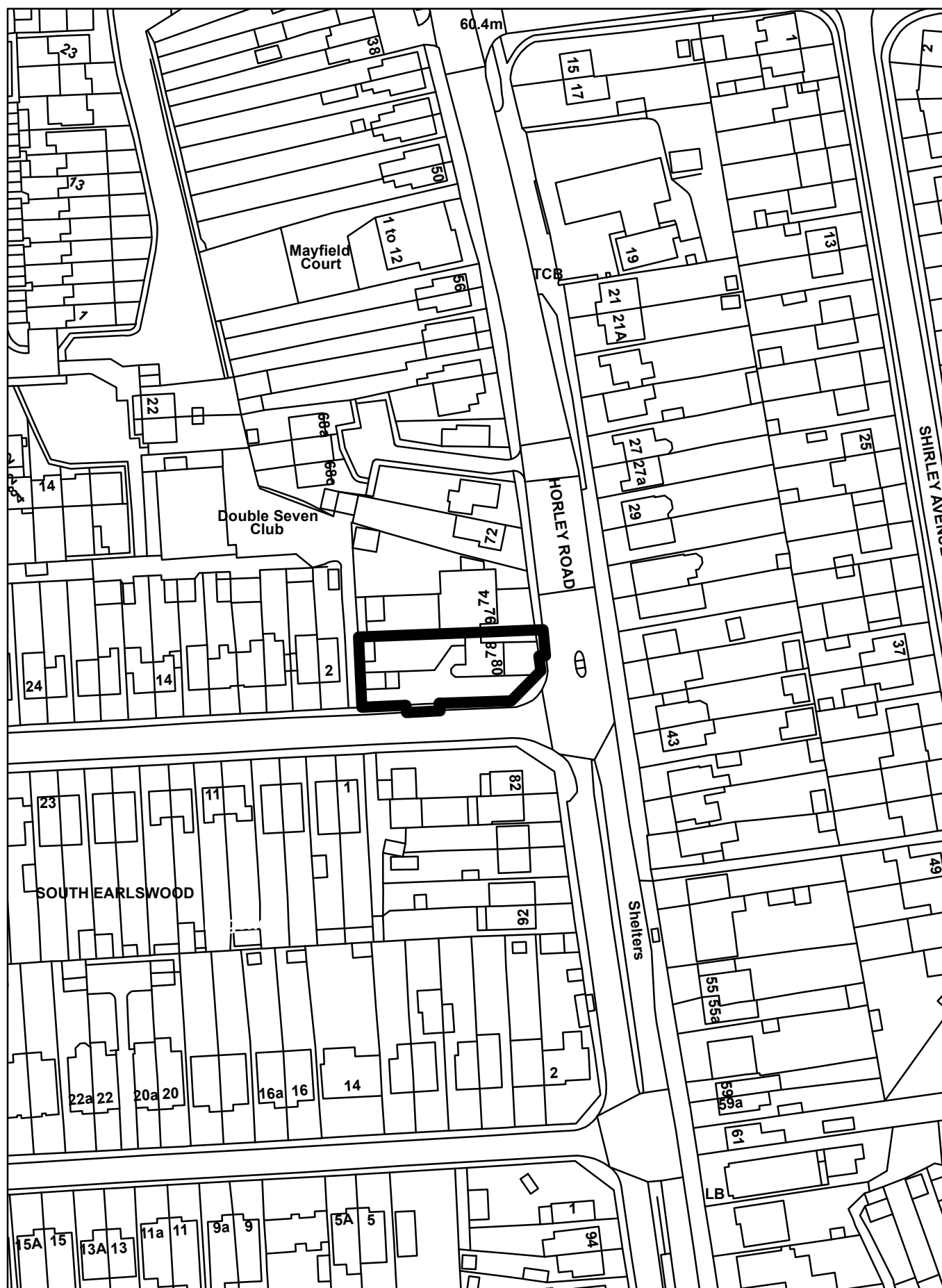
REASON FOR PERMISSION

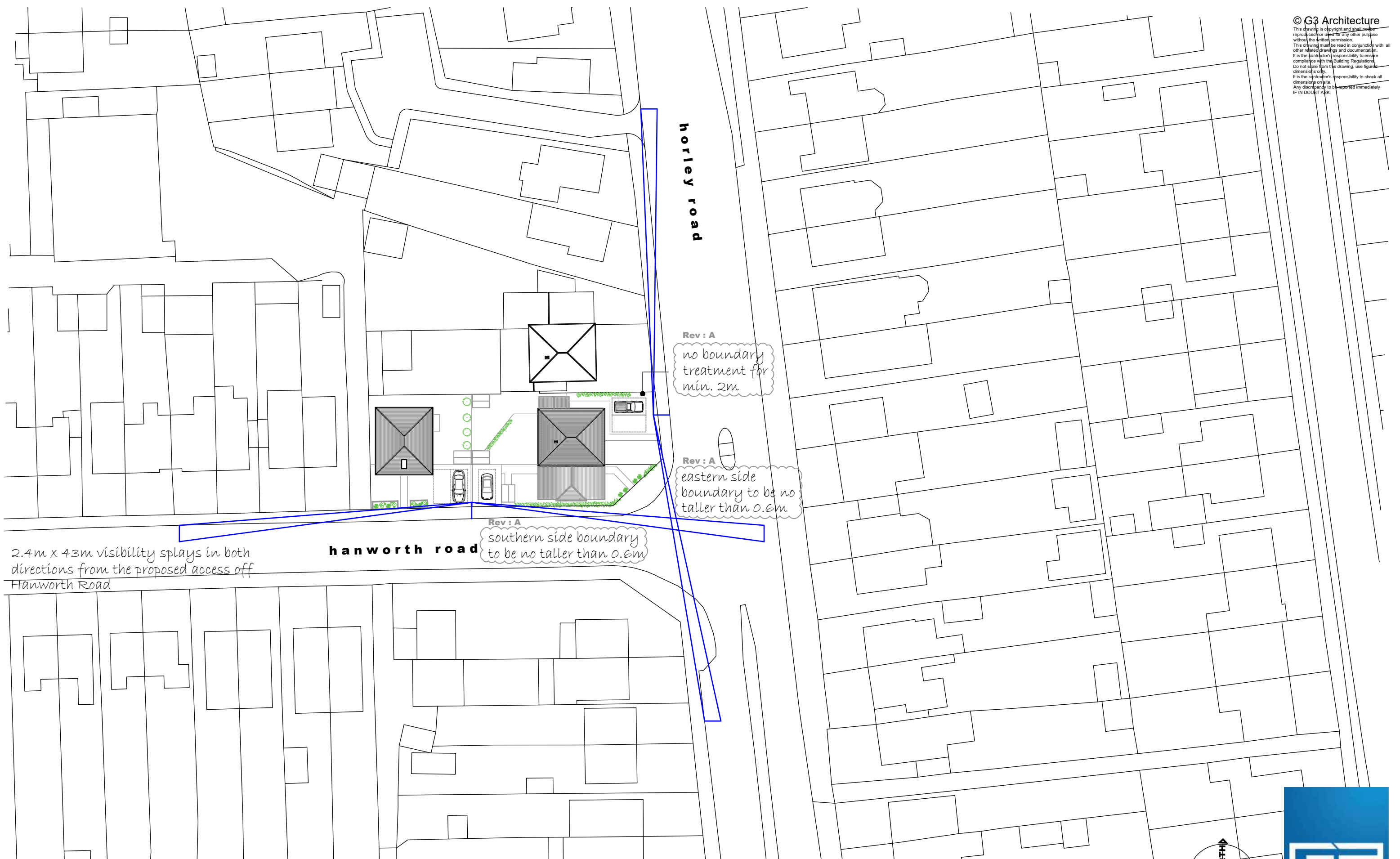
The development hereby permitted has been assessed against development plan policies CS1, CS10, CS11, CS12, CS14, CS17, DES1, DES8, TAP, CCF1, INF3 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

Proactive and Positive Statements

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development where possible, as set out within the National Planning Policy Framework.

20/00887/F - 78-80 Horley Road, Redhill





2.4m x 4.3m visibility splays in both directions from the proposed access off Hanworth Road

hanworth road

horley road

Rev : A
no boundary treatment for min. 2m

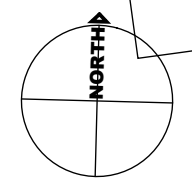
Rev : A
eastern side boundary to be no taller than 0.6m

Rev : A
southern side boundary to be no taller than 0.6m

highways visibility splays



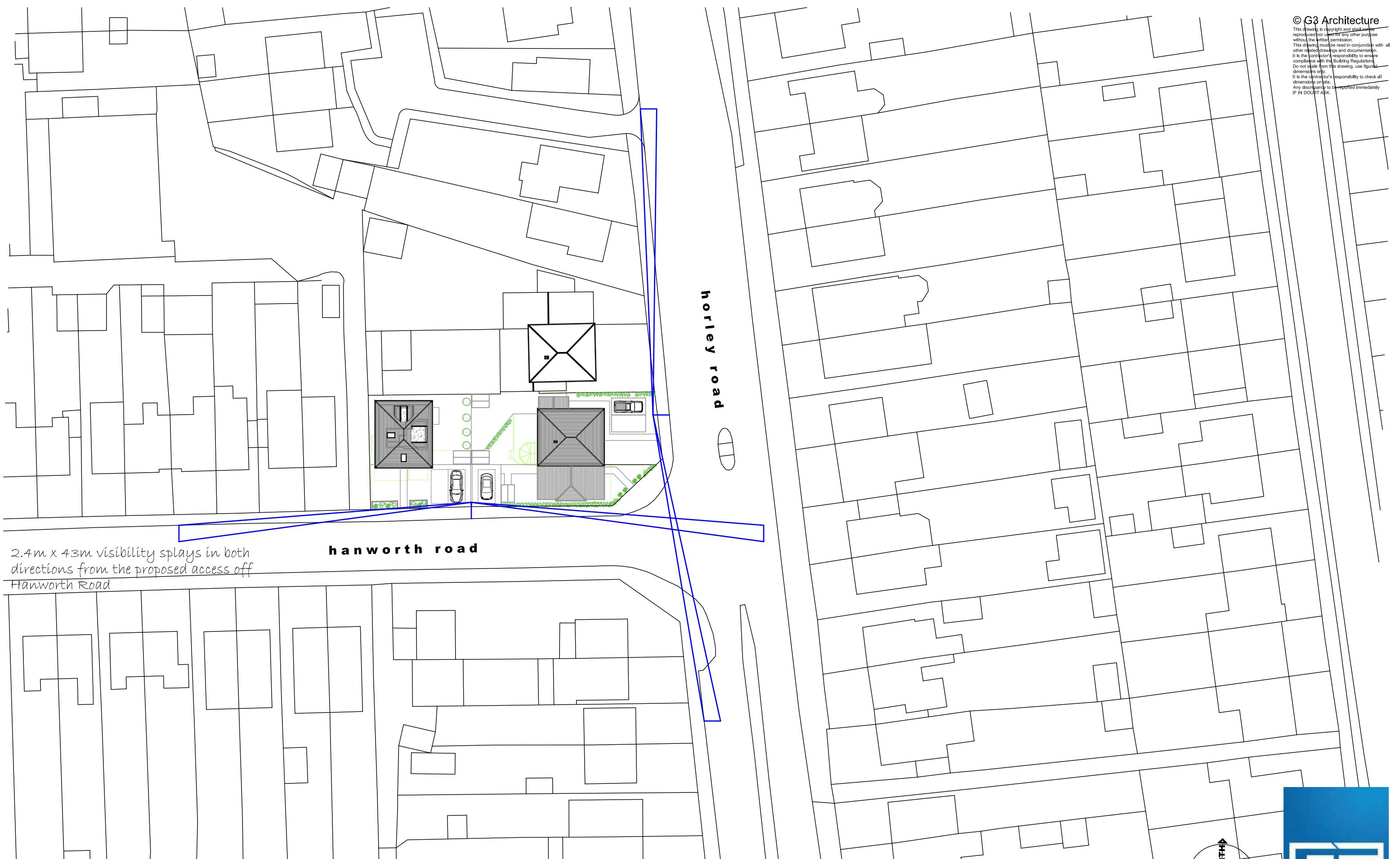
2.4m x 4.5m visibility splays in both directions from the proposed access drive off Horley Road



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Any discrepancy to be reported immediately IF IN DOUBT ASK.

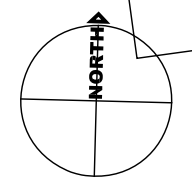
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notes + revisions				client + project		title		scale	number
A	17.09.2020	drawing revised following Highways comments		Mr. & Mrs. R. Owen 78-80 Horley Road Redhill		Highways - Visibility Splays		1 : 500 @ A3	1935.H01B
B	02.11.2020	drawing revised following planning officer comments							
								20.03.2020	PLANNING



2.4m x 4.3m visibility splays in both directions from the proposed access off Hanworth Road

2.4m x 4.5m visibility splays in both directions from the proposed access drive off Horley Road

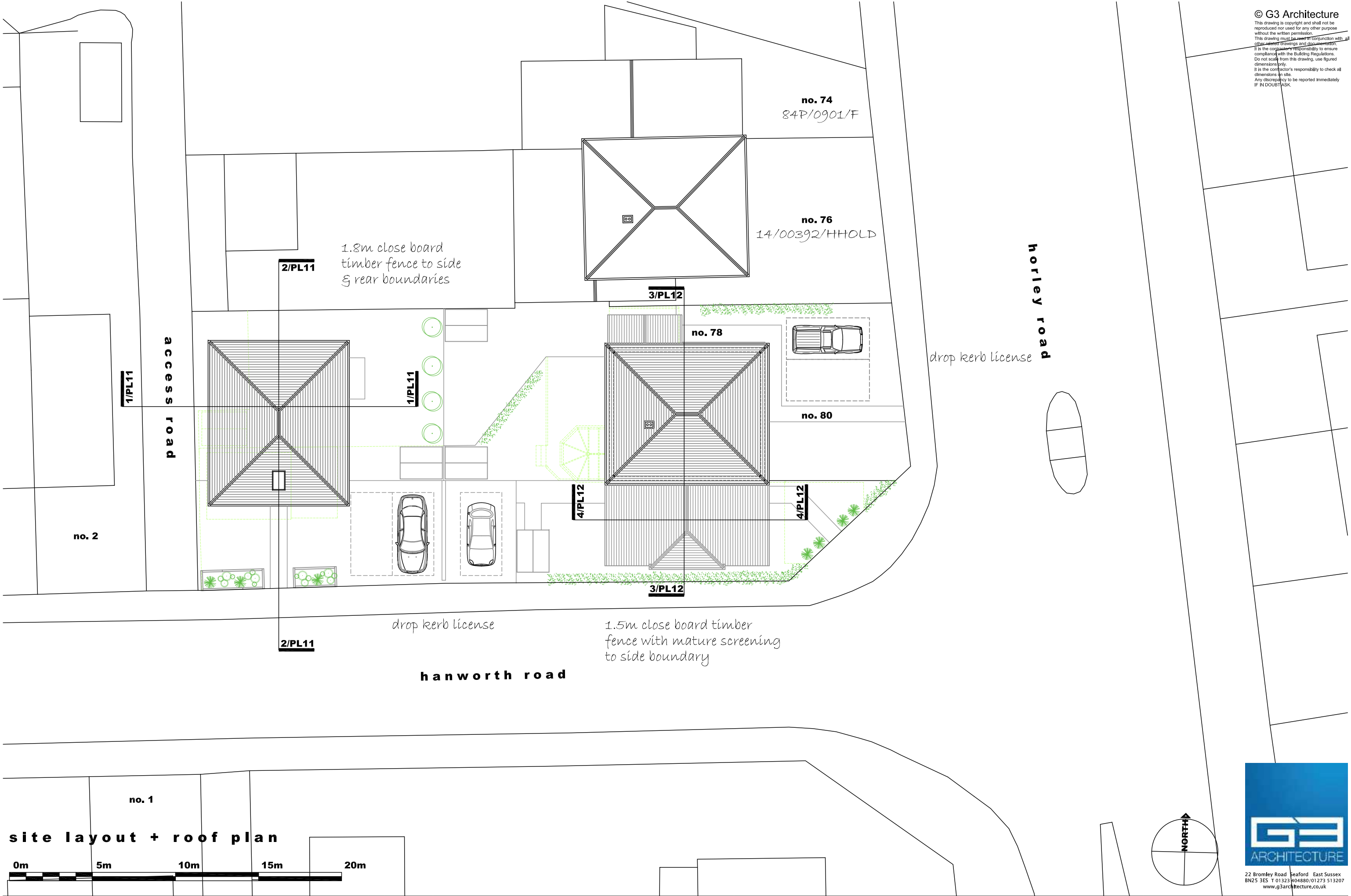


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notes + revisions				client + project		title	scale		number
				Mr. & Mrs. R. Owen			1 : 500 @ A3		1935.H01
				78-80 Horley Road			date		status
				Redhill			20.03.2020		PLANNING



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It is the contractor's responsibility to check all dimensions in situ.
Any discrepancy to be reported immediately IF IN DOUBT ASK.

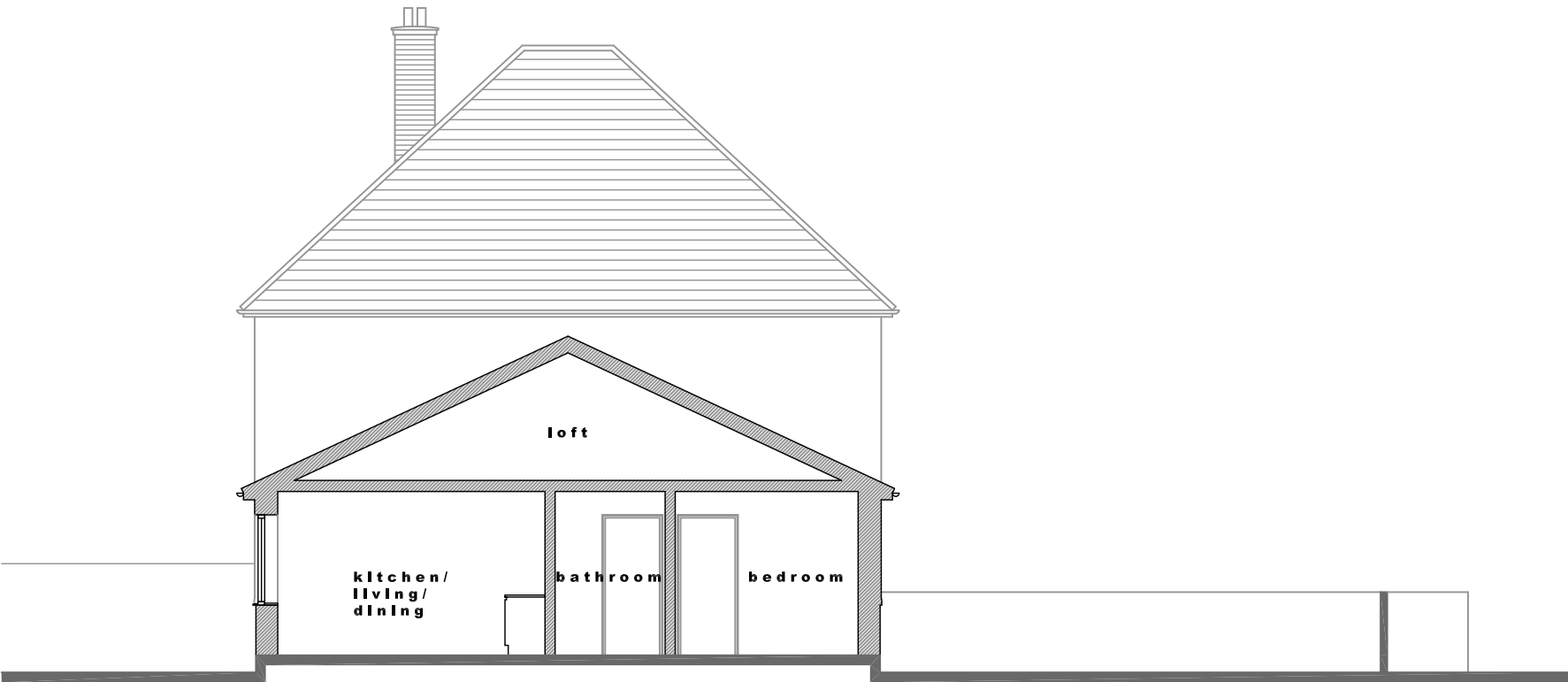


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notes + revisions						client + project	title	scale	number
A	13.10.2020	first floor + dormer windows omitted from bungalow				Mr. & Mrs. R. Owen		1 : 200 @ A3	1935.PL01A
						78-80 Horley Road		date	status
						Redhill		20.03.2020	PLANNING



section 3-3

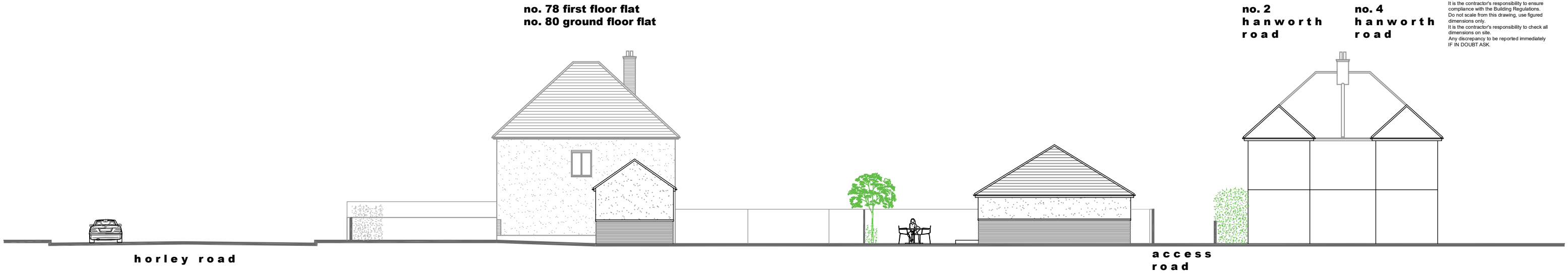


section 4-4



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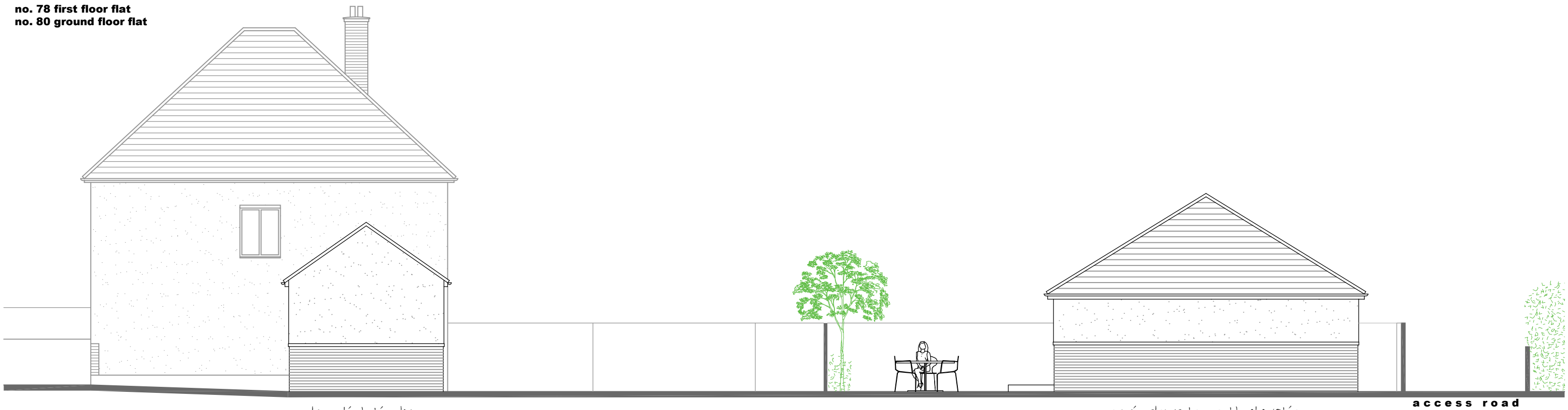
notes + revisions				client + project		title		scale	number
				Mr. & Mrs. R. Owen		Proposed Self-Contained Flat		1 : 100 @ A3	1935.PL12
				78-80 Horley Road		Sections		date	status
				Redhill				20.03.2020	PLANNING



side elevation
north 1:200



no. 78 first floor flat
no. 80 ground floor flat



side elevation
north 1:100



demolish timber
lean-to + rebuild
in masonry

no windows to north elevation

access road

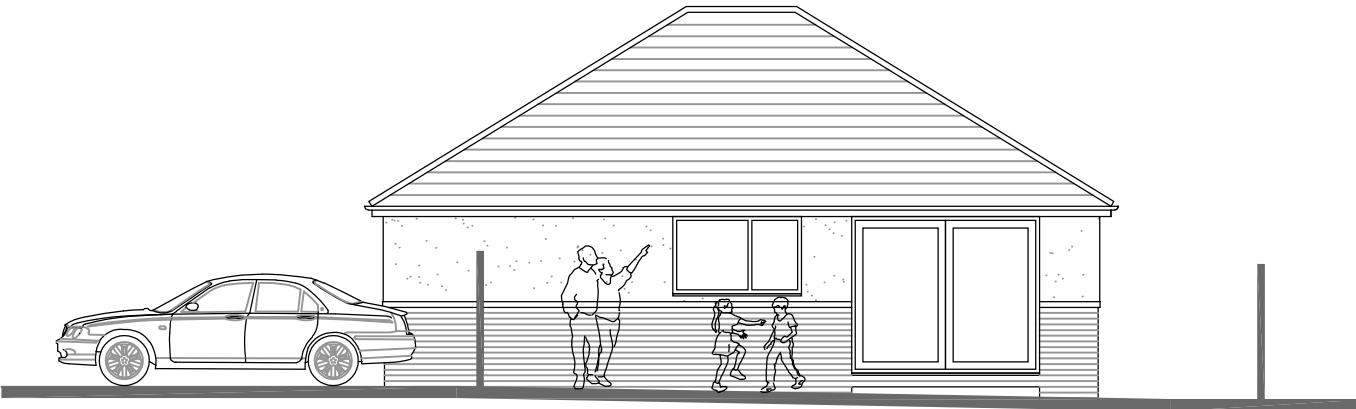


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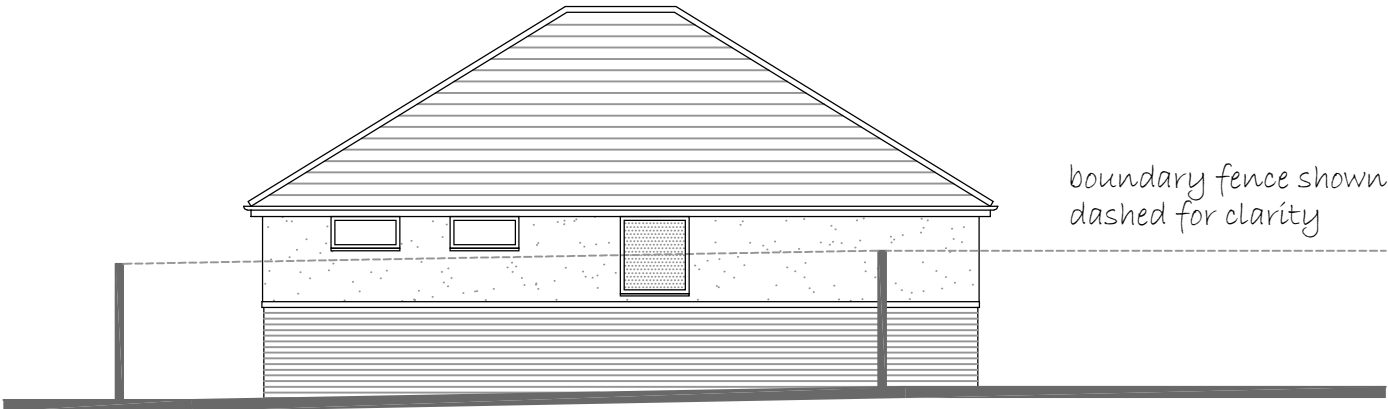
notes + revisions				client + project	title	scale	number
A	13.10.2020	first floor + dormer windows omitted from bungalow		Mr. & Mrs. R. Owen 78-80 Horley Road Redhill	Proposed Side Elevations	As Noted @ A3	1935.PL10B
B	19.10.2020	bungalow roof pitch reduced following planning officer comments					
						20.03.2020	PLANNING



notes + revisions						client + project		title	scale	number
						Mr. & Mrs. R. Owen	As Noted @ A3		1935.PL09	
						78-80 Horley Road				
						Redhill	20.03.2020		PLANNING	



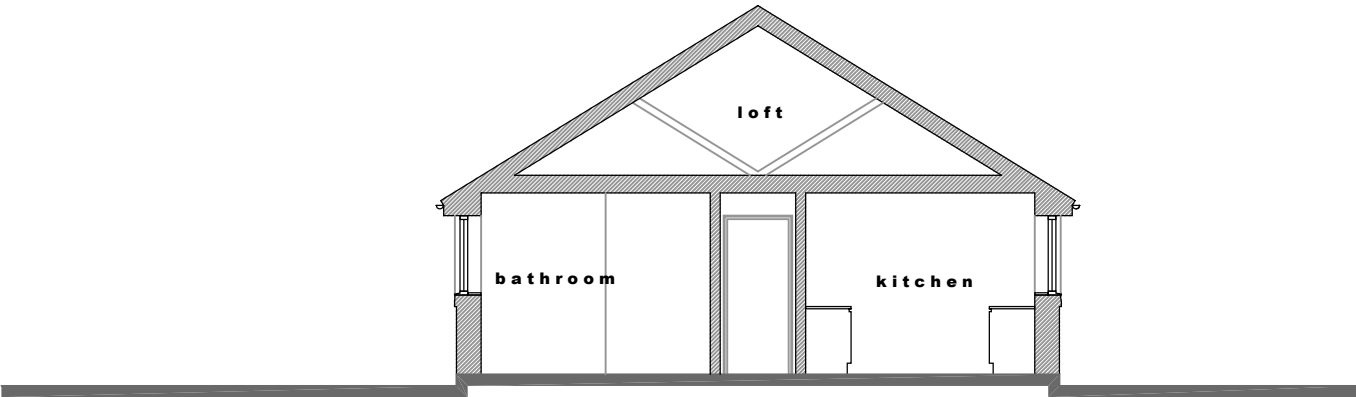
side elevation
east



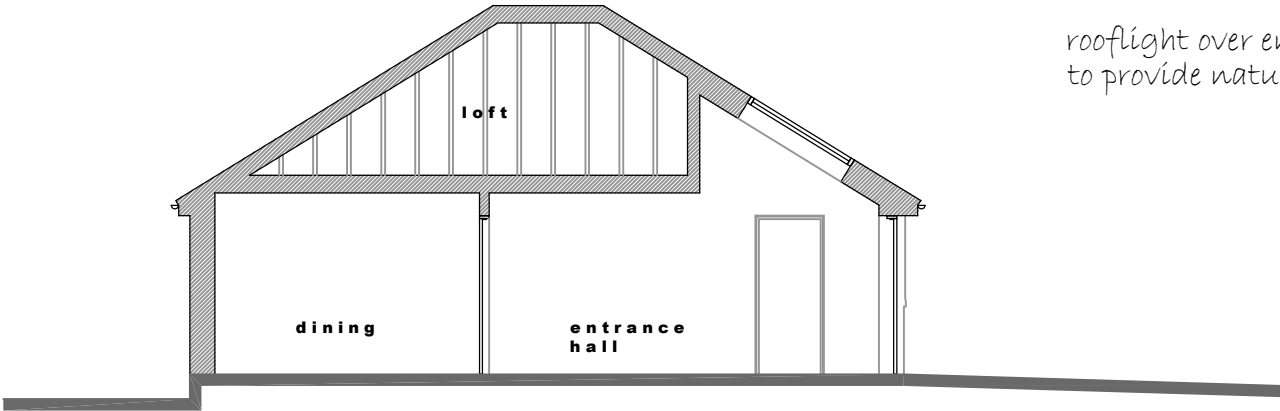
side elevation
west

high level windows
to be non-openable

obscure glass to
bathroom window



section 1-1



section 2-2

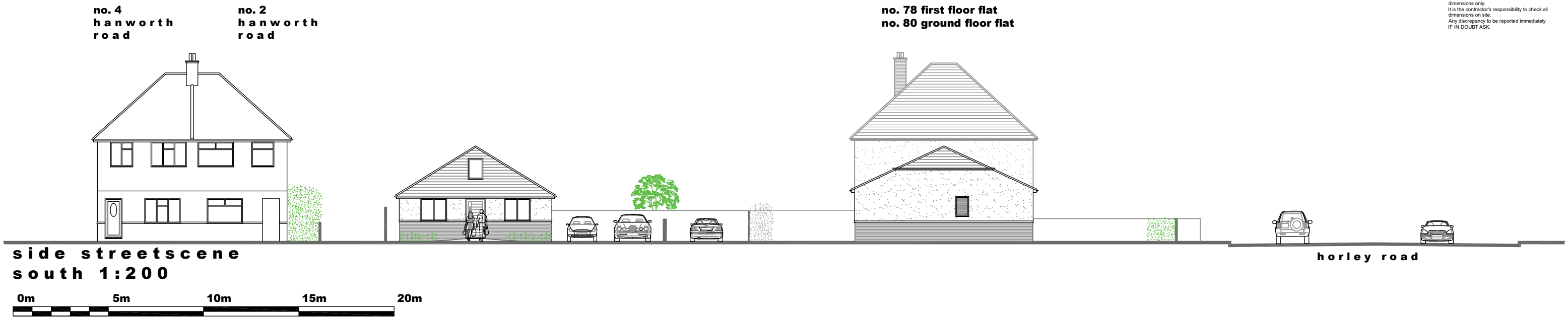
rooflight over entrance area
to provide natural light

notes + revisions				client + project		title		scale	number
A	13.10.2020	first floor + dormer windows omitted from bungalow		Mr. & Mrs. R. Owen 78-80 Horley Road Redhill		Proposed Bungalow Side Elevations + Sections		1 : 100 @ A3	1935.PL11B
B	19.10.2020	bungalow roof pitch reduced following planning officer comments						date	status
								20.03.2020	PLANNING



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notes + revisions					client + project	title	scale	number
					Mr. & Mrs. R. Owen	Proposed Front Streetscene + Elevation	As Noted @ A3	1935.PL07
					78-80 Horley Road		date	status
					Redhill		20.03.2020	PLANNING



side elevation
south 1:100



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notes + revisions				client + project	title	scale	number
A	13.10.2020	first floor + dormer windows omitted from bungalow		Mr. & Mrs. R. Owen 78-80 Horley Road Redhill	Proposed Side Streetscene + Elevation	As Noted @ A3	1935.PL08B
B	19.10.2020	bungalow roof pitch reduced following planning officer comments					
						20.03.2020	PLANNING



hanworth road streetscene 1

notes + revisions				client + project	title	scale	number
A	19.10.2020	bungalow roof pitch reduced following planning officer comments		Mr. & Mrs. R. Owen 78-80 Horley Road Redhill	Hanworth Road Streetscene 1 3D Visualisation	NTS @ A3	1935.PL14A
						date	status
						13.10.2020	PLANNING



horley road streetscene

notes + revisions				client + project	title	scale	number
				Mr. & Mrs. R. Owen	Horley Road Streetscene	NTS @ A3	1935.PL13
				78-80 Horley Road	3D Visualisation	13.10.2020	PLANNING
				Redhill			



hanworth road streetscene 2

notes + revisions						client + project	title	scale	number
A	19.10.2020	bungalow roof pitch reduced following planning officer comments				Mr. & Mrs. R. Owen		NTS @ A3	1935.PL15A
						78-80 Horley Road		date	status
						Redhill		13.10.2020	PLANNING