

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	4 th September 2019
	REPORT OF:	HEAD OF PLACES & PLANNING
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AGENDA ITEM:	7	WARD: Nork

APPLICATION NUMBER:	19/00314/F	VALID:	15/02/2018
APPLICANT:	Mr Tahir	AGENT:	Whiteman Architects
LOCATION:	38 FIR TREE ROAD BANSTEAD SURREY SM7 1NG		
DESCRIPTION:	Replacement of existing building C3 Dwelling House to allow for 5. No unit C3 residential flats.		
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 the demolition of an existing two storey detached dwelling house and its' replacement with building to provide five residential flats, consisting of 5x2 bedroom flats.

The site is located to the south side of Fir Tree Road to the north of the Borough in Banstead. The surrounding area is residential, being characterised predominantly by large detached dwelling houses set within generous plots with deep rear gardens. The area is somewhat varied in terms of character and is typical of 1930s-50s suburban form.

The proposed block of flats would take the form of a large residential dwelling, incorporating hipped roofs with a pitched roof front projecting gable that would be consistent with the varied mix of architectural styles found within the road. Its' depth within the plot would be comparable with both neighbouring dwellings, and the ridge and eaves heights would sit comfortably within the road, ensuring the development does not appear incongruous.

On the issue of impact on neighbouring residential amenity, the angular juxtaposition of the recently completed 40 Fir Tree Road would bring the neighbours' rear elevation closer to the development; however there are no rooms directly serving habitable rooms that would be impeded, ensuring that there is no undue loss of light to these properties. The separation distance would be sufficient to ensure the

development is not overbearing in nature, and the level of overlooking permissible would be comparable to the existing dwelling on site.

It is not proposed to remove any trees or existing vegetation as part of the development, with additional landscaping to be incorporated to the front boundary, which would be secured by condition.

The County Highway Authority (CHA) has assessed the application on the grounds of parking provision and highway safety grounds and is satisfied with the proposal subject to the imposition of appropriate conditions, including the requirement for a Construction Transport Management Plan prior to the commencement of development. The CHA have acknowledged the large amount of concern expressed by neighbouring residents in regards to potential highway safety issues, particularly in light of the more recent development of 40 Fir Tree Road. The CHA has assessed the visibility splays from either side of the proposed access to 38 Fir Tree Road, which has a 30mph speed limit, and considers that the 43m of visibility required is achievable. There is a bus stop approximately 40m to the west of the access. Whilst pedestrians would undoubtedly stand at this point, the distance of the bus stop would not result in a highway safety issue. The scheme has been amended from a 3-bed to 2-bed flat in the top floor and as a result meets the minimum parking standards set by the emerging Development Management Plan.

On balance it is considered that the proposed development would be of an acceptable design and appearance that would sit comfortably within the street scene. There would be a minimal level of impact on neighbouring residential amenity by virtue of the position of the building within its plot. The potential for a car dominated frontage can be overcome by appropriate planting, and highway requirements are considered to have been satisfied.

RECOMMENDATION(S)

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

Consultations:

Highway Authority: The County Highway Authority has undertaken an assessment in terms of the likely net additional traffic generation, access arrangements and parking provision and is satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway. The County Highway Authority has

Archaeological Officer: The site lies within an Area of High Archaeological Potential, designated around the known site of an early Anglo-Saxon burial ground. Several skeletons have been reported, some of which were buried with pottery vessels. A number of these have been reported as surviving in a relatively complete and well preserved condition.

Although it is probable that the existing building will have disturbed any remains within its' footprint, the proposed new build will involve some new ground disturbance, particularly where areas of landscaping are proposed and so there is some potential for archaeology to be present within the sit, I consider that further work to identify and record any buried archaeological remains that may be present is required. In this case, due to the previous disturbance I consider that it would be appropriate to carry out a **program of archaeological monitoring** (watching brief) during development. This will require the attendance of a suitably qualified professional archaeologist to observe ground works in order to identify and record any archaeological remains that may be revealed and will require the submission of an appropriate Written Scheme of Investigation in advance of any work on site.

In order to secure this work a condition in line with the above would be attached in the event of planning permission being granted.

Sutton and East Surrey Water: No comment received

Representations:

Letters were sent to neighbouring properties on 18th February 2019. A total of 42 responses were received. Following the receipt of amended plans further consultation took place on 28th May 2019. A further 37 responses were received. Further amendments were made and re-consultation took place on 8th July. A further 25 responses were received. A final set of amendments were made submitted on 5th August with a further 12 responses. A total of 116 responses have been received.

Issue	Response
Overdevelopment	See paragraphs 6.3-6.7
Alternative location/ proposal preferred	See paragraphs 6.3-6.7
Harm to Conservation Area	See paragraphs 6.18
Overlooking and loss of privacy	See paragraphs 6.12-6.16
Overbearing	See paragraphs 6.12-6.16

Loss of private view	See paragraph 6.17
Increased noise and disturbance	See paragraph 6.29 (Condition 9)
Inconvenience during construction	See paragraph 6.29 (Condition 9)
Drainage/ sewerage capacity	See paragraph 6.21
Health/ crime fears	See paragraph 6.21
Harm to countryside/ greenbelt	See paragraph 6.18
Harm to wildlife habitat	See paragraph 6.19
Inadequate parking	See paragraphs 6.23-6.30
Increased traffic/ congestion	See paragraphs 6.20-6.30
Hazard to highway safety	See paragraphs 6.20-6.30

1.0 Site and Character Appraisal

- 1.1 The site comprises of a detached dwelling on the southern side of Fir Tree Road. The existing building is a two storey building with single storey side garage and rear additions. The building is set back generously from the road with an in-out driveway. The frontage of the site has some hedging and half-moon grass verge and there is a mature tree at the north-east corner of the site fronting Fir Tree Road. The plot itself is wider at the front but narrows considerably to the rear. In addition to the tree on the front, there are a number of mature trees along the rear boundaries of the site in particular; however, it is unclear from the information submitted whether these fall within the ownership of the site.
- 1.2 The site is located within the urban area in a predominantly residential environment. Fir Tree Road is largely characterised by detached properties set within generous plots, commonly with soft landscaped frontages. Properties are generally well spaced giving the street scene a relatively spacious character. At the location of the site, the opposite side of Fir Tree Road is an area of public open space which adds to this spacious feel, beyond which is a 1970s housing estate. Some instances of more recent back land development exist to the east of the site along Fir Tree Road.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: The applicant did approach the Council for pre-application advice prior to the submission of the current planning application.
- 2.2 Improvements secured during the course of the application: Amended plans have been received following concerns raised regarding proximity of the development to the side (south-west) boundary.

- 2.3 Further improvements could be secured: Improvements to the scheme could be secured by way of suitably worded conditions.

3.0 Relevant Planning and Enforcement History

There is no planning or enforcement history relating to the proposed application site. Relevant planning applications within the wider area are listed below.

17/02787/F	Demolition of existing building previously used as C2 residential institution and erection of a 3 storey building to allow for 5 no. C3 residential flats.	Granted 22.02.2018
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The above application 17/0282/F relates to the neighbouring property 40 Fir Tree Road.

4.0 Proposal and Design Approach

- 4.1 This is a full application for the replacement of an existing detached dwelling house and its' replacement and the creation of 5 residential flats, specifically 5x2 bedroom flats. The property would have a hipped roof design with a hipped roof element to the east side that would be subservient to the main part of the building. The building would be 8.8m in height. A pitched roof gable would project from the west side of the front elevation. The rear elevation would feature two pitched roof dormer windows serving the roof accommodation, whilst the front would feature 3 rooflights. The two ground floor flats would be provided with small private garden terrace areas.
- 4.2 The footprint of building would be sited 1.5m from the shared side boundary with 36 Fir Tree Road, with which the flank elevation (proposed elevation B) would run parallel. The shared side boundary with 40 Fir Tree Road is diagonal in nature, meaning that the front (north-west) corner would be sited 4.2m away from the boundary, whilst the rear (south-west) corner would be sited 1.5m away.
- 4.3 Externally the development would be provided with 6 parking spaces. At present the existing property has an 'in-out' driveway. It is proposed that one of these would be closed, forming a single entrance in to the site. Existing boundary planting to the frontage, which is quite minimal, is proposed to be enhanced by additional landscaping.
- 4.4 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.

4.5 Evidence of the applicant’s design approach is set out below:

Assessment	The design and access statement submitted in support of the application identifies the site as being occupied by a detached dwelling on the south side of Fir Tree Road, which is characterised by detached properties set within generous plots, commonly with soft landscaping frontages. An area of open space is identified as being sited opposite, contributing a spacious feel to the area. It is further identified that there are instances of backland development along Fir Tree Road.
	No site features worthy of retention were identified.
Involvement	No community consultation is intimated as having taken place.
Evaluation	It is not indicated that alternative development options have been considered. The current proposal has been informed by pre-application advice.
Design	The design statement argues that the scale and appearance of the building attempts to maintain the ‘rhythm’ of residential development in the area.

4.6 Further details of the development are as follows:

Site area	0.084 hectares
Existing use	C3 Dwellinghouse
Proposed use	C3 Dwelling House
Proposed Site Density	59.5 dwellings per hectare (dph)
Existing parking spaces	6
Proposed parking spaces	6
Parking standard	1.5 spaces car parking spaces per 2 bedroom unit, 2 spaces per 3 bedroom unit

5.0 Policy Context

5.1 Designation

Urban area

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)
CS10 (Sustainable Development),

5.3 Reigate & Banstead Borough Local Plan 2005

Housing	Ho9, Ho13, Ho16, Ho18
Trees	Pc4
Movement	Mo5, Mo7

5.4 Other Material Considerations

National Planning Policy Framework

National Planning Practice Guidance

Emerging Development Management
Plan 2019

Supplementary Planning Guidance

Surrey Design
Local Distinctiveness Design Guide
A Parking Strategy for Surrey
Parking Standards for Development

Other

Human Rights Act 1998
Community Infrastructure Levy
Regulations 2010

6.0 Assessment

6.1 The application seeks permission for the erection of four dwellings.

6.2 The main issues to consider are:

- Design and Impact on the character of the area;
- Amenity of future occupiers;
- Neighbour amenity;
- Trees and Landscaping;
- Highway Impact, Access and parking
- CIL
- Affordable Housing

Design and Character

6.3 The property has been designed to reflect a residential appearance, being informed by the predominating character of the area. Properties along the south side of Fir Tree Road are typified by large detached dwellings in the context of which the proposal would not be at odds in terms of scale. The

eaves and ridge heights would remain consistent with that of both neighbouring dwellings. The proposed building is 1m greater in height than the existing dwelling on site. However it is proposed to lower the existing ground level by 0.4m, resulting in the height of the building being consistent with the two neighbouring properties.

- 6.4 In terms of appearance, the design of the block would be quite traditional through its incorporation of hipped and pitched roofs, both of which are not uncommon features within the road. The use of fair faced brick to the ground floor with render above would be a more contemporary appearance than the existing building; however it would be quite subtle and would not result in the building appearing incongruous within the context of the road. The proposed materials and colour palette would reflect and reinforce local distinctiveness and would be compatible with the relatively varied appearance of properties found within the Fir Tree Road street scene.
- 6.5 On the issue of spacing, concern was raised during the course of the application that the south-west corner of the building would be unacceptably close to the shared boundary with 40 Fir Tree Road by virtue of the narrowing of the plot as it progresses to the rear. In response to this concern the footprint of the building has been moved to the east by an additional 0.5m, meaning there would be a separation distance of approximately 1.5m between the property and the boundary at the closest point, with a significantly wider gap of 4.3m to the front. There would be a distance of 3.2m between the flank elevations of both properties at the closest point. Whilst the rear of the building would be relatively close the level of separation would not be untypical of properties in the road, where there are numerous examples of dwellings with even closer proximities, and would reflect the character in this regard.
- 6.6 At present the existing property has an in/out access to the existing hardstanding, with a semi-circular area of front garden. The proposed development would see the loss of this grassed area; however it is proposed to close one of the existing access points with the intention to replace this with new planting. The visual impact of the additional hardstanding could be easily mitigated by the introduction of additional planting, which can be secured by way of a condition requiring details of landscaping proposals to be submitted and approved prior to commencement of development.
- 6.7 On balance therefore it is considered that the development would be acceptable in regards to impact on the character of the area, in compliance with policies Ho9, Ho13 and Ho16 of the Borough Local Plan 2005 and the Local Distinctiveness Guide.

Amenity for Future Occupants

- 6.8 It is a fundamental objective of planning policy and stated within the National Planning Policy Framework 2018 that we provide high quality housing that is well designed and built to a high standard. The advice is amplified further by policies Ho9 and Ho18 of the Borough Local Plan which states that the

environment created for residents of the proposed development must be satisfactory. Although policy does not specifically require that new dwellings/conversions be built to a specific minimum size, it is implicit in the advice mentioned above that they are of a size to provide adequate standards of living for the future residents. Government guidance exists in the form of technical standards regarding the appropriate size of new dwellings and proposed dwellings should conform to these standards. Whilst local policy does not require a specific level of residential floor space to be provided, there is an expectation that any future residential provision would be appropriate in this regard. It is considered the floor layouts and level of living space provided would be acceptable.

- 6.9 The development would comprise 5 two bed flats. Initially it was proposed to provide 4x2bed flats and 1x3 bed flat; however the number of bedrooms within the second floor flat was reduced during the course of the application.
- 6.10 The two ground floor flats would have access to small private garden spaces to the rear. The existing garden would remain beyond. Whilst properties along Fir Tree Road have much larger gardens there would not be an objection to the proposal in this regard. It should be noted that the development approved by planning committee for the development of 40 Fir Tree Road adopted a similar approach which was deemed to be acceptable.

Impact on neighbouring residential amenity

- 6.11 Number 40 Fir Tree Road is a new two storey development that has recently been constructed to provide 5 flats over two storeys with an additional flat within the roof space. This application was submitted under reference 17/02787/F and approved by planning committee on 21 February 2018. The property has a staggered rear elevation, which features window serving a kitchen, with further patio doors serving the main living area set deeper within the plot. The first floor is similar in terms of its' internal layout, with small terraces beyond the living area. The proposed block of flats would not project beyond the rear building line, though it would, by virtue of the juxtaposition of the two properties, extend beyond the ground and first floor kitchen windows serving flats 1 and 3 respectively. A 45 degree line measured in the horizontal would not be intersected, thus passing the relevant test. In any case the main living areas of 40 Fir Tree Road would not be impacted by the proposed development.
- 6.12 Turning to 36 Fir Tree Road, this is a two storey detached dwelling with attached garage. There would be a separation of approximately 5m between facing flank elevations, with the footprint of number 38 being sited 1.5m from the shared boundary. Number 36 has no side facing windows; however there is a rear facing window likely serving a bedroom. The property has benefitted from a ground floor rear extension serving habitable space. A 45 degree line assessment has again been carried out from the neighbouring upper floor rear facing window, which would not be intersected by the proposed development. The rear facing ground floor windows are deeper within the site, meaning they would not be impacted by the proposal. It is not

considered that there would be significant loss of light to windows serving habitable.

- 6.13 The main body of 36 Fir Tree Walk, as well as the usable area of rear garden would be a sufficient distance away to avoid the development being overbearing in nature. The neighbouring garage is sited along the shared boundary which would serve to separate the two to a degree, minimising overbearing impact to the point of being acceptable.
- 6.14 The upper floors of the proposed development would not feature any terrace areas. Whilst first floor windows would allow for views over the rear gardens of neighbouring dwellings, this would not be dissimilar to the current arrangement.
- 6.15 On balance it is considered that the proposal would be acceptable in terms of neighbour impact.
- 6.16 Within objections, concern has been raised that the development would result in the loss of a private view. Whilst the immediate outlook of a neighbouring property can be taken in to account, there is not a right to a private view that can be considered during the assessment of a planning application. It is not considered that in this case there would be any resultant harm to the immediate outlook of any neighbouring properties.
- 6.17 Further concern is raised on the grounds that the development would result in harm to the Green Belt and a Conservation Area. An assessment of the area has concluded that the site does not fall within either of these areas and has therefore not been considered.
- 6.18 No protected species has been identified as being present on site. There is separate legislation in place that would come in to force in the event of such species being identified.
- 6.19 Issues regarding impact on the existing drainage and sewerage capacity would be considered at the building regulations stage.
- 6.20 Issues concern crime fears would be a matter for the police, whilst health fears would not be a matter for the planning authority for consideration. No specific existing or potential issues have been identified in this respect. Similarly, whilst health fears have been cited by interested parties, no specific issues have been identified in this respect. The effect of the development on crime and health is considered to be no different to any other small residential scheme.

Trees and Landscaping

- 6.21 Much of the existing planting along the front boundary is to be retained and/or supplemented with new hedge planting. The development would not involve the removal of any trees and those trees both on and off site can be protected

during the development phase. The indicative planting scheme would enhance over time. A condition has been recommended to require the submission of landscaping details prior to commencement as well as a condition to ensure that the development implements the submitted and approved tree protection plan. The proposal would be acceptable in terms of landscaping and impact on trees, in accordance with Policy Ho9 and Pc4 of the Borough Local Plan.

Highway Impact, Access and parking

- 6.22 Significant concern has been raised during the course of the application in regards to the level of parking provision on site, as well as the potential for the increase in vehicles and vehicular movements to have a detrimentally harmful impact on the safe usage of the highway by both drivers and pedestrians.
- 6.23 The application proposes 5 residential flats: 5x 2 bedroom units. It is proposed to provide 6 off-street car parking spaces to serve the 5 units. Surrey County Council's Vehicular and Cycle Parking Guidance (2018) states 1 & 2 bedroom flats in suburban locations are expected to provide maximum vehicular parking of 1 space per unit. In line with this guidance the development would be expected to provide a maximum of 6 off-street car parking spaces. Saved Policy MO7 of the Reigate and Banstead Local Plan requires new development to provide parking provision in line with the standards identified in Reigate and Banstead's Development Management Plan (Regulation 19) Parking Standards October 2017. Number 38 Fir Tree Road is identified as being within a location of medium accessibility in terms of its walking distances from the nearest railway station, as well as town and local centres. The CHA consider the application site to be in a sustainable location. The site is located approximately 40m from the nearest bus stop and less than 500m from Banstead Train Station. Close proximity to both bus stops and train stations will reduce reliance of future occupants of the development on the private car.
- 6.24 It is recommended within these standards that 2 bedroom flats in a medium accessibility location are provided with 1 car parking space each. In line with this guidance the development would be expected to provide 5 car parking spaces, plus an additional space to be provided as a visitor space. Therefore the proposed development provides parking in line with both Reigate and Banstead and Surrey County Council Guidance.
- 6.25 When responding to consultations on residential development, SCC will only raise objections regarding parking if there is a shortfall that would lead to danger on the adjoining highway. SCC would not raise objections on amenity grounds. Given that the proposed parking for the development is in line with guidance, the CHA does not consider that the application provides a shortfall in car parking and therefore raises no objection to the application on car parking provision.

- 6.26 A 6m aisle width is normally required between opposing banks of spaces - this has been provided and therefore it is considered that all 6 car parking spaces are accessible. 6m clearance between spaces also means that it is possible for vehicles to turn within the site and therefore vehicles will be able to both enter and exit the site in a forwards gear.
- 6.27 Turning to the proposed access, the application proposes to use an existing access from the site onto Fir Tree Road. Fir Tree Road is an 'A' class road subject to a 30 mph speed limit. In accordance with Manual for Streets an access onto a road subject to a 30mph speed limit is expected to provide visibility splays of 2.4m 'x' distance by 43m 'y' distance. The pavement outside the site measures approximately 2.5m wide. Fir Tree Road within the vicinity of the site is relatively flat and straight. Therefore the required 43m of visibility is achievable, and all falls within the public highway. Therefore the County Highway Authority considers the access is suitable for the proposed development. The access is approximately 40m from a bus stop - the CHA does not consider that intensification in use of the access will impact upon the bus stop.
- 6.28 Regarding the issue of construction traffic, the County Highway Authority has recommended a condition that requires the developer to submit a Construction Transport Management Plan, to include details of parking, loading and storage. This must be submitted and approved prior to commencement of construction. This will require the developer to carefully consider the management of construction traffic. Given concern regarding Construction Traffic it may be appropriate to request a more thorough CTMP. This is reflected in condition 9.
- 6.29 On the basis of the above it is considered that highway matters have been satisfactorily addressed and, subject to appropriate conditions, would comply with Section 9 "Promoting Sustainable Transport" and Policies Mo5, Mo6 and Mo7 of the Reigate and Banstead Borough Local Plan.

CIL

- 6.30 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, roads, 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.

Affordable Housing

- 6.31 Core Strategy Policy CS15 and the Council's Affordable Housing SPD require financial contributions towards affordable housing to be provided on housing developments of 1-9 units. However, the 2018 NPPF makes clear such contributions should not be sought from developments of 10 units or less.

- 6.32 In view of this the Council is not presently requiring financial contributions from applications such as this resulting in a net gain of 10 units or less. The absence of an agreed undertaking does not therefore warrant a reason for refusal in this case.

Other Matters

- 6.33 The site is within an Area of High Archaeological Potential. The County Archaeologist was consulted on the application and has recommended an archaeological monitoring condition given the potential ground disturbance. This is considered reasonable to safeguard potential archaeological interest.

CONDITIONS

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

Plan Type	Reference	Version	Date Received
Site Layout Plan	075	A	01.07.2019
Floor Plan	100	A	01.07.2019
Floor Plan	101	A	01.07.2019
Floor Plan	102	C	01.07.2019
Roof Plan	103	B	01.07.2019
Elevation Plan	300	B	01.07.2019
Elevation Plan	301	B	01.07.2019
Street Scene	302	C	01.07.2019
Block Plan	UNNUMBERED		01.07.2019

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.

2. 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.

3. No development shall take place until samples 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 that a satisfactory external appearance is achieved of the development with regard to Reigate and Banstead Borough Local Plan 2005 policies Ho9 and Ho13.

4. No development shall take commence the developer obtains the Local Planning Authority's written approval of details of both existing and 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 Borough Local Plan 2005 policy Ho9.

5. The first floor windows in the side elevations of the development hereby permitted shall be glazed with obscured glass which shall be fixed shut, apart from a top hung opening fanlight whose cill height shall not be less than 1.7 metres above internal floor level, 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 Borough Local Plan 2005 policy Ho9.

6. No development shall commence including groundworks preparation and demolition until all related arboricultural matters, including arboricultural supervision, monitoring and tree protection measures are implemented in strict accordance with the approved details contained in the Tree Protection Plan and Arboricultural Method Statement compiled by ACD Environmental reference PRI22294aia-ams dated 6th February 2019.

Reason: To ensure good arboricultural practice in the interests of the maintenance of the character and appearance of the area and to comply with policy Pc4 of the Reigate and Banstead Borough Local Plan 2005 and the recommendations within British Standard 5837.

7. No development shall commence until details of hard and soft landscaping is submitted to and approved in writing by the Local Planning Authority (LPA). These shall include frontage tree and hedge planting and any other existing or proposed, soft or hard, landscaping in the front garden area, or adjacent to boundaries where appropriate. The soft landscape details shall include an establishment maintenance schedule for a minimum of 2 years, full planting specifications, planting sizes & densities. Upon implementation of the approved development all the landscaping works shall be carried out in strict accordance with the landscape details as approved, and these shall be completed, before building completion, occupation or use of the approved development whichever is the earliest.

If any of the new or existing tree/s or hedge/s, detailed and approved under this condition, are removed, die, or become significantly damaged or diseased within 5 years of completion, it/they shall be replaced before the

expiry of one calendar year, to a planting specification agreed in writing by the Local Planning Authority. The hedges detailed shall be retained at a minimum height of 1 metre, or if new, once grown to this height thereafter.

Reason: To ensure good landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies Pc4, Ho9, and Ho13 of the Reigate and Banstead Borough Local Plan 2005

8. No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation which has been submitted to and approved in writing by the Local Planning Authority.

Reason: The site covers an area in which it is considered necessary to preserve for future reference any archaeological information before it is destroyed by the development with regard to the Reigate and Banstead Borough Local Plan 2005 policy Pc8.

9. 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
- (f) HGV deliveries and hours of operation
- (g) vehicle routing
- (h) measures to prevent the deposit of materials on the highway
- (i) on-site turning for construction vehicles 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 to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005 and the objectives of the NPPF 2012.

10. No part of the development shall be first occupied unless and until the proposed modified access to Fir Tree Road has been constructed in accordance with the approved plans and thereafter shall be kept permanently maintained.

Reason: The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users in order to meet the objectives of the NPPF (2018), and to satisfy policy Mo5, Mo6 and Mo7 of the Reigate and Banstead Local Plan.

11. The development hereby approved shall not be first occupied unless and until the eastern most access from the site to Fir Tree Road has been permanently closed and any kerbs, verge, footway, fully reinstated.

Reason: The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users in order to meet the objectives of the NPPF (2018), and to satisfy policy Mo5, Mo6 and Mo7 of the Reigate and Banstead Local Plan.

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 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 area shall be retained and maintained for its' designated purposes.

Reason: The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users in order to meet the objectives of the NPPF (2018), and to satisfy policy Mo5, Mo6 and Mo7 of the Reigate and Banstead Local Plan.

13. The development hereby approved shall not be occupied unless and until at least 1 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: The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users in order to meet the objectives of the NPPF (2018), and to satisfy policy Mo5, Mo6 and Mo7 of the Reigate and Banstead Local Plan.

14. The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for:

- (a) The secure parking of bicycles within the development site, and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

Reason: To ensure that the development would promote sustainable transport choices with regard to Policy CS17 of the Reigate and Banstead Core Strategy 2014 and in recognition of Section 4 "Promoting Sustainable Transport" in the National Planning Policy Framework 2012.

15. No development shall take commence the developer obtains the Local Planning Authority's written approval of details of both existing and 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 Borough Local Plan 2005 policy Ho9.

16. The second floor rooflights in the eastern and western side elevations of the development hereby permitted shall be glazed with obscured glass which and shall be fitted with restrictors limiting opening to 10cm or less unless the cill height would be greater than 1.7 metres above internal floor level, 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 Borough Local Plan 2005 policy Ho9 and Ho13.

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, a 140 litre wheeled bin conforming to British Standard BSEN840 and a 60 litre recycling box should be provided for the exclusive use of the occupants of that dwelling. Prior to the initial occupation of any communal dwellings or flats, wheeled refuse bins conforming to British Standard BSEN840, separate recycling bins for paper/card and mixed cans, and storage facilities for the bins should be installed by the developer prior to the initial occupation of any dwelling hereby permitted. Further details on the required number and specification of wheeled bins and recycling boxes is available from the Council's Neighbourhood Services on 01737 276501 or 01737 276097, or on the Council's website at www.reigate-banstead.gov.uk. Bins and boxes meeting the specification may be purchased from any appropriate source, including the Council's Neighbourhood Services Unit on 01737 276775.
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 bowsers 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 use of landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above relevant conditions. The planting of trees and shrubs shall be in keeping with the character and appearance of the locality. There is an opportunity to incorporate substantial sized 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 Extra Heavy Standard size with initial planting heights of not less than 4m with girth measurements at 1m above ground level in excess of 14/16cm.

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 Local Highways Service Group (0300 200 1003) 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.

6. 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.
7. 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.
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. 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.

10. The applicant is advised that prior to the occupation of the development, adequate provision should be made for waste storage and collection. You are advised to contact the Council's Recycling and Cleansing team to discuss the required number and specification of wheeled bins on rc@reigate-banstead.gov.uk or on the Council's website at http://www.reigate-banstead.gov.uk/downloads/file/2579/making_space_for_waste.

11. The applicant is advised that the essential requirements for an acceptable communication plan forming part of a Method of Construction Statement are viewed as: (i) how those likely to be affected by the site's activities are identified and how they will be informed about the project, site activities and programme; (ii) how neighbours will be notified prior to any noisy/disruptive work or of any significant changes to site activity that may affect them; (iii) the arrangements that will be in place to ensure a reasonable telephone response during working hours; (iv) the name and contact details of the site manager who will be able to deal with complaints; and (v) how those who are interested in or affected will be routinely advised regarding the progress of the work. Registration and operation of the site to the standards set by the Considerate Constructors Scheme (<http://www.ccscheme.org.uk/>) would help fulfil these requirements.

REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies Pc4, Pc8, Ho9, Ho13, Ho16, Mo5, Mo7, Mo13, CS1, CS4, CS10, CS11, CS12, CS13, CS14, CS15 and CS17 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.

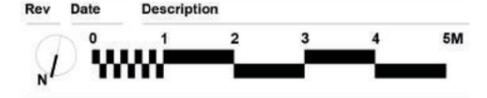
19/00314/F - 38 Fir Tree Road, Banstead



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 All levels to be checked on site.
 All setting out must be checked on site.
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Rev	Date	Description
A	26.04.19	Amendment following planning comment



Project
 38 Fir Tree Road, Banstead

Client
 Mr Afzal Tahir

Date 02/03/18 **Scale**
 1 : 200 at A3
 1 : 100 at A1

Drawing Title
 Proposed Site Plan

Drawn _____ **Checked** _____ **Approved** _____

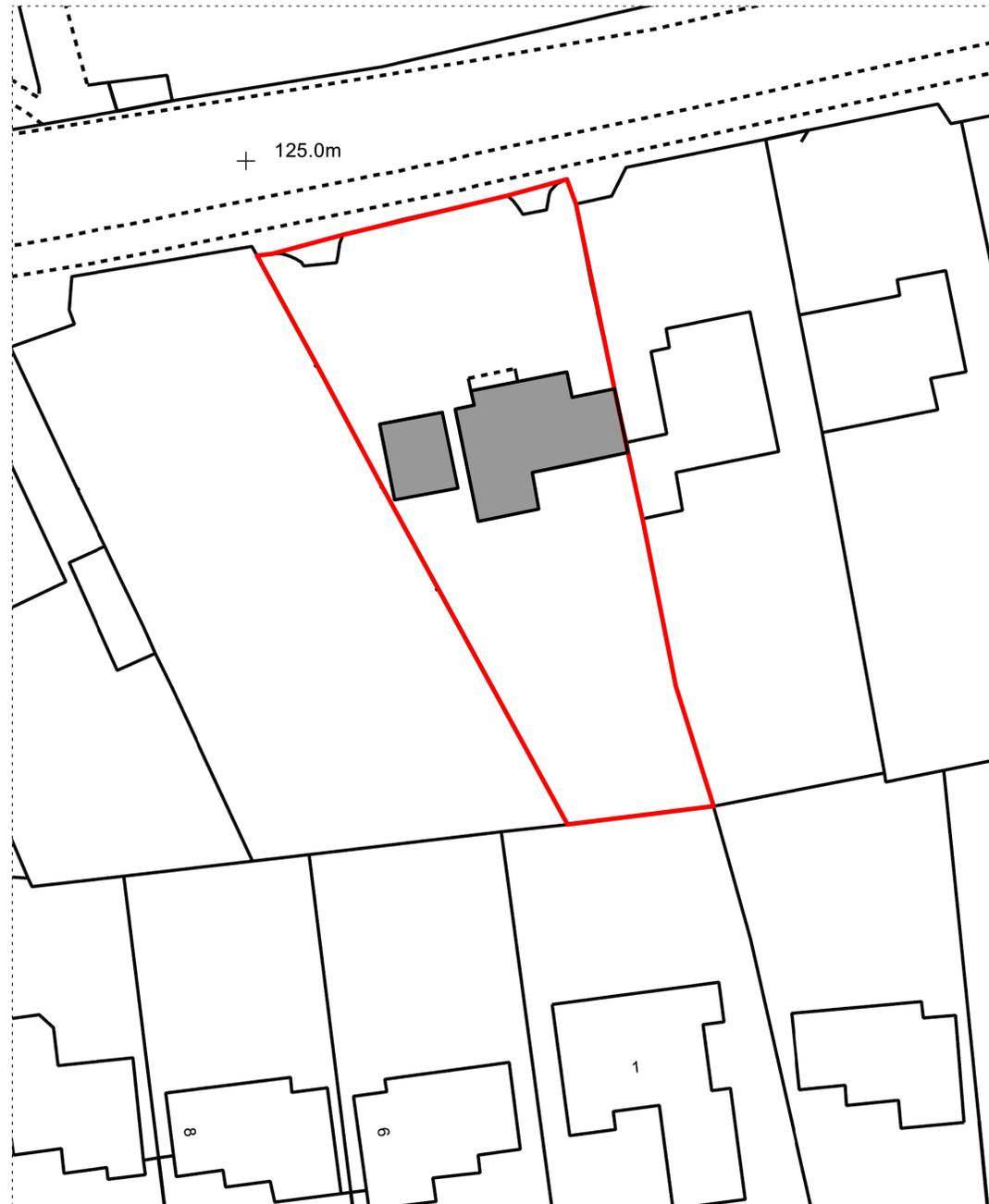
Drawing Status
 For Planning

Project	View	Drawing No.	Rev
17139	P	075	A

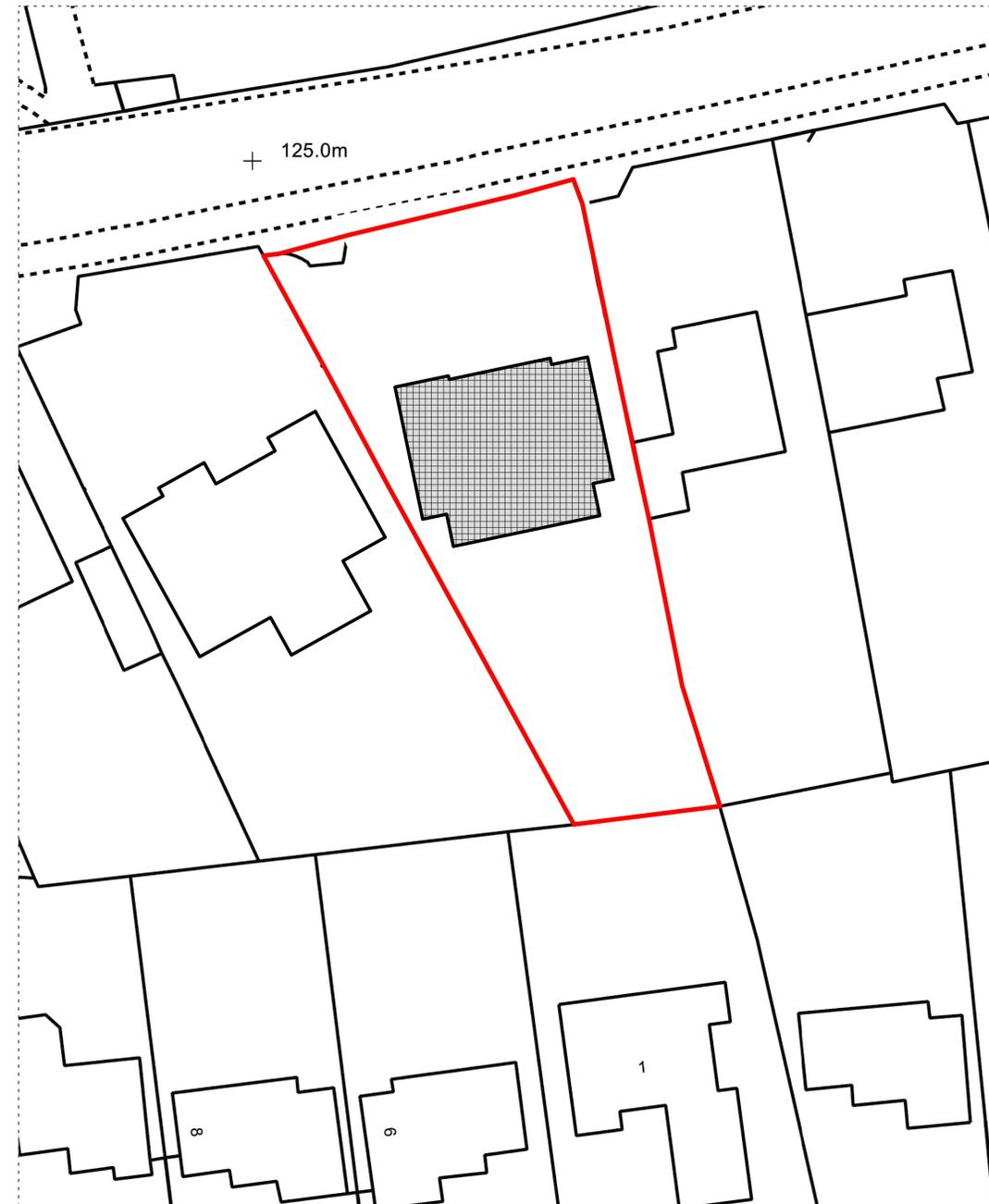
52 Middle Lane
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 www.whitemanarchitects.com

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-  Existing Property
-  Proposed Works
-  Site Boundary



EXISTING BLOCK PLAN



PROPOSED BLOCK PLAN

Rev	Date	Description
-----	------	-------------



Project
 38 Fir Tree Road, Banstead

Client
 Mr Afzal Tahir

Date 02/03/18 **Scale**

Drawing Title

Drawn _____ **Checked** _____ **Approved** _____

Drawing Status
 For Planning

Project	View	Drawing No.	Rev
17139			

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EXISTING STREET ELEVATION



PROPOSED STREET ELEVATION

Rev	Date	Description
-----	------	-------------



Project
 38 Fir Tree Road, Banstead

Client
 Mr Afzal Tahir

Date
 02/03/18

Scale
 1 : 200 at A3
 1 : 100 at A1

Drawing Title
 Street Elevations

Drawn _____ **Checked** _____ **Approved** _____

Drawing Status
 For Planning

Project	View	Drawing No.	Rev
17139	P	302	

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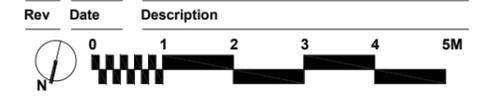


PROPOSED ELEVATION C



PROPOSED ELEVATION D

Rev	Date	Description
C	24.07.19	Amendment following planning comment
B	01.07.19	Amendment following planning comment
A	26.04.19	Amendment following planning comment



Project
 38 Fir Tree Road, Banstead

Client
 Mr Afzal Tahir

Date
 02/03/18

Scale
 1 : 100 at A3
 1 : 50 at A1

Drawing Title
 Proposed Elevations

Drawn _____ **Checked** _____ **Approved** _____

Drawing Status
 For Planning

Project	View	Drawing No.	Rev
17139	P	301	C

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PROPOSED ELEVATION A



PROPOSED ELEVATION B

Rev	Date	Description
B	01.07.19	Amendment following planning comment
A	26.04.19	Amendment following planning comment



Project
 38 Fir Tree Road, Banstead

Client
 Mr Afzal Tahir

Date 02/03/18 **Scale**
 1 : 100 at A3
 1 : 50 at A1

Drawing Title
 Proposed Elevations

Drawn _____ **Checked** _____ **Approved** _____

Drawing Status
 For Planning

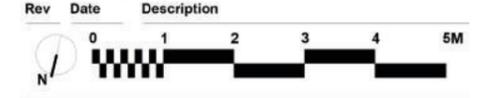
Project	View	Drawing No.	Rev
17139	P	300	B

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Rev	Date	Description
A	26.04.19	Amendment following planning comment



Project
 38 Fir Tree Road, Banstead

Client
 Mr Afzal Tahir

Date
 02/03/18

Scale
 1 : 100 at A3
 1 : 50 at A1

Drawing Title
 Proposed Ground Floor Plan

Drawn _____ **Checked** _____ **Approved** _____

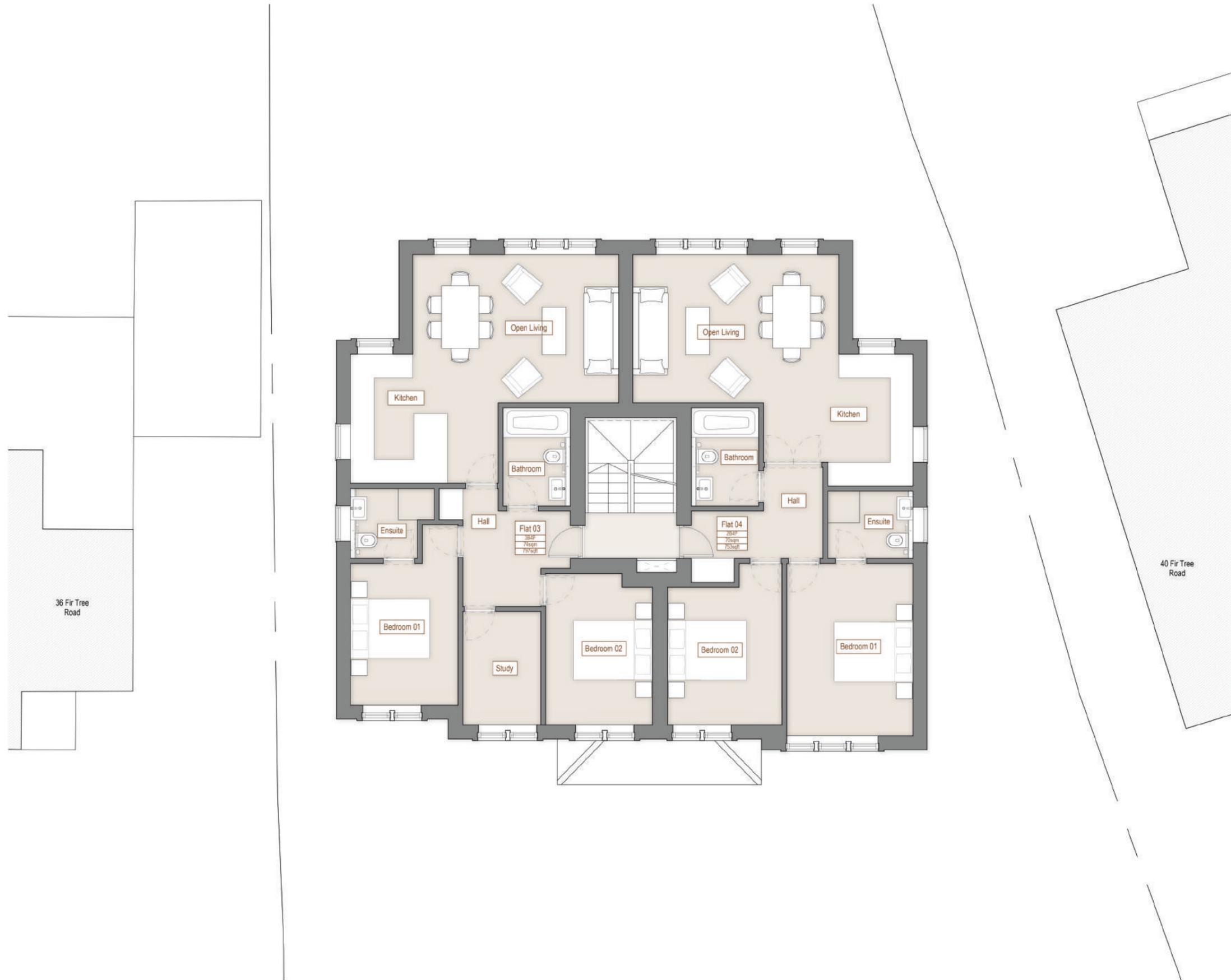
Drawing Status
 For Planning

Project	View	Drawing No.	Rev
17139	P	100	A

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Rev	Date	Description
A	26.04.19	Amendment following planning comment

Project
 38 Fir Tree Road, Banstead

Client
 Mr Afzal Tahir

Date
 02/03/18

Scale
 1 : 100 at A3
 1 : 50 at A1

Drawing Title
 Proposed First Floor Plan

Drawn _____ **Checked** _____ **Approved** _____

Drawing Status
 For Planning

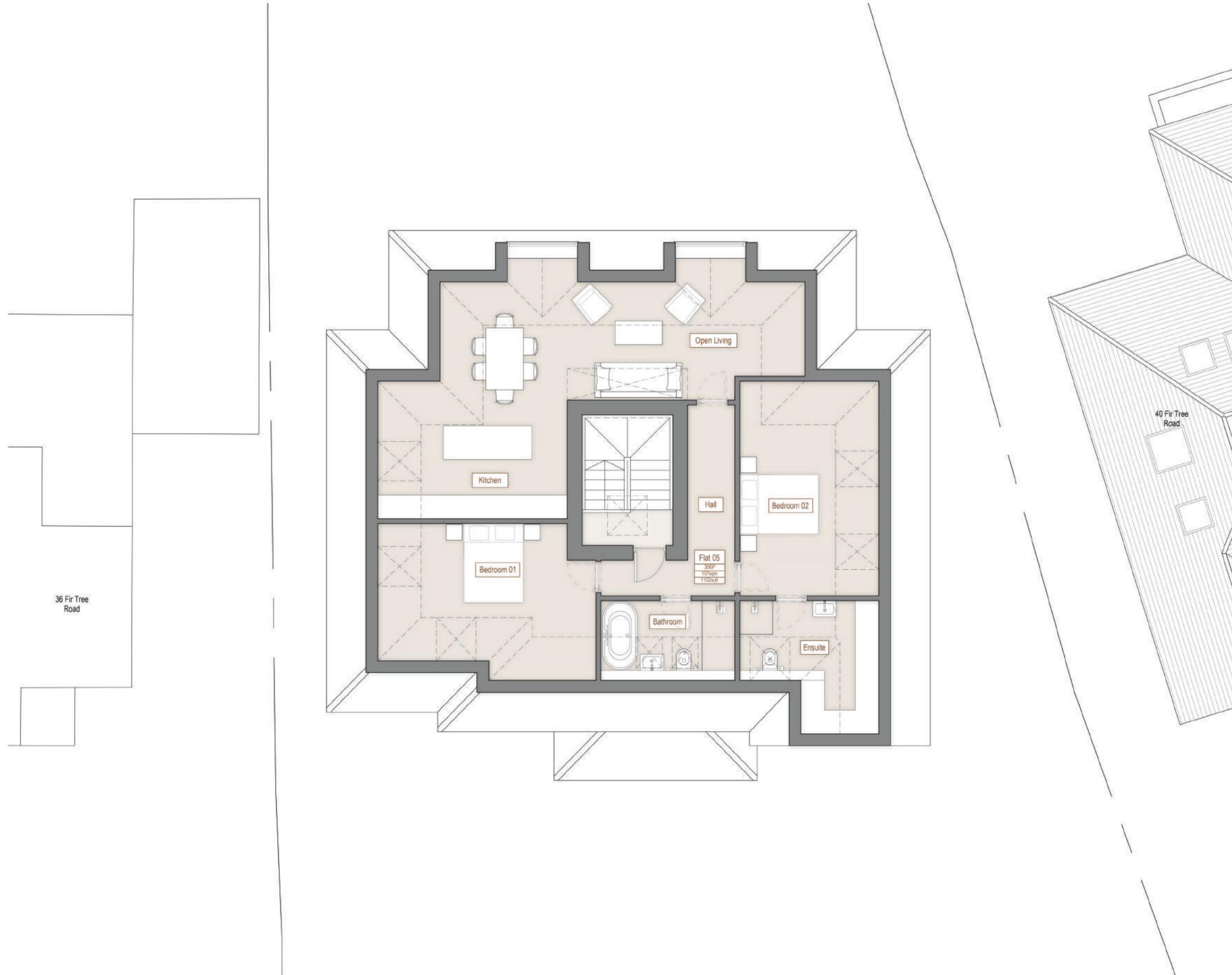
Project	View	Drawing No.	Rev
17139	P	101	A

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Rev	Date	Description
C	24.07.19	Amendment following planning comment
B	01.07.19	Amendment following planning comment
A	26.04.19	Amendment following planning comment



Project
 38 Fir Tree Road, Banstead

Client
 Mr Afzal Tahir

Date 02/03/18
Scale 1 : 100 at A3
 1 : 50 at A1

Drawing Title
 Proposed Second Floor Plan

Drawn _____ **Checked** _____ **Approved** _____

Drawing Status
 For Planning

Project	View	Drawing No.	Rev
17139	P	102	C

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