 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	25 November 2020
	REPORT OF:	HEAD OF PLACES & PLANNING
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AGENDA ITEM:	5	WARD: Redhill East

APPLICATION NUMBER:		20/00861/F	VALID:	29/04/2020
APPLICANT:		Beaufort Homes Ltd	AGENT:	Ka Architectural Ltd
LOCATION:		LITTLE THORNS LONDON ROAD REDHILL SURREY RH1 2JU		
DESCRIPTION:		Demolition of a detached house and garaging, and construction of a block of 7 no. Apartments including parking and landscaping. As amended on 05/06/2020, 30/06/2020, 27/07/2020, 01/10/2020, 05/10/2020, 05/11/2020 and on 06/11/2020.		
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 application was deferred from the Planning Committee meeting of 28 October. The previous report is appended with updates provided in italics. The deferral was agreed so that members could undertake a site visit to consider the impact on the occupants of 1 to 8 Holcon Court which are located to the south of the site. Following the introduction of a second national lockdown on 5th November this has not been possible but added photographs are provided to best illustrate the site and surrounding context and relationship with neighbouring properties.

Following the discussion at Committee, the applicant has submitted revised plans which show a reduction in the number of units on the site and a consequent reduction in the scale and height of the building, the number of parking spaces and the area of hardstanding.

The number of units has been reduced from 8 to 7 with the proposed mix now: 7 x 2 bed flats. The amendments do not change the footprint or position of the proposed building but the reduction of one unit has enabled the middle element of the building to be reduced in height by approximately 1.7 metres. As evidenced by the amended elevation drawing 2008/PL08 D and street elevation/section comparison drawing 2008/PL19 this reduction makes a significant difference to the bulk of the middle section of the building.

Drawing 2008/PL19 also includes the outline of the existing dwelling and 2005 scheme. The plan shows that the proposed scheme is not significantly higher than the existing dwelling and would be set further away from Holcon Court than the current dwelling and that the proposal is now further away from Holcon Court and in the case of two of the sections (A-A and C-C) lower than the 2005 scheme. Section B-B shows that the proposed building would now be similar in height to the 2005 scheme. The applicant has also provided two comparison plans, 2008/PL16A (South Elevation Profile comparison) and 2008/PL18A (Site Plan Comparison with 2005 Scheme), to help highlight the differences between the current scheme and the 2005 scheme.

Officers consider that the amended plans constitute further improvements to the current scheme and results in a scheme which, combined with the factors set out in the original report, does not result in an unacceptable impact on the amenity of the occupants of 1 to 8 Holcon Court.

The number of parking spaces has been reduced from 10 to 9 spaces to reflect the loss of one unit. The proposal would continue to meet the Council's parking standards as set out within the Development Management Plan. The reduction of parking spaces also enables more space for soft landscaping and spacing to the protected tree at the front of the site. Both of which improve the quality of the scheme.

The previous Officers report, including recommended conditions, is set out below and the recommendation remains that planning permission should be granted.

RECOMMENDATION

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

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	28 October 2020
	REPORT OF:	HEAD OF PLACES & PLANNING
	AUTHOR:	Michael Parker
	TELEPHONE:	01737 276339
	EMAIL:	Michael.parker@reigate-banstead.gov.uk
AGENDA ITEM:	7	WARD: Redhill East

APPLICATION NUMBER:	20/00861/F	VALID:	29/04/2020
APPLICANT:	Beaufort Homes Ltd	AGENT:	Ka Architectural Ltd
LOCATION:	LITTLE THORNS LONDON ROAD REDHILL SURREY RH1 2JU		
DESCRIPTION:	Demolition of a detached house and garaging, and construction of a block of 8 no. Apartments including parking and landscaping. As amended on 05/06/2020, 30/06/2020, 27/07/2020, 01/10/2020 and on 05/10/2020.		
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 planning application for a block of 8 no. apartments including parking and landscaping following the demolition of the existing detached dwelling.

The site is on the east side of London Road, approximately one kilometre north of Redhill Town Centre. The site is currently occupied by a single detached dwelling house and outbuildings, including a garage. Close-boarded fencing, brick walls, gates, vegetation and trees mark the site's boundaries.

There are significant trees on the site, a number of which are protected by Tree Preservation Orders (TPO) including, two mature Wellingtonia at the London Road frontage, a Horse Chestnut to the south of the dwelling, and five further trees along the southern boundary to the rear of the site all covered by TPO RE956. There is also an area TPO to the woodland to the north of the site under reference RE11.

The building would be part three, part two stores. The widest and tallest element is at the front of the site facing London Road. The building narrows in width and reduces in height as you move to the rear. The front elevation is broadly in line with

the western elevation of 1 Holcon Court to the south. The main element of the proposed building would have a slightly taller maximum height than the Holcon Court properties to the south as evidenced by the submitted site section drawings. The building is of a traditional design with gable and hipped roofs and would be finished in a mixture of multi stock brickwork, clay plain hanging tiles with feature courses of decorative club tiles and plain roof. Vehicular access would continue from London Road with a parking area to the front of the proposed building. A total of 10 parking spaces are proposed, one for each unit and 2 visitor spaces

Overall, it is considered that the proposed development would be of appropriate scale and design and would be in keeping with the street scene of London Road and the character of the wider locality and would provide an acceptable level of amenity for future occupants.

The proposal would not have a significant adverse effect upon existing neighbouring properties. Due regard has been given to a previous appeal decision from 2005 relating to a similar development at the site, which did find harm to neighbour amenity and this scheme has been amended to seek to overcome such harm.

The proposal would provide parking in line with the DMP parking standards and would, subject to conditions, be acceptable with regard to the impact on trees, ecology and sustainable construction.

The proposals would make efficient use of this previously developed site for new housing without harming the amenities of neighbouring properties and are considered acceptable.

RECOMMENDATION

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

Consultations:

Highway Authority: The County Highway Authority has assessed the application on safety, capacity and policy grounds and has raised no objection subject to conditions.

Surrey Wildlife Trust: Advise that prior to determination the recommended bat surveys are carried out. The Council should ensure that site enhancement measurements demonstrate a net gain in biodiversity

Tree Officer: "The protected trees within the site are shown retained and subject to the tree protection measures, qualified arboricultural supervision and monitoring by a suitably qualified arboricultural consultant there should be no lasting or adverse impact on the retained trees from the proposed development." The Tree Officer has advised that the amended layout does not change his advice but an updated Arboricultural Method Statement and Tree protection plan. As such no objection subject to conditions.

Design and Conservation Officer: no objection subject to conditions.

Representations:

Letters were sent to neighbouring properties on 7 May *and* 6 November 2020. Further letters were sent to neighbouring properties on 2 October 2020 advising of amended plans (14 day consultation period).

To date 11 responses have been received raising the following issues:

Issue	Response
Covenant conflict	Not a material planning consideration
Crime fears - as site now open for anyone to access	See paragraph 6.38
Drainage/sewage capacity	See paragraph 6.39
Harm to wildlife habitat	See paragraph 6.31 to 6.34
Hazard to highway safety	See paragraph 6.25 to 6.27
Inadequate parking	See paragraph 6.25 to 6.27
Inconvenience during construction	See paragraph 6.40
Increase in traffic and congestion	See paragraph 6.25 to 6.27
Loss of/harm to trees, also concern how the retained trees will be maintained in the future	See paragraph 6.28 to 6.30
Loss of private view	Not a material planning consideration

Light pollution	See paragraph 6.23
No need for the development	See paragraph 6.1
No affordable housing	The size of the development does not trigger the need for affordable housing
Noise and disturbance	See paragraph 6.23
Out of character with surrounding area	See paragraph 6.3 to 6.11
Overbearing relationship and loss of outlook	See paragraph 6.16 to 6.27
Overdevelopment	
Overlooking and loss of privacy	See paragraph 6.16 to 6.27
Overshadowing	See paragraph 6.16 to 6.27
Poor design	See paragraph 6.3 to 6.11
Poor amenity for future occupants	See paragraph 6.12 to 6.14
Property devalue	Not a material planning consideration
2005 application refused and dismissed at appeal, those concerns still valid	See paragraph 3.10 and 6.16 to 6.27
Amended plans do not overcome original concerns	See paragraph 2.2

1.0 Site and Character Appraisal

- 1.1 The site is on the east side of London Road, approximately one kilometre north of Redhill Town Centre. The site is currently occupied by a single detached dwelling house and outbuildings, including a garage. Close-boarded fencing, brick walls, gates, vegetation and trees mark the site's boundaries.
- 1.2 There are significant trees on the site, a number of which are protected by Tree Preservation Orders (TPO) including, two mature Wellingtonia at the London Road frontage, a Horse Chestnut to the south of the dwelling, and five further trees along the southern boundary to the rear of the site all covered by TPO RE956. There is also an area TPO to the woodland to the north of the site under reference RE11.

- 1.3 The locality is mainly residential to the west, south and east. To the north are the grounds and buildings of the East Surrey College. The residential neighbourhood is characterised by houses of various sizes, ages and styles as well as blocks of flats. The site has access from London Road.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: the opportunity did not arise in this case
- 2.2 Improvements secured during the course of the application: Officers requested and secured the following alterations;
- Relocation of footprint 1m further to the north
 - Change to external materials – mock Georgian timber boarding removed, replace with tile hanging.
 - Improved articulation to southern boundary through introduction of gable elements, additional fenestration (mostly obscure glazed) and increase in amount of tile hanging and feature brickwork
 - Updated ecology information submitted which shows no impact to protected species
 - 1 additional parking space provided so that scheme fully compliant with parking standards
 - Additional site sections to show the relationship with the properties to the south
- 2.3 Further improvements to be secured through conditions or legal agreement: The following conditions are recommended to be attached to the permission:
- Materials and design measures
 - Tree Protection
 - Landscaping
 - Ecology

3.0 Relevant Planning and Enforcement History

- | | | | |
|-----|--------------|---|---|
| 3.1 | 05/01537/F | Demolition of detached house and erection of 8 x 2 bed flats with car parking for 8 cars. (Drg No. 997/100C, 105D, 106A & 107A) | Refused
15/09/2005
Appeal dismissed |
| 3.2 | 08/01910/F | Proposed extension to garage. (Drwg No. 8127 11, 10) | Approved
14/11/2008 |
| 3.3 | 09/01006/TPO | AMENDED PRUNING SPECIFICATION SEE CONDITIONS. Prune 1 Horse Chestnut and 1 Sycamore tree | Approved
01/09/2009 |
| 3.4 | 12/00692/TPO | SEE CONDITIONS FOR PRUNING SPECIFICATION. Prune 1 | Approved
07/06/2012 |

sycamore and 1 norway maple.

- | | | | |
|-----|--------------|---|--------------------------|
| 3.5 | 20/00935/TPO | Wellingtonia x 2 (T4 and T5 on site plan) - Fell. | Refused
04/09/2020 |
| 3.6 | 20/00936/TPO | Horse Chestnut (T2 on site plan) - Fell | Refused
04/09/2020 |
| 3.7 | 20/02121/TPO | Fell and Treat T1 Oak Tree | Pending
consideration |

3.8 The application under ref : 05/01537/F was refused for the following reasons :

1. *The proposal, by reason of its siting, bulk and proximity to the dwellings at Holcon Court, would result in a form of development that would be overbearing and detrimental to the visual amenity and character of the area and that would thereby conflict with policy SE4 of the Surrey Structure Plan 2004 and policies Ho9, Ho13 and Ho14 of the Reigate and Banstead Borough Local Plan 2005.*
2. *The proposal, by reason of its size, bulk, massing and proximity to the maisonettes at Holcon Court, would cause harm to the amenity of those dwellings by way of overbearance and would thereby conflict with policy SE4 of the Surrey Structure Plan 2004 and policies Ho9, Ho13 and Ho14 of the Reigate and Banstead Borough Local Plan 2005.*

3.9 In dismissing the appeal against the refusal of 05/01537/F on solely reason for refusal 2, the Inspector made a number of pertinent observations regarding the character of the area. In particular, they noted that due to the site's location adjacent to the college the building would be "the only one facing the A243 London Road in this area" (paragraph 7). The site was therefore considered unique. The Inspector also noted with regard to the relationship with 1-4 Holcon Court that "the new block would be slightly higher than the adjoining maisonettes, but with the separation involve, I do not believe that this would be obvious or that the proposed building would appear in anyway out of scale with Holcon Court" (paragraph 8).

3.10 In relation to the dismissal reason the Inspector at paragraph 5 noted that the proposal "would introduce built form over a much greater distance and would result in a building behind the rear of all of the maisonettes in the first block" which would "materially harm the living conditions of the occupiers of 1-4 Holcon Court, by having a overbearing effect on the occupiers". In relation to the relationship with 5-8 Holcon Court the Inspector noted that "The windows to these [rear facing] rooms in the rear of 5 and 6 Holcon Court would only be between 12 and 14 metres away from the far end of the proposed building. Whilst the new flats would not be immediately behind these windows but seen to the side, I consider that the relationship would have some degree of overbearing impact on the occupiers of these maisonettes, even if the planting on the boundary is supplemented."

4.0 Proposal and Design Approach

- 4.1 This is a full application for the demolition of existing detached dwelling and garaging and construction of a block of 8 no. apartments including parking and landscaping.
- 4.2 The building would be a part three part two storey building. The widest and tallest element is at the front of the site facing London Road. The building narrows in width and reduces in height as you move to the rear. The front elevation is broadly in line with the western elevation of 1 Holcon Court to the south. The main element of the proposed building would have a slightly taller maximum height than the Holcon court properties to the south as evidenced by the submitted site section drawings. The building is of a traditional design with gable and hipped roofs and would be finished in a mixture of multi stock brickwork, clay plain hanging tiles with feature courses of decorative club tiles and plain roof.
- 4.3 Vehicular access would continue from London Road with a parking area to the front of the proposed building. A total of 10 parking spaces are proposed, one for each unit and 2 visitor spaces. Access to 6 of the flats would be through a communal entrance along the southern elevation. Two units would have their own private access, also from the southern elevation. All of the units would meet the nationally described space standards. Shared outdoor amenity space is provided to the east and west of the building.
- 4.4 A design and access statement (D&A) 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.
- 4.5 Evidence of the applicant's design approach is set out below:

Assessment	Paragraph 6.5 of their D&A states: The existing site is occupied by a detached house dating from the late 1950s, with very little character. Its setting is enhanced by being surrounded by mature trees and hedging, and these are to be preserved by the new development.
	Paragraph 6.2 and 6.3 sets out the mixed and varied character of the surrounding area. "Due to continuous development and redevelopment, London Road has a broad mix of housing types, ages and styles, so it is difficult to assess its character. The earliest developments on London Road were early

	Victorian nearer to the centre of Redhill, and as development spread further northwards the style became mid-to-late Victorian and Edwardian. Some later developments date from the 1930s and subsequent redevelopment of older large houses and infill sites has resulted in a wide variety of styles and massing. Most recent flatted developments are a full three storeys facing London Road.”
Involvement	No evidence is provided that community consultation took place and no pre-application discussions have taken place
Evaluation	The D&A does not include an analysis of alternative proposals.
Design	The applicant’s reasons for choosing the current approach is to ensure that “the building responds to the constraints of tree protection and the amenity of nearby dwellings in Holcon Court to the south of the site. It is broken up by gables and a varied roof line which steps down to the rear” (para. 6.7). The applicant has based the proposed materials on examples from recent developments in the surrounding area

4.6 Further details of the development are as follows:

Site area	0.14ha
Existing use	Residential (1 dwelling)
Proposed use	Residential (2 x 1bed and 6 x 2bed flats)
Existing parking spaces	6
Proposed parking spaces	10
Parking standard	10
Number of affordable units	0
Net increase in dwellings	7
Proposed site density	57 dph
Density of the surrounding area	53 dph (1-8 Holcon Court immediately to the south) 38 dph (Holcon Court) 68 dph (Claremont Road site to the south)

5.0 Policy Context

5.1 Designation

Urban Area

5.2 Reigate and Banstead Core Strategy

CS1 (Sustainable Development)
CS2 (Valued Landscapes and Natural Environment
CS5 (Valued People/Economic Development),
CS10 (Sustainable Development),
CS11 (Sustainable Construction),
CS12 (Infrastructure Delivery),
CS13 (Housing Delivery)
CS14 (Housing Needs)
CS17 (Travel Options and accessibility)

5.3 Reigate and Banstead Development Management Plan 2019

DES1 (Design of New development)
DES4 (Housing Mix)
DES5 (Delivering High Quality Homes)
DES8 (Construction Management)
DES9 (Pollution and Contaminated Land)
TAP1 (Access, Parking and Servicing)
CCF1 (Climate Change Mitigation)
NHE3 (Protecting trees, woodland areas and natural habitats)
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 Extension & alterations

Other

Human Rights Act 1998
Community Infrastructure
Regulations 2010

6.0 Assessment

- 6.1 The application site is within the urban area, where there is a presumption in favour of sustainable development and where the principle of residential

development is acceptable. There are, however, a number of issues that any future application would have to address, including design and character, highways issues including car parking, neighbour amenity, impact on trees and ecology and sustainable construction.

6.2 The main issues to consider are:

- Design appraisal
- Neighbour amenity
- Highway matters
- Impact on trees
- Impact on ecology
- 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 detached two storey dwelling which dates from the 1950s. The dwelling itself has limited architectural value and is set well back in to the site so that it is not a prominent feature of the area. The main amenity value of the site being the significant tree cover to both the frontage and side boundaries. The Council's Design and Conservation Officer advised that the site is "part of the gardens of the large Victorian house that once stood to the north and contributes to the character of London Road by its arcadian character with the mature front hedge and frontage of pines and wellingtonia with a woodland backdrop of other trees." This site is different from the Holcon Court development to the south in that it faces on to London Road and sits within a large plot and an area of woodland to the north. The front elevation of the existing dwelling is broadly in line with the western elevation of 1 Holcon Court.

6.5 As identified by the Inspector in their comments on the 2005 application and by the applicant in their Design and Access Statement the area has a mixed character and scale. The earliest developments on London Road were early Victorian nearer to the centre of Redhill, and as development spread further northwards the style became mid-to-late Victorian and Edwardian. Some later developments date from the 1930s and subsequent redevelopment of older large houses and infill sites has resulted in a wide variety of styles and

massing. Most recent flatted developments are a full three storeys facing London Road.

- 6.6 The proposed building would be taller and significantly deeper than the existing. However the height of the proposed building would not be significantly higher than the neighbouring properties to the south, as evidenced by the site section drawing, and the proposed building would be similar in width and set back from the road to a similar distance and given the distance to the Holcon Court properties it is not considered that the building would appear at odds with the scale of Holcon Court opposite.
- 6.7 Further, given the mixed nature and scale of the built form along London Road and the stand alone nature of the proposal site, which has woodland to the north and a very different pattern of development to the south, and the fact that the significant protected trees and majority of vegetation are being retained (only 1 Horse Chestnut and group of Lawson Cypress to be removed from the front of the site) it is considered that a flatted development of this scale and depth would not appear at odds with the character of the site and surrounds and the site would continue to retain its arcadian/sylvian character.
- 6.8 The form and design of the building has been considered by the Council's Conservation and Design Officer who has commented that the "style respects the late Victorian Old English style found scattered in this part of London Road. The materials such as clay plain tiles seem of good quality and the design reasonably proportioned and pitched". Whilst the side elevations are deep it is considered that the side elevation are now better articulated with increase in tile hanging, the introduction of gable elements and the introduction of some additional windows. The Council's Conservation Officer has advised that "Generally the design of the flats contributes to local character and uses well detailed materials".
- 6.9 Whilst the entrance and part of the front of the site would be more car dominated than existing it is of note that the existing dwelling has a significant area of hardstanding and the proposed parking area is dispersed to some extent. The trees to be removed from the front of the site are shown to be replaced on the proposed site plan but no detailed information has been provided. A condition to secure appropriate landscaping and replacement planting is therefore recommended.
- 6.10 The proposal shows 1m high railing to the front of the site. The Council's Conservation Officer has advised that these railings should be located behind the front boundary hedge – this can be conditioned. The refuse store is out of necessity located close to the front entrance for refuse collections. A condition is recommended to secure appropriate design and materials for the refuse store as well as the proposed cycle store.
- 6.11 As such overall it is considered that whilst the proposed building would be have a large depth it would not, due to the factors set out above, result in unacceptable harm to the character and scale of the site and surrounding

area and is considered therefore that the proposals comply with the provisions of DMP Policy DES1.

- 6.12 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 proposal provides 100% smaller units.
- 6.13 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.
- 6.14 Each dwelling would have a floor area which accords with the relevant standard in the Nationally Described Space Standards. The proposed building would be close to the northern boundary which is also heavily treed however all of the main living/dining areas for the proposed flats would benefits from windows which face either east or west with good outlook or in the case of flats two and four would have dual aspect – outlook to the north and south. As such the units would provide good levels of sunlight and daylight to the main habitable rooms. The only rooms with sole outlook north would be non-habitable rooms and bedrooms which is not considered to be unacceptable. The flats would also benefit from outdoor communal amenity space to the front and rear of the site. Given that the flats are 1 and 2 bedroom units this level of outdoor amenity space is considered to be acceptable.
- 6.15 Overall, it is considered that the proposed development would be of appropriate scale and design and would not be unduly detrimental to the street scene of London Road or the character of the wider locality and would provide an acceptable level of amenity for future occupants. It therefore complies with policies DES1, DES4 and DES5 in this respect.

Neighbour amenity

- 6.16 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.
- 6.17 To the north the site abuts a woodland area well away from the College buildings. The proposed building would possess a sufficient level of separation from residential properties on the western of London Road and 7-

12 Holcon Court to the east so as to not appear overbearing or cause overshadowing or result in a loss of privacy.

- 6.18 The dwellings most likely to be affected by the proposal are 1 to 6 Holcon Court located to the south of the proposed building. As set out above a previous proposal for 8 flats was refused on the grounds of an overbearing impact on 1 – 6 Holcon Court.

There are a number of differences between the current proposal and dismissed scheme.

- The entire building is now further away from the southern boundary. The closest element of the proposal is now approximately 16.2m from 1-4 Holcon Court instead of 15.5m under 2005 scheme
- The building has a reduced depth at approximately 24m instead of 27m.
- The entire building is now orientated so that it is angled away from Holcon Court
- The main ridge is marginally lower at 8.6m high compared to 8.72m high.
- The rear most element would be further away from no. 5 and 6 Holcon Court at approximately 14.2m to 17.9m compared to 12 to 14 m.

- 6.19 In addition to these improvements to the relationship in terms of the design of this proposal the main element which is the closest element to 1 and 2 Holcon Court is limited in depth compared to the depth of the whole building measuring approximately 7.7 m in depth at its closest point which is only approximately 1.2m beyond the depth of the existing detached dwelling (approximately 6.5m) and this element would also be located slightly further away than the existing dwelling. This closest element is also reduced in bulk due to its pitched roof form. The rear element of the proposed building which extends beyond 1-2 Holcon Court is then much narrower in width ensuring a separation distance of over 20m to the rear of 1-4 Holcon Court, which is considered to be an acceptable distance with regard to overbearing and overshadowing impacts.

- 6.20 The 25 degree test as set out within the Householder Extension & alterations SPG has been applied to the submitted site section drawings. The proposal is found to have passed on all three sections indicating that there is likely to still be sufficient light to 1-6 Holcon Court.

- 6.21 Taking in to account all the above factors it is considered that the proposal would have an acceptable relationship with 1 to 6 Holcon Court with regarding to loss of light and overbearing impact.

- 6.22 In terms of loss of privacy there would be three south facing windows at first floor level or above and three rooflights. The rooflights would be high level, ensuring no material harm. The two windows closest to 1-4 Holcon Court would be obscure glazed and this could be secured by condition. The south facing window which serves the living/dining room of unit 4 would be located over 20 metres from the rear windows of 1 to 7 Holcon Court which is considered to be sufficient to ensure that the level of overlooking is

unacceptable. As the scheme is a flatted development there would be no permitted development rights to install any further windows.

- 6.23 The proposed layout retains the vehicular access from London Road with all the parking located to the front of the site, as currently occurs. The access to the properties is to the south of the building and the cycle store is also to the south of the building which will result in some increase in movements along this part of the site. Whilst this will result in a different relationship to the current arrangement given that the proposal is only for 8 1 or 2 bedroom flats it is not considered that this would give rise to an unacceptable level of noise and disturbance in this urban context. Given the limited number of windows and their domestic nature there would be no unacceptable levels of light pollution.
- 6.24 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

- 6.25 The proposed development has been reviewed by the County Highway Authority, with regard to highway safety, capacity and policy matters, who raise no objections subject to the imposition of a number of conditions.
- 6.26 The site is located in an area which is assessed as having a medium accessibility rating. In such areas, the Council's adopted parking standards require the provision of 1 space for each 1 or 2 bedroom flats plus 2 visitor parking spaces. Thus, a total of 10 spaces would be required. In this case, a total of 10 spaces are proposed. 8 cycle spaces would be provided within a secure cycle store which is in line with the requirement for a minimum of 1 per unit.
- 6.27 Accordingly, it is considered that the proposals are acceptable from a highway point of view and accord with the provisions of DMP Policy TAP1.

Impact on Trees

- 6.28 The Council's Tree Officer made the following comments with regard to the original submission:
"The application has been supported by a detailed arboricultural method statement and tree protection plan compiled by David Archer associates an arboricultural practice which works frequently within the borough, the arboricultural information has been compiled adopting the advice, guidance and recommendation within British Standard 5837:2012 trees in relation to design, demolition and construction – Recommendations. The information also contains tree survey data compiled adopting the criteria in section 4 and table 1 of the above standard.
The AMS identifies tree removal which total 2 plus a group, T1 horse chestnut and T11 Norway maple are both categorised C whilst Group G1 are categorised U.

Generally speaking, the loss of category C trees should not prevent development and consideration should be given to their replacement within the proposed scheme. The removal of the Norway maple located on the northern boundary of the application site with East Surrey College and the removal of Group G1 would not result in any adverse effect on the local landscape. The removal of the C grade horse chestnut located on the western boundary close to the entrance of the site and London Road would result in some loss of screening and visual amenity and replacement tree planting in this locality is required to ensure long term continued tree cover and in visual amenity in this locality.

There are some incursions into the calculated root protection areas of retained trees mainly associated with the creation of access drive and car parking spaces a specialist construction technique which has been suggested, presumably with in collaboration with a suitably qualified engineer.

The protected trees within the site are shown retained and subject to the tree protection measures, qualified arboricultural supervision and monitoring by a suitably qualified arboricultural consultant there should be no lasting or adverse impact on the retained trees from the proposed development.”

- 6.29 A compliance condition in respect of the arboricultural matters and a landscape condition, which includes the provision for replacement tree planting, were recommended by the Tree Officer to ensure the adequate replacement of the removed trees.
- 6.30 Following submission of amended plans to shown an additional parking space to the front of the site and the relocation of the building 1metre further to the north the Tree Officer re-assessed the proposal and confirmed that the proposed amendments did not change their recommendation. However the Arboricultural Method Statement and Tree Protection Plans require updating to reflect the amended proposal. The Tree Officer was satisfied that this requirement could be dealt with by a pre-commencement condition.

Impact on Ecology

- 6.31 A preliminary ecological appraisal (PEA) was submitted with the application. This identified a need for further bat survey work in the form of one emergence surveys for each building. Surrey Wildlife Trust (SWT) advised that these surveys needed to be undertaken prior to determination of the application to be able to fully assess the impact.
- 6.32 The further emergence surveys were carried out during the application process. The surveys did not identify any use of either building by bats and general bat activity around the buildings at the time of the survey was considered to be low.
- 6.33 The site was not considered to support suitable habits for reptiles, GCNs, dormice. No evidence of badger presence was detected on site however precautionary methods of working are recommended. Mitigation measures are recommended in relation to nesting birds, and bats. A number of

biodiversity enhancement measures are recommended. SWT has not raised any other concerns in relation to the conclusions of the PEA.

- 6.34 Based on the advice from SWT and the submission of the additional bat survey it is considered that the proposal would not result in unacceptable harm to protected species and habitat. Conditions are recommended to secure the recommended mitigation measures and biodiversity measures.

Sustainable Construction

- 6.35 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 the proposed development can achieve either of the two requirements. However, in the event that planning permission is to be granted, a condition could be imposed to seek such information and its implementation prior to the first occupation of development. In this regard, there would be no conflict with DMP Policy CCF1.
- 6.36 A condition is also recommended to ensure that each dwelling is fitted with access to fast broadband services.

Community Infrastructure Levy (CIL)

- 6.37 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, although the exact amount would be determined and collected after the grant of planning permission.

Other Matters

- 6.38 The development is not considered to cause crime issues. Whilst the site is now more open to the rear of the site the proposed units will also provide an increase level of natural surveillance to the rear of the site.
- 6.39 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. It is noted a condition could be applied to a grant of permission to ensure that sustainable drainage is present on the site and an appropriate surface water drainage scheme implemented but officers do not consider that such conditions are warranted in this case.

- 6.40 Objection has been raised on the grounds of inconvenience during the construction period. Whilst it is acknowledged there may be a degree of disruption during the construction phase, the proposal would not warrant refusal on this basis and statutory nuisance legislation exists to control any significant disturbance caused during the construction of the proposal.

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
Floor Plan	2008 / PL 04	C	05.11.2020
Floor Plan	2008 / PL 06	C	05.11.2020
Roof Plan	2008 / PL 07	C	05.11.2020
Elevation Plan	2008 / PL 08	D	05.11.2020
Elevation Plan	2008 / PL 09	C	05.11.2020
Elevation Plan	2008 / PL 16	A	05.11.2020
Section Plan	2008 / PL 17	A	05.11.2020
Section Plan	2008 / PL 19		05.11.2020
Floor Plan	2008 / PL 05	C	06.11.2020
Site Layout Plan	2008 / PL 03	F	06.11.2020
Site Layout Plan	2008 / PL 18	A	06.11.2020
Site Layout Plan	2008 / PL 14	E	06.11.2020
Block Plan	2008 / PL 02	F	06.11.2020
Proposed Plans	2008 / PL 10	C	05.10.2020
Elevation Plan	2008 / PL 13		29.04.2020
Floor Plan	2008 / PL 12		29.04.2020
Survey Plan	2008 / PL 11		29.04.2020
Location Plan	2008 / PL 01		29.04.2020

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 until the developer obtains the Local Planning Authority's written approval of details of proposed ground levels and the proposed finished ground floor levels of the buildings. The development shall be carried out in accordance with the approved levels.

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. The development hereby permitted shall be completed in full accordance with the materials/details as listed below unless otherwise agreed in writing. No development above slab level shall commence on site until details of the specific tiles and bricks to be used for the external elevations and roofs have been submitted to and approved in writing by the Local Planning Authority. Only the agreed tile and bricks shall be used.
 - The elevations above ground floor window head shall be tile hung in handmade clay plain tiles.
 - The roof shall be of sandfaced clay plain tiles of dark colour than the tile hanging.
 - The windows shall have casements in each opening to ensure equal sightlines and external glazing bars.
 - The box ends to the bargeboards shall be omitted.

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.

5. No development shall commence including any demolition or groundworks preparation until a detailed, scaled 'finalised' Tree Protection Plan (TPP) and the related Arboricultural Method Statement (AMS) is submitted to and approved in writing by the Local Planning Authority (LPA). These shall include details of the specification and location of exclusion fencing, ground protection and any construction activity that may take place within the Root Protection Areas of trees (RPA) shown to scale on the TPP, including the installation of any service routings and drainage runs and the additional car parking space within the RPA of T19 detailed within the submitted tree survey. The AMS shall also include a pre commencement meeting, supervisory regime for their implementation & monitoring with an agreed reporting process to the LPA. All works shall be carried out in strict accordance with these details when approved.

Reason: To ensure good arboricultural practice in the interests of the maintenance of the character and appearance of the area and to comply with British Standard 5837:2012 'Trees in Relation to Design, demolition and Construction – Recommendations' and policies NHE3 and DES1 of the Reigate and Banstead Borough Development Management Plan adopted September 2019.

6. No development above slab level shall commence on site until a scheme for the landscaping and replacement tree planting of the site including the retention of existing landscape features has been submitted and approved in writing by the local planning authority. Landscaping schemes shall include details of hard landscaping, 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 programme.

All hard and soft landscaping work shall be completed in full accordance with the approved scheme, prior to occupation or use of the approved development or in accordance with a programme agreed in writing with the local planning authority

All new tree planting shall be positioned in accordance with guidelines and advice contained in the current British Standard 5837. Trees in relation to construction.

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, and 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 policies NHE3 and DES1 of the Reigate and Banstead Borough Development Management Plan 2019, British Standards including BS8545:2014 and British Standard 5837:2012.

7. 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) provision of boundary hoarding behind any visibility zones
 - (e) measures to prevent the deposit of materials on the highway
 - (f) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
 - (g) on-site turning for construction vehicles (including measures for traffic management)
- 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: 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 and DES8 Construction Management of the Reigate and Banstead Local Plan Development Management Plan September 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17.

8. Before works above ground level, details of the refuse store and cycle store shall be submitted to and approved in writing by the LPA including design, appearance and any screen planting. The refuse store shall be erected and

made ready for use (i.e. bins installed) prior to the first occupation of the development.

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.

9. No part of the development shall be first occupied unless and until the proposed vehicular access has been constructed and provided with visibility zones (measuring 2.4m by 43m in both directions) in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6m high.

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

10. The development hereby approved shall not be first occupied unless and until the existing access from the site has been permanently closed and any kerbs, verge, footway, fully reinstated.

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

11. 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 plans for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

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

12. 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 plans for cycles to be parked in a covered and secure location. Thereafter the cycle parking area shall be retained and maintained for its designated purpose.

Reason: In order that the development promotes more sustainable forms of transport, and to accord with the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17.

13. The development hereby approved shall not be first occupied unless and until a pedestrian inter-visibility splay measuring 2m by 2m has been provided on each side of the access, the depth measured from the back of the footway (or verge) and the widths outwards from the edges of the access. No obstruction to visibility between 0.6m and 2m in height above ground level shall be erected within the area of such splays.

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

14. The development hereby approved shall not be occupied unless and until at least 2 of the available parking spaces 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: In order that the development promotes more sustainable forms of transport, and to accord with the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17.

15. Notwithstanding the fencing shown on the approved plans 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.

16. 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.

17. 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.

18. The development shall be carried out in strict accordance with the mitigation measures set out within the following ecology reports:
- Preliminary Ecological Appraisal by The Ecology Partnership dated 10/08/2020
 - Bat Emergence Survey by The Ecology Partnership dated 10/08/2020

Reason: To ensure that any potential impact to protected species is adequately mitigated in accordance with the provisions of the National Planning Policy Framework and policy NHE2 of the Development Management Plan 2019.

19. No development above ground level shall commence until a scheme to provide positive biodiversity benefits, informed by the submitted preliminary ecology appraisal, has been submitted to and approved in writing by the local planning authority (LPA). This should be designed alongside the soft landscaping proposals for the site. The biodiversity enhancement measures approved shall be carried out and maintained in strict accordance with these details or as otherwise agreed in writing by the LPA, and before occupation of this development.

Reason: To provide enhancements to the biodiversity of the site in accordance with the provisions of the National Planning Policy Framework and policy NHE2 of the Development Management Plan 2019.

20. The front parking area shall be made of porous materials or provision shall be made to direct run-off water from the paving to a permeable area or surface within the boundary of the site.

Reason: To minimise the risk of surface water run off with regard to policy CCF2 of the Reigate and Banstead Development Management Plan 2019.

21. The first and second floor windows in the south elevation of the development hereby permitted which are shown to be obscure glazed on the approved plans shall be glazed with obscured glass and shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed, and shall be maintained as such at all times.

Reason: To ensure that the development does not affect the amenity of the neighbouring property by overlooking with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

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 bowsters 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 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.
7. The developer is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
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.

10. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.
11. In the event that the access works require the felling of a highway tree not being subject to a Tree Preservation Order, and its removal has been permitted through planning permission, or as permitted development, the developer will pay to the County Council as part of its licence application fee compensation for its loss based upon 20% of the tree's CAVAT valuation to compensate for the loss of highway amenity.
12. The use of a suitably qualified arboricultural consultant is essential to provide acceptable submissions in respect of the arboricultural tree condition above. All works shall comply with the recommendations and guidelines contained within British Standard 5837.
13. The use of landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above landscaping condition. Replacement planting of trees and native hedging shall be in keeping with the character and appearance of the locality. There is an opportunity to incorporate structural landscape trees into the scheme to provide for future amenity and long term continued structural tree cover in this area. It is expected that the replacement structural landscape trees will be of Advanced Nursery Stock sizes with initial planting heights of not less than 4.5m with girth measurements at 1m above ground level in excess of 16/18cm. It is expected that the front hedge, or any replacement hedge, is retained to a height of not less than 1.8 metres (except where specified for highway sightlines).
14. Biodiversity enhancements – with regard to condition 19 the Council expects the applicant to provide an appropriately detailed document to demonstrate that a measurable net gain (not just compensation), secure for the life time of the development, is achievable. The applicant may wish to use an appropriate metric such as the DEFRA Biodiversity Metric 2.0 to demonstrate how the site will provide biodiversity net gain.

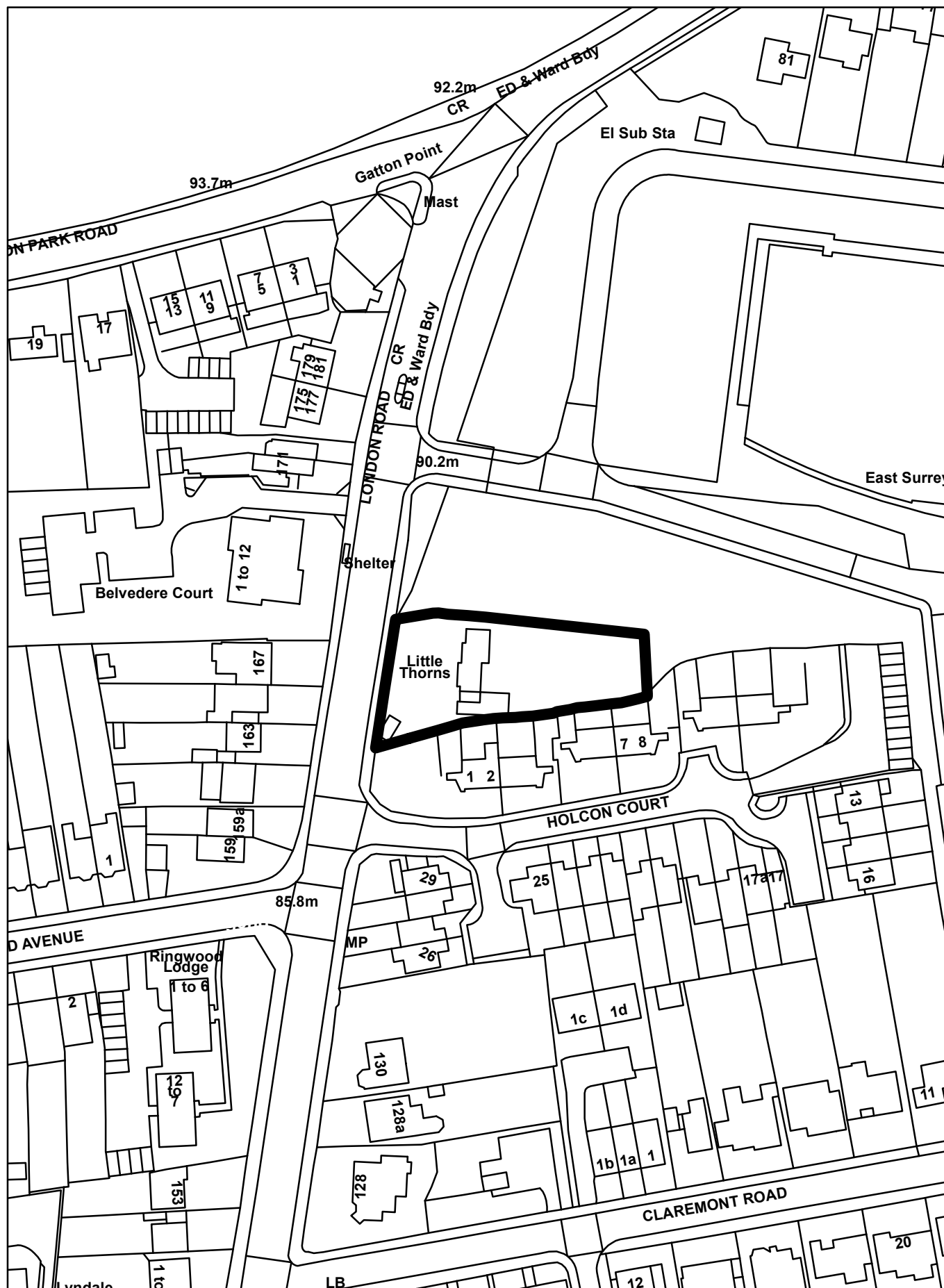
REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies CS1, CS2, CS5, CS10, CS11, CS12, CS13, CS14, CS17, DES1, DES4, DES5, DES8, DES9, TAP1, CCF1, NHE3, 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.

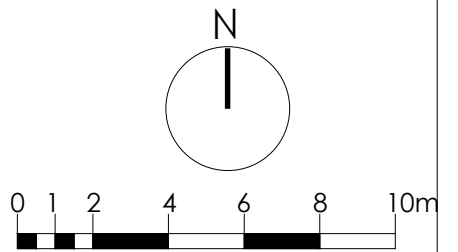
Proactive and Positive Statements

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.

20/00861/F - Little Thorns, London Road, Redhill



Do not scale from this drawing, except for planning purposes.



For sections
see 2008/PL 17

LONDON ROAD

← New dropped kerb →
← Extg dropper kerb removed →

Pavement

1m high railings

Hedge

refuse

9 spaces

1m high railings

Hedge

Pavement

1.8m closeboard fence

1.8m closeboard fence

cycles

1.8m closeboard fence

Amenity

Outline of
2005 scheme

Rev	Date	Description
A	5.11.20	Parking amended

KAA

KA Architectural Ltd
kaa1@email.com

Date
Oct 2020
Scale
1:200 @ A3
Client
Beaufort Homes

Project
Little Thorns
London Road
Redhill RH1 2JU

Title
Site Plan
Comparison with
2005 Scheme

Drawing No
2008 / PL 18 A

A

B

C

1

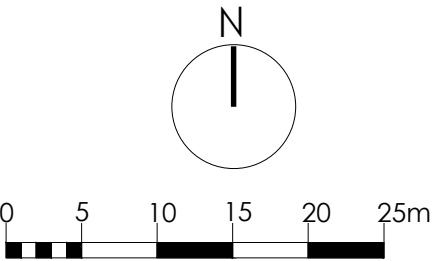
2

7

8

LONDON COURT

Do not scale from this drawing, except for planning purposes.



F	6.11.20	Previous parking/building outlines shown
E	5.11.20	Parking reduced to 9 spaces
D	3.11.20	Roof profile amended
C	26.8.20	Entrance porches amended
B	10.8.20	Building moved northward
A	26.6.20	Parking amended
Rev	Date	Description

KAA

KA Architectural Ltd
kaa1@email.com

Date
Apr 2020
Scale
1:500 @ A3
Client

Beaufort Homes

Project
**Little Thorns
London Road
Redhill RH1 2JU**

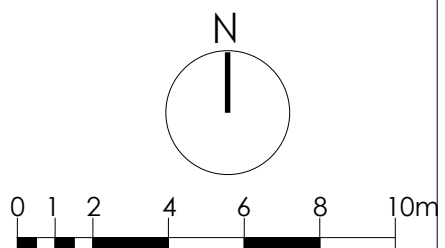
Title
Block Plan

Drawing No
2008 / PL 02 F





Do not scale from this drawing, except for planning purposes.



For sections
see 2008/PL 17

F	5.11.20	Parking reduced to 9 spaces
E	3.11.20	Roof profile amended
D	2.10.20	Site section refs added
C	26.8.20	Entrance porches amended
B	3.8.20	Building moved northward
A	26.6.20	Parking amended
Rev	Date	Description

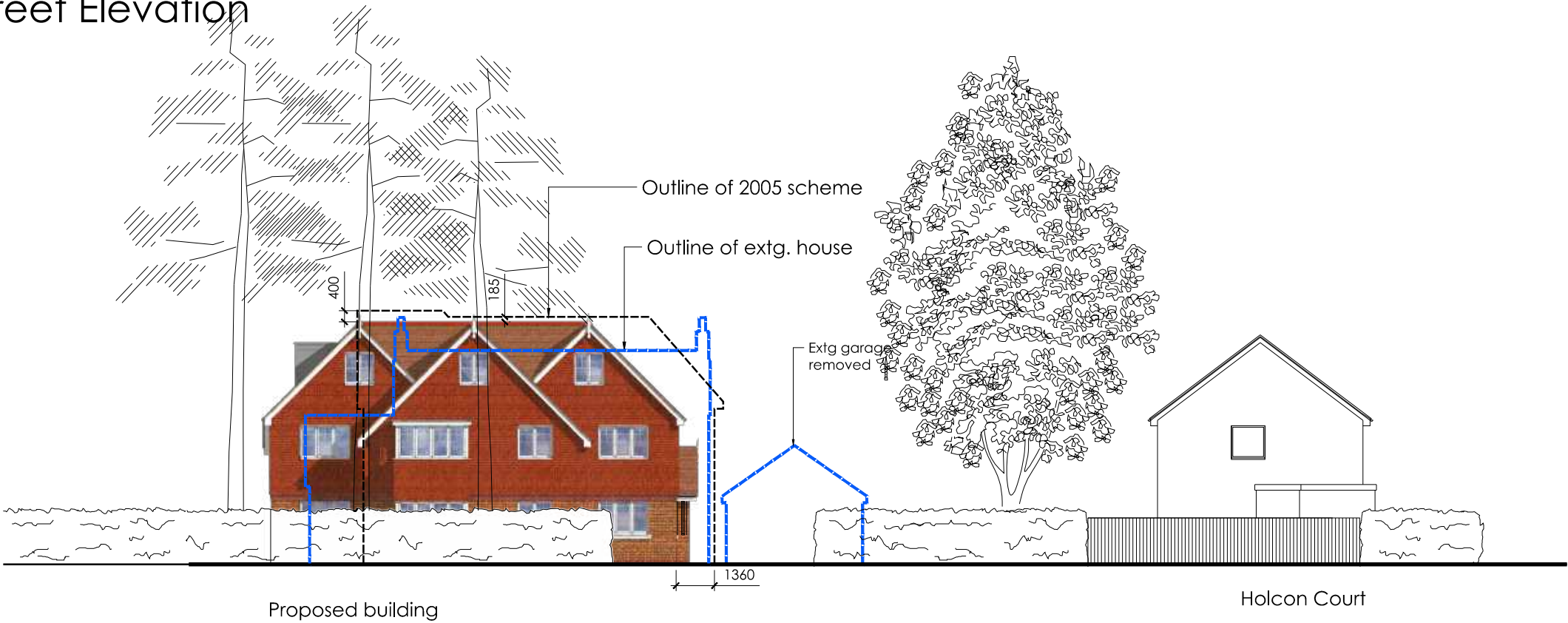
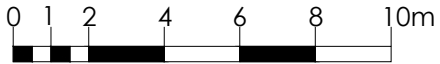
KAA

KA Architectural Ltd
kaa1@email.com

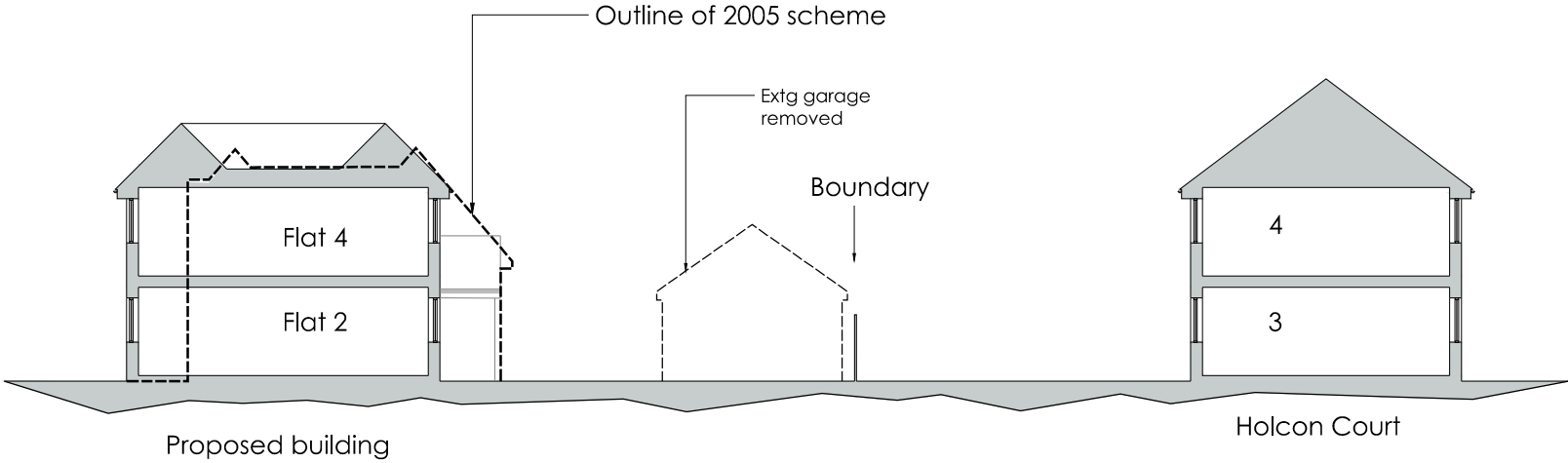
Date	Apr 2020
Scale	1:200 @ A3
Client	Beaufort Homes
Project	Little Thorns London Road Redhill RH1 2JU
Title	Site Plan As Proposed
Drawing No	2008 / PL 03 F

Street Elevation

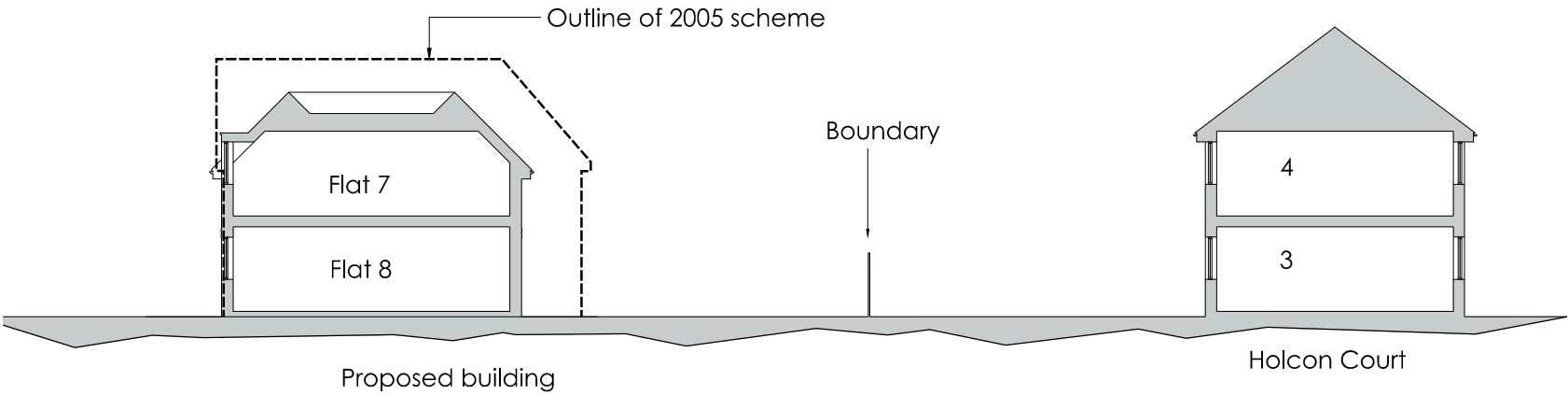
Do not scale from this drawing, except for planning purposes.



Section B-B



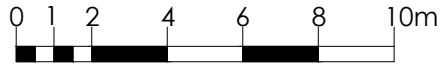
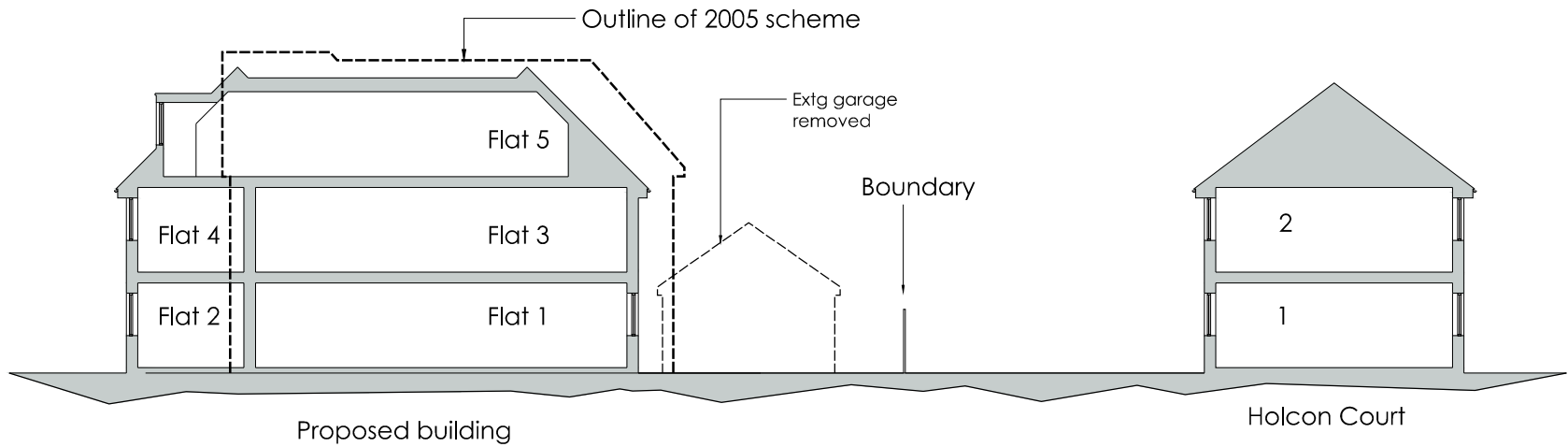
Section C-C



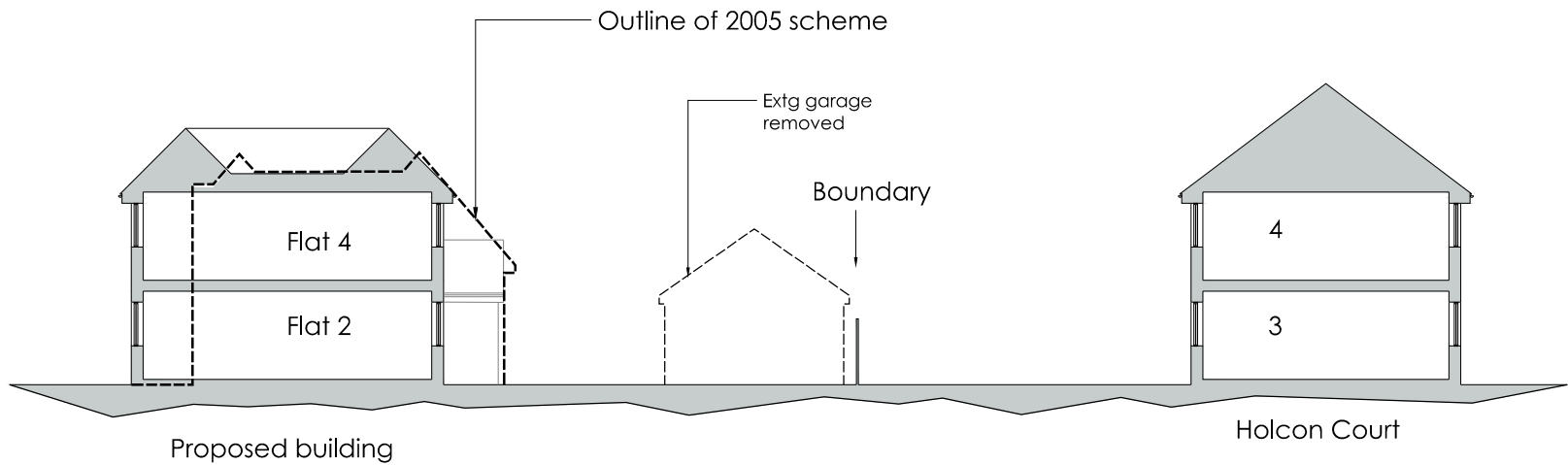
Rev	Date	Description
KAA		
KA Architectural Ltd kaa1@email.com		
Date	Oct 2020	
Scale	1:200 @ A3	
Client	Beaufort Homes	
Project	Little Thorns London Road Redhill RH1 2JU	
Title	Street Elevation/ Section Comparison with 2005 Scheme	
Drawing No	2008 / PL 19	

Section A-A

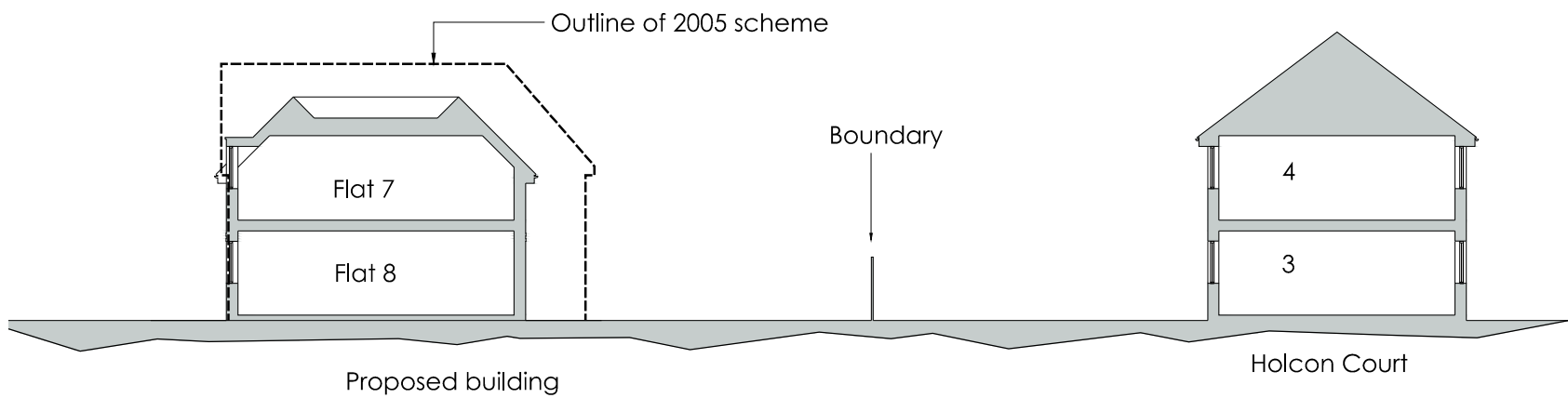
Do not scale from this drawing, except for planning purposes.



Section B-B



Section C-C



Rev	Date	Description
A	3.11.20	Roof profile amended Section B-B

KAA

KA Architectural Ltd
kaa1@email.com

Date
Apr 2020

Scale
1:200 @ A3

Client
Beaufort Homes

Project
Little Thorns
London Road
Redhill RH1 2JU

Title
Site Sections

Drawing No

2008 / PL 17 A



C	2.10.20	Half timbering omitted
B	10.8.20	Update to match elevation dwgs.
A	10.8.20	Update to match elevation dwgs.
Rev	Date	Description

KAA

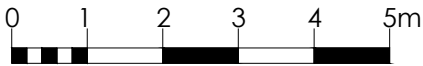
KA Architectural Ltd
kaa1@email.com

Date	Apr 2020
Scale	NTS
Client	Beaufort Homes

Project	Little Thorns London Road Redhill RH1 2JU
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Title	Perspective View
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Drawing No	2008 / PL 10 C
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Rev	Date	Description
A	3.11.20	Dormer added

KAA
KA Architectural Ltd
kaa1@email.com

Date
Apr 2020
Scale
1:100 @ A3

Client
Beaufort Homes
Project
Little Thorns
London Road
Redhill RH1 2JU

Title
South Elevation
Profile Comparison

Drawing No
2008 / PL 16 A

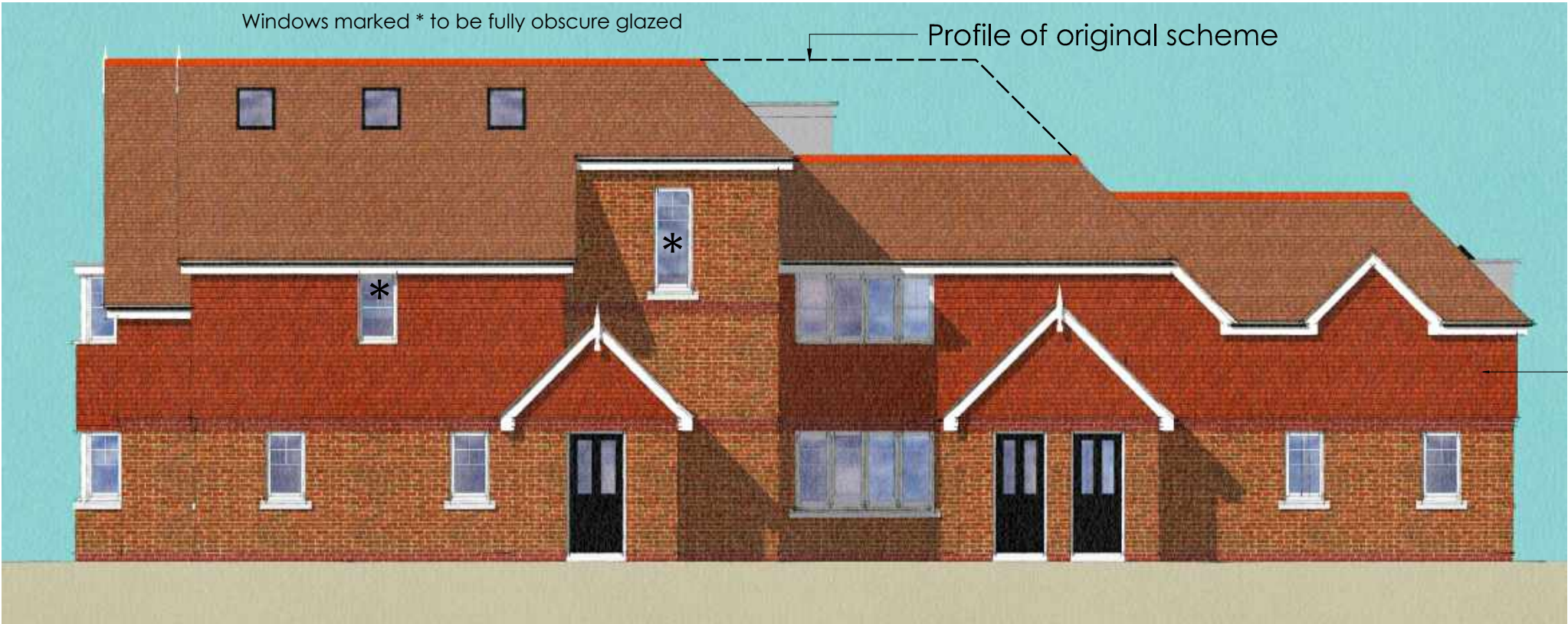
West



Clay plain tiles with feature courses of decorative club tiles



South



Windows marked * to be fully obscure glazed

Profile of original scheme

Clay plain tiles with feature courses of decorative club tiles

D	3.11.20	Second floor/roof reduced
C	2.10.20	Half timbering omitted
B	26.8.20	South elevation updated
A	10.8.20	West elev: half timbering amended
Rev	Date	Description

KAA

KA Architectural Ltd
kaa1@email.com

Date
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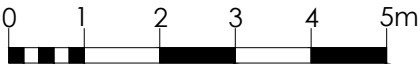
Title
Elevations
Sheet 1

Drawing No
2008 / PL 08 D

East



Clay plain tiles with feature courses of decorative club tiles



North



Clay plain tiles with feature courses of decorative club tiles

D	3.11.20	Second floor/roof reduced
B	26.8.20	Half timbering added
A	10.8.20	East elev: doors added Extent of tile hanging amended
Rev	Date	Description

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Title
Elevations
Sheet 2

Drawing No
2008 / PL 09 C