

Planning Committee Addendum



Reigate & Banstead
BOROUGH COUNCIL
Banstead | Horley | Redhill | Reigate

For enquiries regarding this addendum;

Contact: Democratic Services

Email: Democratic@reigate-banstead.gov.uk

12 May 2020

To the Members of the PLANNING COMMITTEE

Councillors: D. Allcard (Chairman),

M. S. Blacker

J. S. Bray

H. Brown

P. Harp

J. Hudson

F. Kelly

J. P. King

S. A. Kulka

S. McKenna

R. Michalowski

C. Stevens

R. S. Turner

S. T. Walsh

R. Absalom

Substitutes

Conservatives:

Residents Group:

Green Party:

Liberal Democrats

Councillors:

G. Buttironi, N. C. Moses, J. Paul and K. Sachdeva

G. Adamson, R. J. Feeney, R. Harper, N. D. Harrison and
C. T. H. Whinney

J. C. S. Essex, S. L. Fenton, R. Ritter and S. Sinden

D. A. Ross

For a meeting of the **PLANNING COMMITTEE** to be held on **WEDNESDAY, 20 MAY 2020** at **7.30 pm** in the Remote meeting via Webex.

John Jory
Chief Executive

4. ADDENDUM TO THE AGENDA

(Pages 5 - 26)

To note the addendum tabled at the meeting which provides an update on the agenda of planning applications before the Committee.



Our meetings

As we would all appreciate, our meetings will be conducted in a spirit of mutual respect and trust, working together for the benefit of our Community and the Council, and in accordance with our Member Code of Conduct. Courtesy will be shown to all those taking part.



Webcasting of meetings

This meeting will be held virtually using Webex. Details about how members of the public can observe this meeting will be published on our website. A recording of the meeting will be available on the Council's website shortly after the meeting. By attending this meeting through Webex, participants are recognising that they may be recorded and they consent to the recording being available online for others to view.



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Agenda Item 4

ADDENDUM
MEETING OF THE PLANNING COMMITTEE
WEDNESDAY 20th MAY 2020

ITEM NO: 5

APPLICATION: 19/01176/F – Fidelity, Kingswood Fields, Lower Kingswood

REPRESENTATIONS

9 additional responses were received to the application since the publication of the report. They raise the issues below which are addressed within the Committee Report. One objection includes a link to an online petition with 358 signatures. The petition objects on the basis of increase in traffic and congestion, noise and disturbance, hazard to highway safety and an alternative proposal preferred.

- Alternative location/proposal preferred
- Drainage/sewage capacity
- Increase in traffic and congestion
- Noise and disturbance
- Overbearing relationship
- Overdevelopment
- Human rights
- Harm to Conservation Area
- Harm to Green Belt/countryside
- Hazard to highway safety
- Health fears
- Inadequate parking
- Inconvenience during construction
- Loss of/harm to trees
- Property devaluation
- Harm to wildlife habitat
- Loss of a private view – (this is not a material planning consideration)
- Harm to listed building
- Flooding
- Air quality

Harm to listed building – The proposed car park extension is reasonable separated from the locally listed building on site, and is not considered to result in harm to setting of the listed building.

CONDITIONS

Condition 14 is updated to require approval from the Local Planning Authority in determination of the requirement of the bus service between Tonbridge Station and the application site.

14. Adequate staff bus services as set out in the Travel Plan, and in particular the complimentary bus service between Tonbridge station and the Kingswood site (s 7.2.4 of Travel Plan) shall remain in operation for as long as required. This will be determined by implementation of the staff travel monitoring within the

Agenda Item 4

Travel Plan and the Monitoring timeline at s 8.3.3, and to the satisfaction of the Local Planning Authority.

Reason: To mitigate any adverse impact from the development on the M25 junction 8 Reigate Hill. To ensure that the M25 continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

ITEM NO: 6

APPLICATION: 19/01184/F – Fidelity, Kingswood Fields, Lower Kingswood

REPRESENTATIONS

5 additional responses were received to the application since the publication of the report. They raise the issues below which are addressed within the Committee Report.

- Alternative location/proposal preferred
- Drainage/sewage capacity
- Flooding
- Hazard to Highway safety
- Increase in traffic and congestion
- Noise and disturbance
- Overbearing relationship
- Overdevelopment
- Harm to Conservation Area
- Harm to Green Belt/countryside
- Health fears
- Inadequate parking
- Inconvenience during construction
- Loss of buildings
- Loss of/harm to trees
- No need for the development

Loss of existing buildings – the existing pavilion is not of particular architectural merit and its loss is not considered to warrant refusal of the application.

INFORMATIVES

An additional informative is recommend in regard to electric vehicle charging sockets:

The applicant is encouraged to provide fast charge sockets (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) within the development hereby permitted.

Agenda Item 4

ITEM NO: 7

APPLICATION: 19/01177/F – Fidelity, Kingswood Fields, Lower Kingswood

REPRESENTATIONS

2 additional responses were received to the application since the publication of the report. They raise the issues below which are addressed within the Committee Report.

- Alternative location/ proposal preferred
- Drainage/sewage capacity
- Flooding
- Harm to Conservation Area
- Harm to Green Belt/countryside
- Harm to listed building
- Harm to wildlife habitat
- Hazard to highway safety
- Health fears
- Inconvenience during construction
- Increase in traffic and congestion
- Loss of buildings
- Loss of private view – (this is not a material planning consideration)
- Loss of/harm to trees
- No need for the development
- Noise & disturbance

Loss of existing buildings – No buildings are proposed to be removed as part of this application.

Health fears – No significant health issues are considered to arise as a result of the planning application.

ITEM NO: 9:

Planning Application 19/02020/F - Land rear of 36 Reigate Road, Reigate

CONSULTATIONS

Revised comments have been received from the **County Highways Authority** raising no objections and making the following comments:

The double yellow line parking restrictions have been extended along Reigate Road since the previous application in 2018. The extended restrictions do result in the loss of two spaces on the site frontage assuming parking parallel to the carriageway should be 6 metres long. Given the site frontage is about 12.5 metres long, it is concluded that two cars could have parked there.

The extension of double yellow line parking restrictions is good in the sense that it prevents inappropriate parking. For example parking opposite each other along the same stretch of highway. This would reduce the available width of carriageway for two vehicles to pass. Given Reigate Road is an “A” class road it is reasonable to assume that large vehicles would use the carriageway. If drivers park opposite each

Agenda Item 4

other, that could potentially lead to congestion and associated problems. Parking next to accesses can also block sight lines, all be it temporarily. Under the previous application with its shortfall of parking and the loss of parking for the existing flats, there was more potential for both problems to happen. However the planning inspector did not share this concern. Parking restrictions, such as those on Reigate Road, are there to prevent inappropriate parking and to keep traffic flowing. On the other hand the extended parking restrictions would force parking into an even shorter length of total carriageway suitable for parking. However the now proposed development would not materially add to this. The proposed units would have adequate parking that meets R&B minimum parking standards and so this removes the shortfall in parking problem that existed under the 2018 application. The proposed development would still result in the loss of exiting parking for the flats at 36 Reigate Road. But this will be displaced onto the south side of Reigate Road where there is a finite length of parking space due to the restrictions that have been imposed on to the north side of the carriageway. But this will not be materially worse under the current highway situation compared to the situation that existed at the time the appeal decision was made under the previous application.

With regards to the cycle lane that is not enforced, it is only advisory. So people can park in there as they are currently doing. However the proposed development is making that worse but not materially so. However I would not want any further development taking place in this area that either displaces parking or has a shortfall in parking as that will make the situation even worse.

Conditions have been recommended relating to:

- Provision of parking prior to occupation
- Construction Transport Management Plan
- Provision of fast charge socket for each house

Informatives regarding the following are recommended:

- Works to the highway are not authorised by this scheme
- It is an offence to allow materials to be deposited onto the highway
- The highways authority is permitted to charge the developer for any damage to the highway

Comments have been received from the **Deerings Road Residents Association** and further comments from 20 residents raising the following issues:

- Criticism of the application documents being considered inconsistent and not fit for purpose: not having been updated from the initial submission for 2 detached homes.
- Lack of compliance with the following policies from the Core Strategy and DMP:
 - CS1 Sustainable development
 - CS2 Valued landscapes and natural environment
 - CS4 Valued townscapes and historic environment
 - CS10 Sustainable development
 - CS10 Housing Delivery

Agenda Item 4

CS17 Travel options
DES1, Design of new development
DES2, Residential garden land development
DES3, Residential areas of special character
DES4 Housing mix
DES5 Delivering high quality homes
DES8 Construction Management
OSR1 Urban open space

- Strong local objection to this scheme
- Lack of consultation prior to submission of the application
- Concerns over the ownership of the land which is not owned by the applicant: the applicant only having an option to purchase: if permission is refused they may therefore not pursue this site's development
- The driveway and existing parking to the rear of Glenview is owned by the neighbouring property
- Topography of the site is more pronounced than it appears from the plans with a great impact upon residents to the rear of the site
- The site is unusually sylvan given its close proximity to the town centre
- No comparable backland development exists and this would have a harmful impact upon the character of the area not protecting the local character and distinctiveness.
- The Inspectors comments relating to the previous appeal should be considered
- The building is still too wide and high
- The Council can demonstrate a 5 year housing land supply and there is no requirement for additional housing such as to release sensitive sites and in this case the harm caused is not outweighed by need
- This area is used by existing residents as amenity space
- This scheme does not reflect the height and form of surrounding buildings and nor does it increase permeability being a land locked site.
- Unacceptable impact on the living conditions of neighbours through overshadowing, loss of outlook, loss of privacy, overlooking, noise and disturbance
- Inadequate landscaping and loss of trees
- Capacity of infrastructure including drainage

In response to the above, it must be noted that the principle in favour of sustainable development applies as per the National Planning Policy Framework. The ability to meet a 5-year housing supply is therefore not an argument to refuse permission and similarly, Policy MLS1 of the DMP is not relevant as this only relates to the release of the sustainable urban extensions which are sites which were taken out of the green belt or Rural Surrounds of Horley.

CONDITIONS:

Amend the following condition as set out below (changes underlined):

Condition 3: Insert Reigate and Banstead Local plan Development Management Plan 2019 Policy DES1 into the reason for the condition .

Agenda Item 4

Conditions 4,5,6a, 6b,7, Insert policy reference Reigate and Banstead Local Plan Development Management Plan Policy DES9 into the reason for condition

Condition 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) Construction vehicle deliveries and hours of operation
- (e) measures to prevent the deposit of materials on the highway
- (f) on-site turning for construction vehicles has been submitted to
- (g) details of measures to prevent dust
- (h) programme of works(including measures for traffic management)
- (i) Provision of boundary hoarding behind any visibility zones

(j) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused

has been submitted to and approved in writing by the Local Planning Authority who shall consult with the County highways Authority. The construction of the development shall be carried out in accordance with the approved Construction Management Plan.

Reason: To ensure that construction of the development does not result in unacceptable impacts upon the adjacent highway and to ensure compliance with Policy TAP1 of the Reigate and Banstead Development Management Plan 2019 and the provisions of the NPPF.

Condition 10. The development hereby approved shall not be occupied unless and until each of the proposed dwellings has been 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 recognition of Section 9 “Promoting Sustainable Transport“ in the National Planning Policy Framework 2018 and the provisions of Policy CS17 (Travel Options) of the Reigate and Banstead Core Strategy and Policy TAP1 of the Reigate and Banstead Development Management Plan 2019 and the provisions of the NPPF.

Condition 16: No development shall commence on site until a scheme for the landscaping of the site including replacement tree planting for those felled, the retention of existing landscape features has been submitted to and approved in writing by the LPA. Landscaping schemes shall include details of hard and soft landscaping, including details of boundary treatment and any tree removal/retention, planting plans, written specifications (including cultivation and other operations

Agenda Item 4

associated with tree, shrub, and hedge or grass establishment), schedules of plants, noting species, plant sizes and proposed numbers/densities and an implementation and management programme.

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

Replacement tree planting is expected to be of an extra heavy standard to compensate for the trees felled.

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

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

Insert the following conditions:

18. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, (or any Order revoking and re-enacting that Order with or without modification), no extensions shall be erected without the prior approval in writing of the Local Planning Authority.

Reason: To ensure that the development does not affect the amenities of the neighbouring properties by overlooking and to protect the visual amenities of the area in accordance with Reigate and Banstead Borough Local Plan Development management plan 2019 Policy DES1 and the Provisions of the NPPF.

19. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, or any Order revoking or re-enacting that Order with or without modification, no detached garden buildings shall be erected within the garden of either house without the prior approval in writing of the Local Planning Authority.

Reason: To ensure that the development does not affect the amenities of the neighbouring properties by overlooking or visual intrusion and to protect the visual amenities of the area in accordance with Reigate and Banstead Borough Local Plan Development Management plan 2019 Policy DES1 and the Provisions of the NPPF

20. 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.

Agenda Item 4

(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.

21. Prior to the commencement of the development full details (and plans where appropriate) of the waste collection point, shall be submitted to and approved in writing by the Local Planning Authority. All waste storage and the collection point should be of an adequate size to accommodate the bins and containers required for the dwelling in accordance with the Council's guidance contained within Making Space for Waste Management in New Development.

The dwellings shall be provided with the above facilities in accordance with the approved details prior to occupation.

Reason: To provide adequate waste facilities in the interests of the amenities of the area and to encourage in accordance with Development Management Plan 2019 policy DES1.

Insert the Following Informatives:

6. the permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course The applicant is advised that a permit and potentially a Section 278 Agreement must be obtained from the highways authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the Highway. All works on the highway will require a permit and an application will need to be submitted to the County Councils Street Works Team upto 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that the Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.

7. 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).

8. 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.

Agenda Item 4

The Inspectors Decision Notice in respect of Planning Application 18/01384/F/AP for 7 apartments is attached at Appendix A.

ITEM NO: 10

APPLICATION: 20/00503/F – 94 Brighton Road, Horley

CONDITIONS

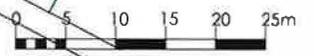
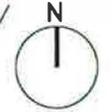
Condition 10 is updated to require 4 parking spaces to be fitted with an electric supply to fit a future fast charge socket.

The development hereby approved shall not be occupied unless and until one of the available parking spaces has been 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) and four of the parking spaces has been fitted with an electrical supply to fit a future fast charge socket in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policy TAP1 Parking, access , and Servicing TAP2 of the Reigate and Banstead Local Plan Development Management Plan September 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

APPENDIX A

Do not scale from this drawing, except for planning purposes
 Any discrepancies are to be reported to Earlswood Homes
 Refer to Structural Engineers details for structural design criteria
 This drawing remains the copyright of Earlswood Homes



Rev	Date	Description

Date: May 2018	Drawn: KA
Scale: 1:500 @ A3	Checked: *

Earlswood Homes
 Project: 36-38 Reigate Road
 Reigate
 RH2 0QN

Title: Block Plan

Drawing No: LD 10/ PL 02



Appeal Decision

Site visit made on 11 February 2019

by Mark Reynolds BSc (Hons) MSc MRTPI

an Inspector appointed by the Secretary of State

Decision date: 2nd May 2019

Appeal Ref: APP/L3625/W/18/3212950

36 Reigate Road, Reigate, RH2 0QN

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr Jason Vince of Earlswood Homes against the decision of Reigate and Banstead Borough Council.
 - The application Ref 18/01384/F, dated 26 June 2018, was refused by notice dated 20 August 2018.
 - The development proposed is construction of a block of seven apartments.
-

Decision

1. The appeal is dismissed.

Main Issues

2. The main issues in this case are;
 - the effect on the character and appearance of the area,
 - the effect on the living conditions of the occupiers of 54, 56, 58 and 60 Deerings Road with particular regard to privacy and outlook,
 - the effect on highway safety with regard to the level of parking and refuse vehicle turning arrangements.

Reasons

Character and appearance

3. The appeal site sits behind No 36 Reigate Road, one of a row of large detached, predominantly two storey traditional properties which are relatively evenly spaced, set back from Reigate Road itself. An exception in terms of local architecture is the three storey flat-roofed purpose-built block of flats to the right-hand side of the site entrance.
4. In general, the more traditional properties on this side of the road have long rear gardens which slope down from Reigate Road to adjoin the smaller rear gardens of properties on Deerings Road. The access into the appeal site between Nos 36 and 38 (Knights Court) provides clear views down to an existing parking court and the grassed appeal site. Trees along the western boundary of the appeal site help to partially enclose the site visually. I also saw that what development there is to the rear of the frontage properties is typically limited to modest domestic-scale outbuildings. Although the access and parking areas at the rear of Nos 36 and 38 exist, thereby avoiding the

Agenda Item 4

- need to create them, these large areas of hardstanding are anomalous features within the area.
5. The location of the proposed apartment block to the rear of the existing properties would be in marked contrast to the prevailing pattern of development here, where buildings are arranged with frontage to the highway. Moreover, the development, which would be set over three storeys, would occupy virtually the full width of its plot and would have a deep plan form at odds with the traditional detached properties along Reigate Road and the smaller, albeit still substantial, properties in Deerings Road to the rear of the site. Whilst the block that comprises No 38 Reigate Road does have a large footprint, not only is that uncharacteristic of the area, but importantly, it comprises frontage, not backland development. Whilst policy Ho14 of the Reigate and Banstead Borough Local Plan 2005 (LP) advises that backland development may be acceptable, it is required to meet specified criteria aimed at protecting the character of the Borough and the living conditions of adjoining occupiers.
 6. In its context, I am in no doubt that the overall scale and massing of the building proposed, with only a very modest communal garden area and with very limited space for meaningful landscaping, mean that it would be seen as visually cramped and would, in this backland location, be at noticeable odds with the existing undeveloped open green character of the appeal site and its immediate surroundings. I recognise that the proposed building has been designed to be articulated to seek to break up its mass, but that would not mitigate its overall size.
 7. I consider that the largely undeveloped nature of neighbouring gardens would not mitigate the harm which would be caused by this proposal. Whilst making an efficient use of land, including by supporting flatted developments, is an aim of the development plan, the density of development proposed here would be in stark contrast to the large undeveloped garden settings which neighbouring buildings benefit from. Despite the fall in land levels, the development would be visible from Reigate Road through the generously wide access into the rear of the plot and from properties along the road. It would also be visible from neighbouring properties in Deerings Road. All in all, whilst I recognise that the appeal site is not visually prominent it is, nonetheless, a significant and integral part of the local scene from public and private vantage points.
 8. The proposed apartment block would be positioned very close to the western side boundary of the development. The existing tree belt along this boundary contributes, in combination with trees at No 34, to the landscaped setting of the gardens which is part of the character of the area. I share the concerns of the Council that given this close relationship, and in the absence of any substantive evidence to the contrary, the development would be likely to result in the loss of these trees which contribute to the verdant character of the site.
 9. Whilst as individual trees their value is not particularly high, as a group feature they do make a material contribution to the character and appearance of the area. The development proposed would not allow for any meaningful replanting along the western boundary. Should the trees be lost this would also open up the site to increased viewing from neighbouring properties, and once developed, exacerbate the stark appearance of a significantly sized building without an adequately landscaped setting. Were the appeal to succeed, a

suitably worded condition could secure some landscaping. However, the space available would materially limit its impact to the extent that it would not offset the harm. Moreover, any such planting along the boundary would, once mature, have the potential to adversely impact upon the living conditions of the future occupiers. I consider that inadequate evidence has been provided to allay the concerns raised regarding the impact on trees and the development is therefore contrary to LP policy Pc4.

10. I do not, in principle, object to the elevational treatment of the proposed building which does reference design cues along Reigate Road. This notwithstanding, the excessive nature of the scale and footprint of the proposed building and the limited spacing around it, combined with its backland location, mean that it would be uncharacteristic of the surrounding area. The development would fail to reinforce local distinctiveness, and be contrary to the requirements of policies, Ho9, Ho13 and Ho14 of the LP and the Reigate and Banstead Local Distinctiveness Design Guide.

The living conditions of occupiers on Deerings Road

11. The proposed apartment block is described as being positioned between 9-12m from the rear boundaries of the closest neighbours on Deerings Road. The building would have a number of living and bedroom spaces with windows facing towards these neighbours' gardens at first and second floor levels. The rearmost portions of these gardens appear to be in use, with trampolines, a seating area and areas of maintained lawns. These garden areas are currently not overlooked, given the significant separation distances between the properties on Reigate Road and Deerings Road, giving these spaces a private character.
12. I find the proposed apartment block would, due to its position, internal layout and introduction of windows at first and second floor level, result in overlooking of the rear gardens of Nos 54, 56, 58 and 60 Deerings Road, leading to a significant loss of privacy and harm to the living conditions of the occupiers of these neighbouring properties. However, given the stepped design of the rear elevation of the proposed apartment block, the above referenced separation distance, and the relatively generous length of rear gardens of the properties on Deerings Road, I consider that the development would not be seen as unduly overbearing and whilst the outlook for adjoining occupiers would change, there would be no material harm in this regard. This notwithstanding, I have identified serious harm to their living conditions and the development would be contrary to the terms of Ho9, Ho13 and Ho14 of the LP and the Reigate and Banstead Local Distinctiveness Design Guide.

The effect on highway safety

13. The parking standards in the LP are expressed as maxima and the development of 7 spaces, I consider, is adequate to accommodate likely parking demand as a consequence of the proposed apartments, having particular regard to their size, accessibility to local services and facilities and good public transport connectivity. I recognise that the development could result in the displacement of some unmarked spaces at the rear of No 36 in order to facilitate vehicle manoeuvring which could, in turn, increase parking demand on Reigate Road. However, parking along the road is not restricted. Whilst I saw, during the site visit, that existing on-street parking blocked the cycle lane in places, that is a matter for enforcement by the relevant authority. Given the length of

Agenda Item 4

Appeal Decision APP/L3625/W/18/3212950

road frontage, I am content that the limited potential for additional on-street parking that may be a consequence of the development proposed would not be materially harmful. In coming to that view, I am also mindful of the unchallenged evidence of the appellant regarding the limited accident record in the area.

14. The Council have raised concerns that refuse vehicles would be unable to turn within the development. The appeal proposals do not however alter the existing arrangement for vehicles turning within the site. The appellant notes that refuse vehicles currently enter the site to collect waste from Nos 36 and 38 and this arrangement would be unchanged by the appeal proposals. Overall, I find that the development would not be prejudicial to highway safety or that the development would be contrary to LP policies Mo5, Mo6 or Mo7.

Other matters

15. The appellant has referenced the benefit of providing additional housing suggesting that the objectively assessed need for housing in the area may be greater than is currently being planned for, although it is not argued that the Council is unable to demonstrate a 5 year supply of deliverable housing sites. It is argued that sites within settlements should be prioritised over Green Belt land releases proposed in the Reigate and Banstead Local Plan: Core Strategy 2014. The Council's policies do allow for sites to come forward in urban areas but these must be judged against the policies of the development plan as a whole. Against which I have identified significant areas of conflict in this case, so notwithstanding the location of the appeal site in a built-up area this development is not supported.
16. The delivery of 7 dwellings would be a social benefit of the scheme and related to this the construction of the development would generate economic benefits for the area. These benefits are not however of significant weight to outweigh the harm I have identified which would result from the development to the character and appearance of the area, including potential loss of trees, and harm to living conditions of adjoining occupiers.

Conclusion

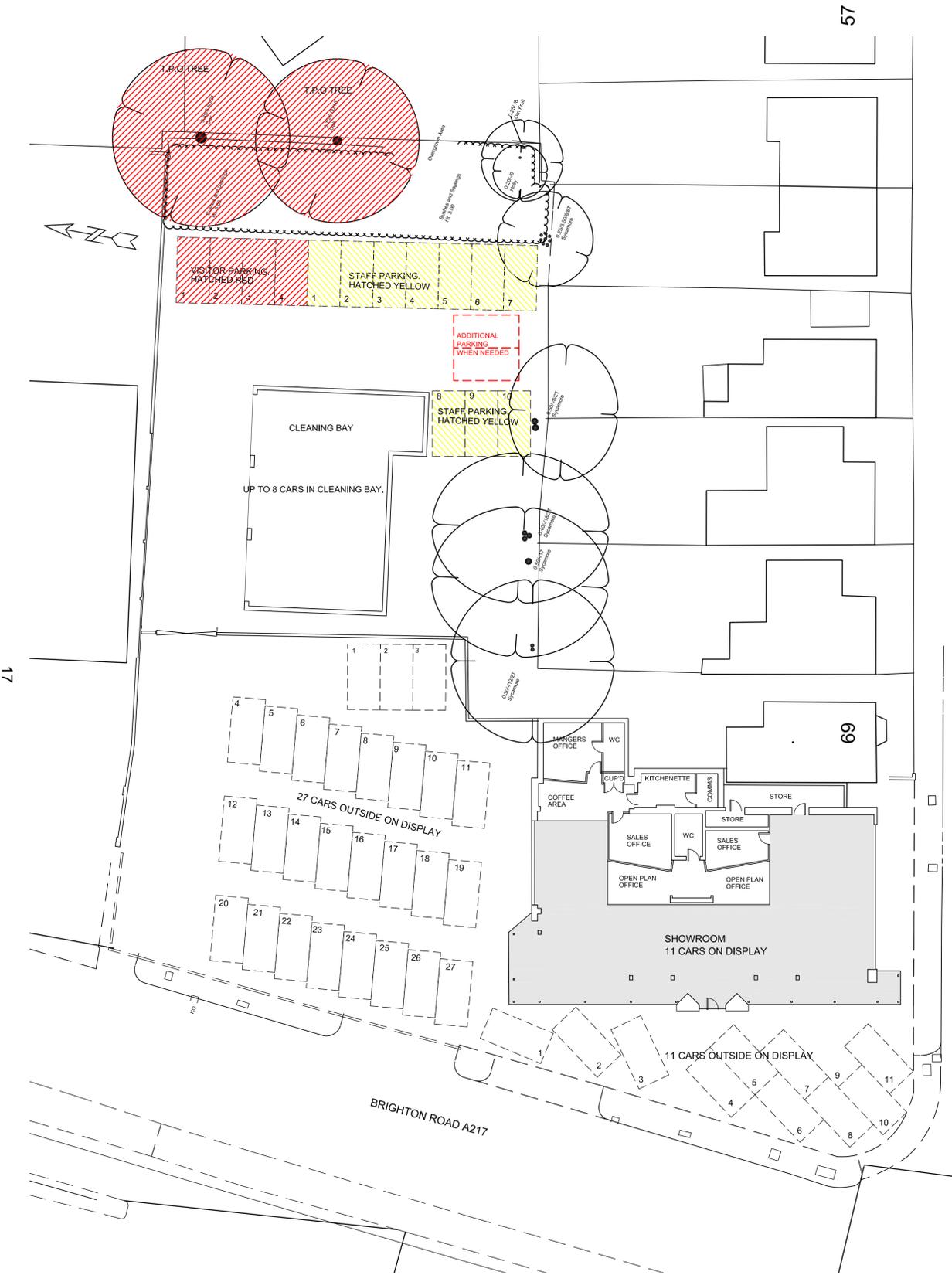
17. For the reasons given above, and having had regard to all other matters raised, I therefore conclude that the appeal should be dismissed.

Mark Reynolds

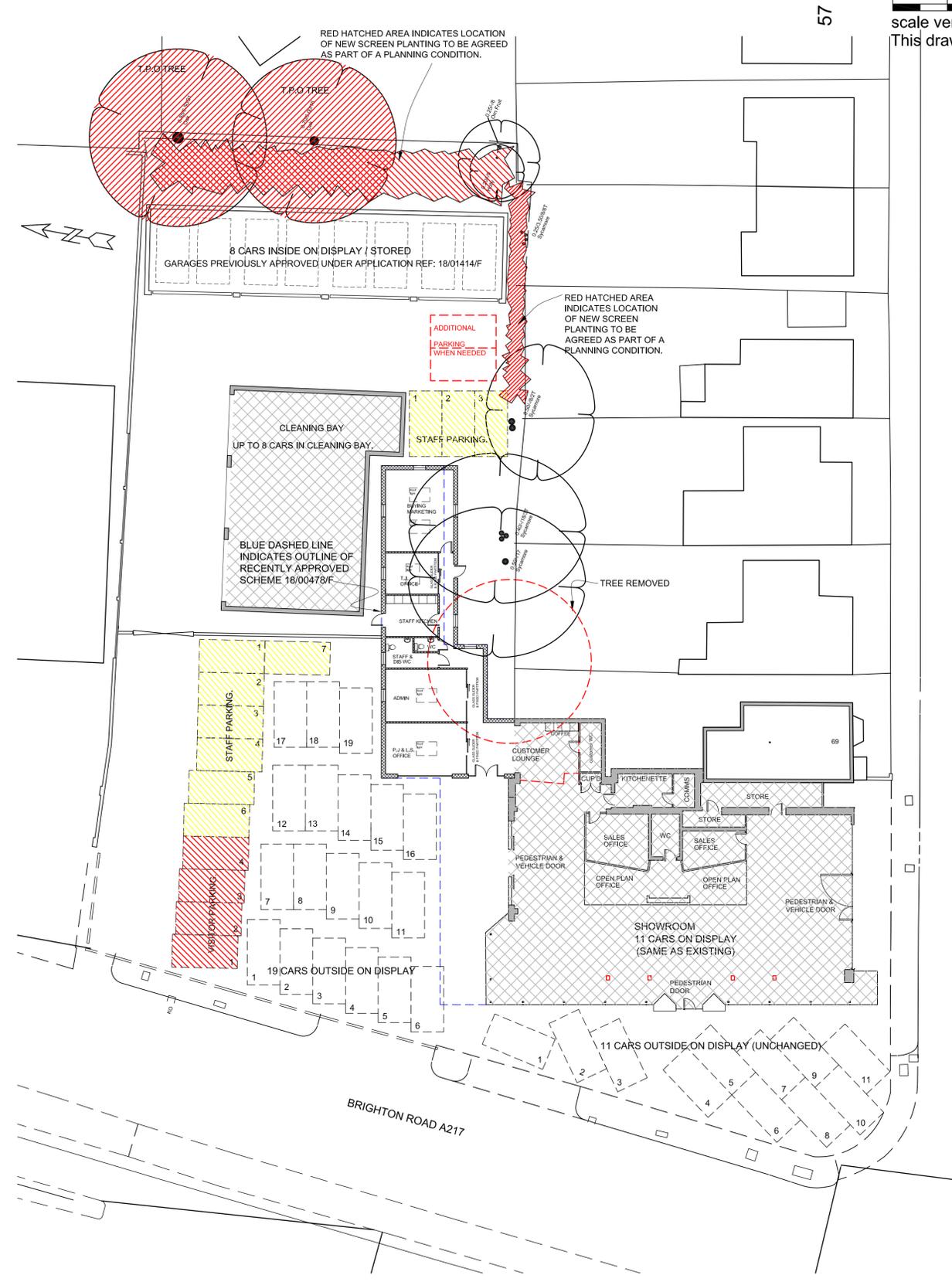
Inspector

APPENDIX B

0cm 2m 4m 6m 8m 10m
 scale verification bar scale:1:100
 This drawing prints at A1.



EXISTING SITE PLAN 1:200



PROPOSED SITE PLAN 1:200

- C 1 STAFF PARKING SPACE MOVED FROM THE REAR TO THE FRONT OF THE SITE. MAY 20
- B PARKING SPACES RE-ASSIGNED TO SHOW 10 ALLOCATED STAFF PARKING SPACES. JAN 20
- A OPENING THROUGH TO NUMBER 69 CLOSED. DEC 19

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 BRIGHTON ROAD, BANSTEAD,
 SURREY SM7 1AT

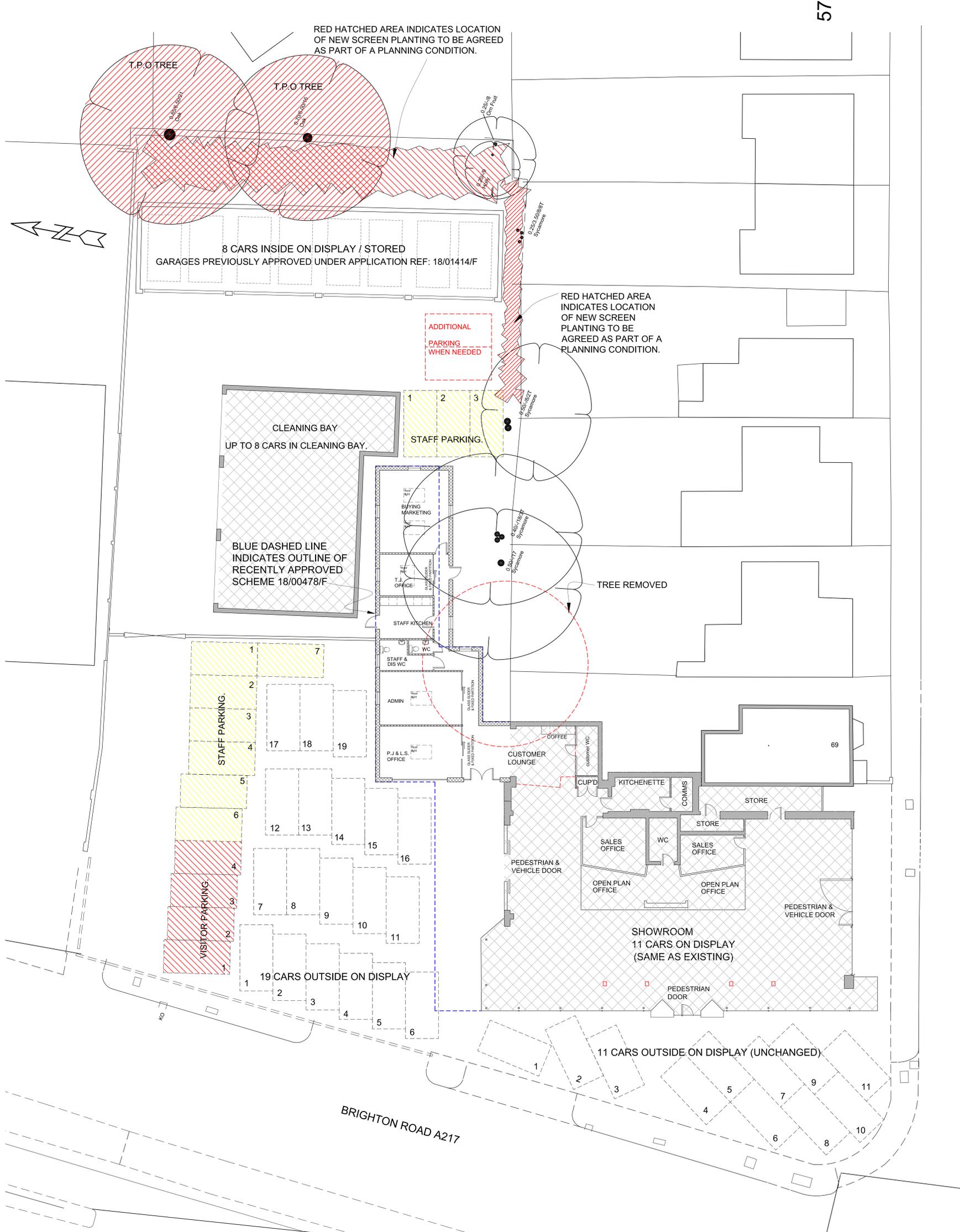
DRAWING
 PROPOSED SHOWROOM EXTENSION
 EXISTING & PROPOSED SITE PLAN

SCALE DATE
 1:200 NOV 19

DRAWING NO REVISION
 ROM/4/100 C

APPENDIX B

57



C STAFF PARKING SPACE MOVED FROM THE REAR TO THE FRONT OF THE SITE. MAY 20
 B PARKING SPACES RE-ASSIGNED TO SHOW 10 ALLOCATED STAFF PARKING SPACES. JAN 20
 A OPENING THROUGH TO NUMBER 69 CLOSED. DEC 19

Hillman design Ltd
 Chartered Architects

24 Crichton Road
 Carshalton Beeches
 Surrey, SM5 3LS
 t:(020) 8715 5584
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 mail@hillmandesign.co.uk

PROJECT
 ROMANS INTERNATIONAL
 BRIGHTON ROAD, BANSTEAD,
 SURREY SM7 1AT

DRAWING
 PROPOSED SITE &
 FLOOR PLAN

SCALE 1:100 DATE NOV 19
 DRAWING NO ROM/4/110 REVISION C

SOFT LANDSCAPING 2 YEAR ESTABLISHMENT AND MAINTENANCE SCHEDULE

PLANTING: SOFT LANDSCAPING WORKS

Undertake soft landscape works generally in open weather conditions, typically mild, dull and moist. Do not undertake planting seeding or turfing when the temperature is below 4°C and falling, when the ground is covered in snow, in frozen or waterlogged ground or in drought conditions.

WATER SUPPLY RESTRICTIONS:

If the water supply is, or is likely to be restricted, advise Client and do not carry out planting or seeding until instructed. If planting or seeding has been carried out, obtain instructions on watering.

HEDGES:

Storage

Hedges must not be thrown around on site and stems protected when being moved. Store Hedges out of drying winds and under shade to protect against freezing or over heating Dig individual pits Excavate to the depth of the rootball with the width of the planting pit a minimum of one and a half times as large as the root-ball/container i.e. root-ball of 40cm wide should be planted in a hole at least 60cm wide. Set aside topsoil for backfill and store subsoil or dispose if not required in the works; Thoroughly break up bottom of excavation to 300mm depth; Plant Hedges plant in prepared pits upright and in exact positions shown on the drawings or in agreed positions; in holes large enough to allow adequate root spread break up bottom of hole; cut back any damaged roots to sound growth so that their original soil level matches the new surrounding ground; so that the original orientation is maintained. Post planting do not allow to dry out for the first growing season. Mulch with composted bark mulch to a depth of 75mm after planting

Planting:

Site & Soil Requirements The site must be well sheltered from prevailing winds. While a south-facing aspect is desirable it is not essential. The site must be accessible. The soil must be deep and well drained. Aim for a pH of 6.5 and a good balance of phosphate, potash and magnesium. A soil analysis is recommended prior to cultivation.

Soil Preparation It is critical that the site has first been cleared of perennial weeds by spraying off, using a mixture of Glyphosate (Roundup) and CarfentrozoneEthyl (Spotlight Plus). Young plants are planted on the flat or on a raised ridge following the standard cultivations of ploughing and rotovation. The crop is not tolerant of any prolonged periods of water logging of the soil. Plant density Planting is carried out in rows 2m apart, with plants also 2m apart in the row.

Watering:

It is important that you water regularly when the site has been first planted especially if planting is followed by a warm dry spell. Wilting foliage is an obvious sign your plants need some water. Probe the soil and if it is dry in the top 10cm, then it is time to water. Remember, plants may show the same symptoms from being over-watered as from being under-watered (e.g. yellow leaves and/or wilting). There is no other way to determine when a plant needs water other than to monitor the soil moisture. Early morning is the best time of the day to water. Late evening or night time watering may encourage mildew and/or fungus. Pay attention to seasonal variations. When changing over from Spring to Summer, for example, the quick cutoff of all rainfall can be brutal to plants. Watch out for both over - and under-watering in the winter months.

Mulching:

Your beds for the development should be mulched with a layer of bark mulch min 50mm deep. This will help to suppress weeds and aid water retention in the soil. It is a good idea to top this layer up annually in Spring before new growth appears.

Feeding:

Some plants will benefit from a liquid feed during their growing or flowering seasons. This is outlined where appropriate on the below schedule.

Sugar feed benefits Hedge growth:

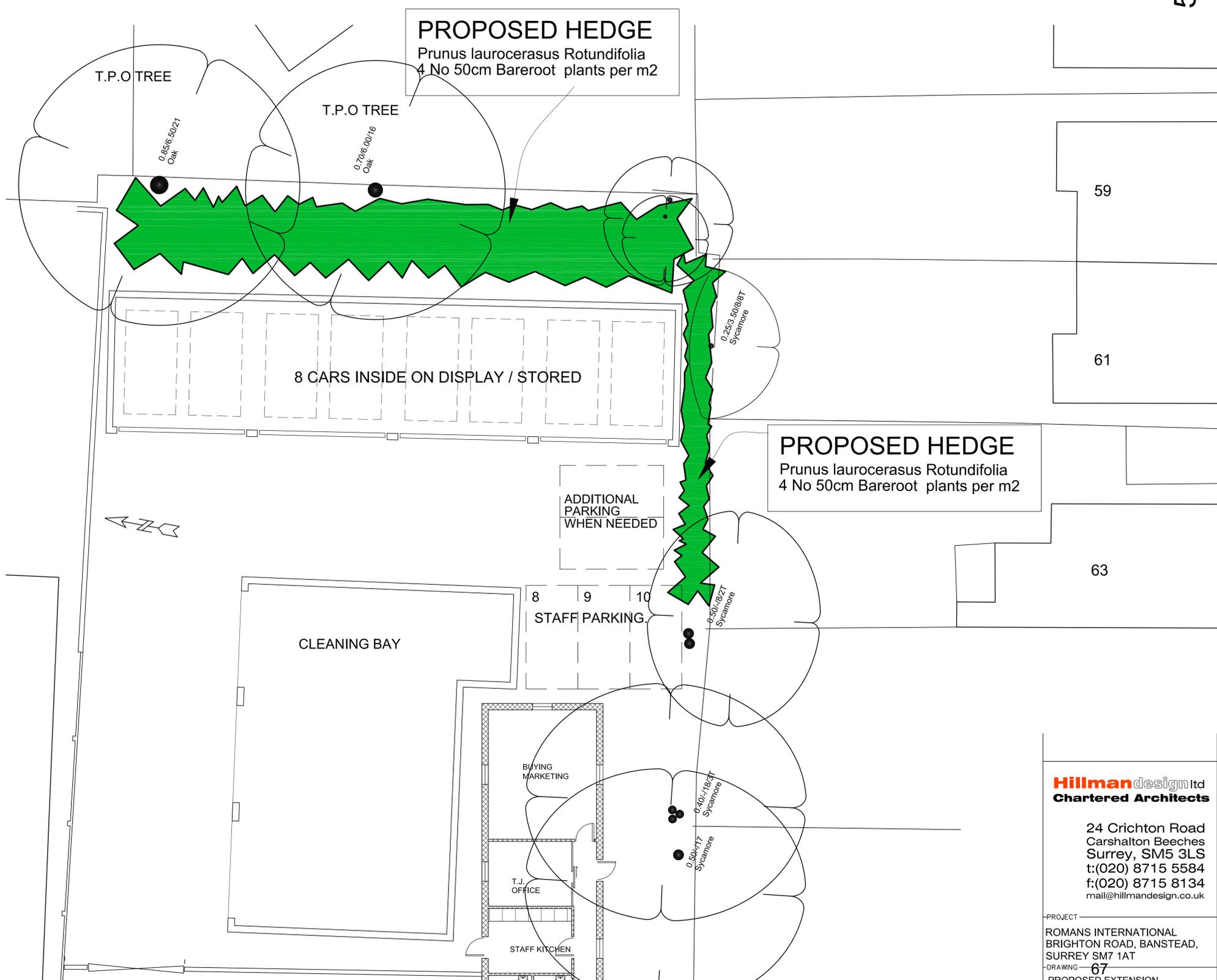
The influence of sugar feeding on transplanted tree establishment offers "a multitude of benefits", University of Reading Bartlett Tree Research Laboratory researcher Dr Glynn Percival. Sugar as a root drench is recommended with sugars applied at 30-50g per litre of water per square metre of ground from the trunk base to 1m beyond the canopy drip line. Apply after planting in Spring.

Weeding:

The close planting style, and mulch should reduce the amount of weeding needed, but inevitably there will be undesirable weeds to remove especially in the first couple of years. Remove weeds when young and try to keep on top of it.

Pruning:

Prune in late spring and early summer.



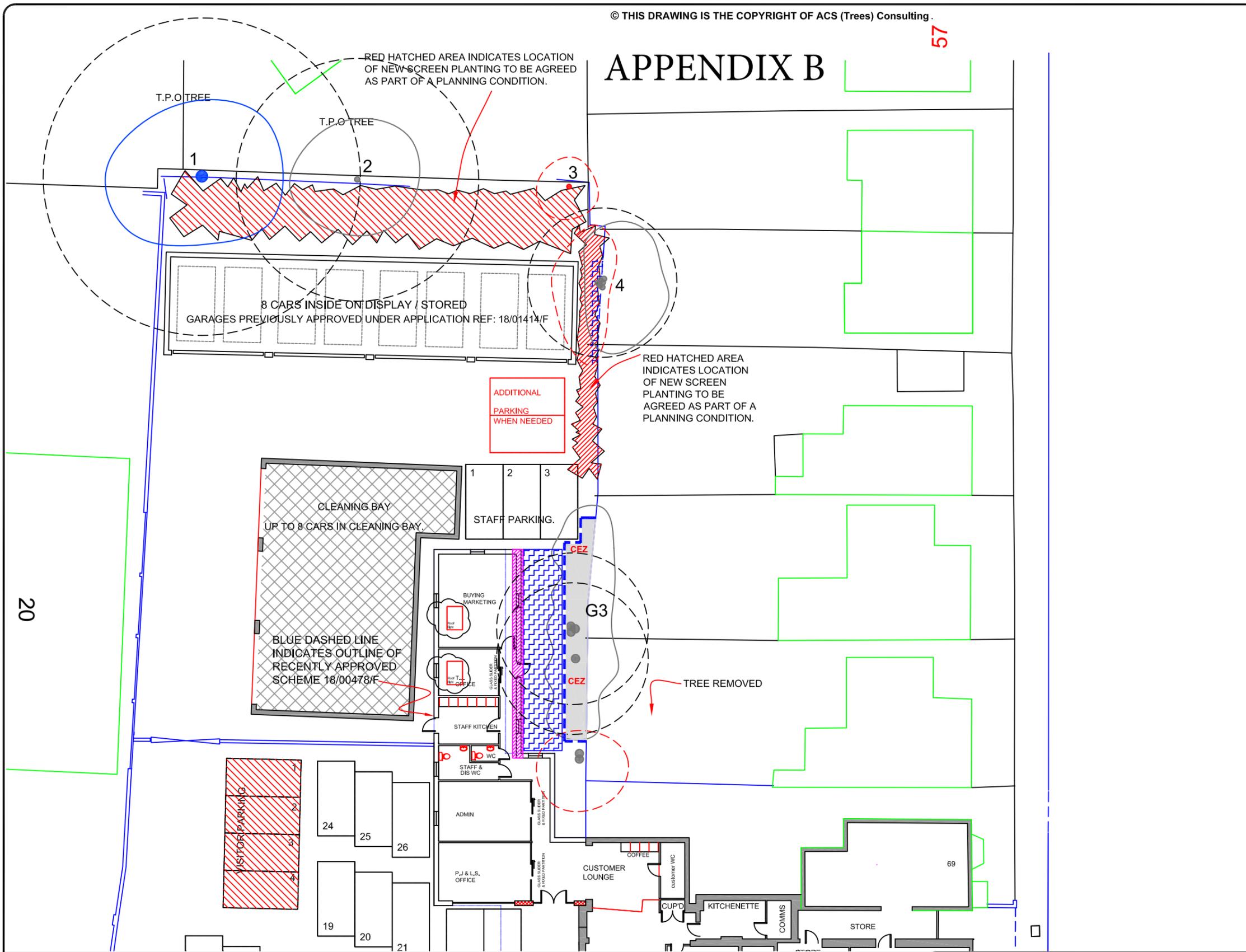
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PROJECT: ROMANS INTERNATIONAL BRIGHTON ROAD, BANSTEAD, SURREY SM7 1AT
DRAWING: 67
PROPOSED EXTENSION. SOFT LANDSCAPING

SCALE: 1:100 DATE: NOV 19
DRAWING NO: ROM/4/200 REVISION:

APPENDIX B



ACS (Trees) Consulting LEGEND

BS Root Protection Area, (RPA) shown uniform but site features such as roadways, retaining walls and foundations, may modify root patterns and therefore the position of the RPA. Indicative

- A grade trees
- B grade trees
- U grade trees
- C grade trees
- Tree approved for removal

CEZ Position of tree protection barriers, which denotes a construction exclusion zone for the duration of the project.

Area for effective ground protection or for existing hard standing to be retained

Area identified for initial manual excavations prior to construction of foundations. All work to be supervised by an arborist to advise upon root treatment where necessary.

- ### Tree Management Methods to be adopted on site.
1. Undertake pre-commencement site meeting to agree tree protection methods and timings.
 2. Carry out any agreed tree work (check for authority before beginning)
 3. Install all tree and ground protection (see Appendix 3).
 4. Undertake the supervised ground works.
 5. Construction phase.
 6. Remove tree protection.

Agenda Item 4



Scale: 1:250

<p>Client : Romans International</p> <p>Project : Romans Brighton Road, Banstead</p> <p>Title : Tree Protection Plan</p> <p>Scale : 1: 250 A3</p> <p>Date : Nov. 2019</p>	<p>ACS (Trees) Consulting Consultants in the Management of Trees and Woodlands</p> <p>Tree Tops 2 Redwood Mount Reigate Surrey RH2 9NB</p> <p>TEL: 01737 244819 Mobile: 07770 820 105</p> <p>ALSO At: Office Eighty Five 272 Kensington High Street London W8 6ND</p> <p>www.acstrees.co.uk</p>	<p>ACS (TREES) Consulting</p> <p>Urban & rural tree management</p>
<p>Dwg No : TPP3_RO</p> <p>Rev : -</p>	<p>Do not scale from this drawing. Any discrepancies are to be reported to ACS (Trees) Consulting. This drawing is to be used when printed to scale & in colour.</p>	

Agenda Item 4

Planning Committee
20 May 2020

Addendum – Appendix C
DM Performance Q4 2019/20

 <p>Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate</p>	TO:	PLANNING COMMITTEE
	DATE:	20 May 2020
	REPORT OF:	HEAD OF PLANNING
	AUTHORS:	Andrew Benson
	TELEPHONE:	01737 276175
	EMAIL:	Andrew.benson@reigate-banstead.gov.uk
AGENDA ITEM:	-	WARD: All

SUBJECT:	DEVELOPMENT MANAGEMENT Q4 PERFORMANCE
PURPOSE OF REPORT:	To inform members of the 2019/20 Q4 Development Management performance against a range of indicators
RECOMMENDATION:	To note the performance of Q4 of 2019/20

Planning Committee has authority to note the above recommendation

To aid redeployment and efforts and assist the prioritisation of Council services, the Government relaxed the requirements for performance statistics returns to August 2020. For this reason and the delay in getting data due to remote working processes, the performance report was not able to be circulated with the agenda pack. It is available now as an addendum item for discussion either at tonight's Planning Committee meeting or for full consideration and discussion at the next meeting.

BACKGROUND

1. Development Management encompasses a wide range of planning activities including pre-application negotiations and engagement; decision making on planning applications through to compliance and enforcement.
2. It puts the Council's locally adopted development plan policies into action and seeks to achieve sustainable development.
3. It is a non-political, legislative system with all Development Management functions falling under the responsibility of the Planning Committee in the Council's Constitution. As such it is a non-Executive function falling outside the scope of the quarterly corporate performance reports that are presented to the Executive and Overview and Scrutiny Committee.
4. Development Management performance has always been monitored and reviewed in line with statutory and local targets with quarterly reports sent to the Department for Communities and Local Government. However, given that all functions of the Council as Local Planning Authority fall under the responsibility of the Planning Committee, the performance information has also been shared with the Planning Committee Chairman. This report enables the performance indicators to be noted by the Planning Committee itself.
5. This report is the fourth quarterly report of the 2019/20 municipal year and provides the quarterly and end-of-year performance at Table 1. Also provided at Table 2 is the requested performance measure, relating to the time taken in total days from receipt of a valid application to its registration and at Table 3, a breakdown on the reasons for each of the over-6 month enforcement cases.

Agenda Item 4

Planning Committee
20 May 2020

Addendum – Appendix C
DM Performance Q4 2019/20

PERFORMANCE

	Applications determined (in 8/13 weeks or agreed ext of time)	Target	18/19	Q1	Q2	Q3	Q4	19/20
1	Major applications	60%	98%	100%	93%	75%	91%	92%
2	Non-major applications	70%	90%	86%	88%	91%	75%	85%
3	Average days to decision	73	77	73	95	73	79	80
Appeals								
4	Appeals Received	-	81	31	21	18	11	81
5	Major Appeals Decided	-	8	0	2	2	2	6
6	Major Appeals Dismissed	70%	4 (50%)	-	1 (50%)	1 (50%)	0 (0%)	2 (33%)
7	Non-major appeals Decided	-	52	16	18	21	10	65
8	Non-major appeals Dismissed	70%	34 (65%)	9 (56%)	16 (88%)	15 (71%)	7 (70%)	47 (72%)
Enforcement								
9	Reported Breaches Received		406	87	102	68	84	341
10	Cases Closed		451	76	120	90	80	366
11	On hand at end of period		141	139	120	116	134	-
12	Cases over 6 months old (no notice)		-	32	26	28	29	-
13	Priority 1 Enforcement cases investigated within 24 hours	100%	100%	100%	100%	100%	(100%)	10%
Application Workload								
14	On hand at beginning		345	369	358	340	336	369
15	Received		1366	343	309	330	351	1063
16	Determined		1302	335	348	314	315	1274
17	On hand at end of period		372	366	343	335	372	372
18	Withdrawn						5	-

Table 1 - Development Management performance

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
10	3.2	2.4	4.2	3.9	4.2	3	5.3	8	6.7	5.9	4.2	5.5	3.3	3.5

Table 2 – Time taken from receipt to registration (days)

Reason for delay	Number
Awaiting submission of application	5
Awaiting outcome of application	5
Written in past month chasing information/regularisation	4
Open/ongoing prosecution	2
Awaiting Appeal	3
Expediency of harm be concluded with input from statutory consultees	1
Regularising works commenced but not yet complete	2
Chasing up of costs	2
Temporary Stop Notice Served	2
Awaiting planting of replacement tree	1
Delayed by probate	1
Awaiting compliance check	1

Table 3 – Reason for enforcement investigation over 6 months

Planning applications

6. The Town and Country Planning Development Management Procedure Order

Agenda Item 4

Planning Committee
20 May 2020

Addendum – Appendix C
DM Performance Q4 2019/20

2015 sets the statutory period for the determination of planning applications at 8 weeks for non-major applications and 13 weeks for major applications (10+ dwellings or 1,000+ sqm floorspace). This statutory period is relaxed where an extension of time is agreed between the applicant and local planning authority. In order to monitor the performance of local planning authorities, the Government sets targets for the determination of major and non-major planning applications within the statutory period or agreed extension of time. For major developments, this target is 60% and for non-major developments it is 70%.

7. In this Quarter 91% of major applications were determined within the statutory period or within agreed extension of time and this was maintained at 92% across the year. For non-major applications the figure is 75% for the quarter and 85% across the year. Both represent a comfortable exceedance of Government and local performance targets and also the national average.
8. The average days to decision for Q4 was 79 days, missing the target of 73 days and across the year, the target was missed with an average of 80 days to decision. This largely reflects the fact that increasingly extensions of time are being agreed to extend the determination period at the applicant's agreement in order to improve schemes or make them acceptable rather than issuing refusals which are followed up by a 'free-go' application.

Planning appeals

9. 11 appeals were received in the quarter, and 81 across the year.
10. Alongside the Government performance measure based on speed of determination of planning applications, is the other performance criteria set for local planning authorities aimed at assessing the 'quality' of decision making. This is measured as a percentage of total applications which result in an appeal allowed, broken down between major and non-major development proposals. The relevant target for both types of application is that not more than 10% of applications should be allowed at appeal.

For example –

If 100 major applications are determined by the authority over the qualifying two-year period and 9 are allowed at appeal that would result in a figure of 9% which is acceptable. However, if 100 major applications were determined and 11 of these ended up being appealed and the appeals allowed, this would result in a figure of 11% which fails the 10% target.

The assessment considers appeals allowed against applications refused by each authority across a two year period. Over this latest two-year period 73 applications were determined meaning 8 or more appeals allowed in the two year period to 31st December 2019 will lead to the target being missed and likely poorly performing designation together with the loss of control by virtue of the ability to submit applications directly to the Secretary of State.

11. In this last quarter two major appeals were determined and both were allowed. Across the year 4 major appeals were allowed, the same as for 2018-19. At a total of 8 appeals across the two-year period, this is in danger of bringing the local planning authority perilously close to failing the Government's performance measure and risking special measures.

Agenda Item 4

Planning Committee
20 May 2020

Addendum – Appendix C
DM Performance Q4 2019/20

12. The two major appeals allowed this quarter were the Priory School, Banstead (Officer refusal) and Oakley Outdoor Centre, Merstham (Committee decision). The other two major appeals allowed across the year were as previously reported Bellway House, Merstham and Winscombe, Kingswood (both Committee decisions). Training for Officers and Members in making defensible decisions is therefore to be programmed.

Planning Enforcement

13. The enforcement performance statistics for Quarter 4 show a pick-up in the number of reported breaches from the previous quarter. The number of cases closed across the year exceeded those received, reflecting the higher number feeding through from the end of 18/19.
14. Table 3 is intended to give a picture as to the reason for each of the 29 cases which remain open after 6 months. Many of these cases will have had action taken which is yet to take effect, such as temporary stop notices having been served or prosecution awaiting court proceedings.

Registration/Other

15. Table 2 shows that performance in the time taken from receipt to registration of new applications has remained relatively steady.

Covid-19

16. Quarter 4 was only slightly affected by Covid-19, with the lockdown being started on March 23rd. The full impacts are not therefore captured within this report and will be more evident in the first quarterly report of 2020/21.
17. It will undoubtedly affect the reported figures as the number of planning applications submitted has (anecdotally) decreased. Performance should be largely maintained as a respective number of staff have also been redeployed to assist other services. Remote working practices may also play some part although all essential functions of the service are still being undertaken, albeit differently, e.g. using photographic evidence in lieu of site inspections.
18. Anecdotally there has also been a pick-up in planning enforcement work, partly as a result of some people taking advantage of the lockdown to undertake unauthorized activities but also increased neighbor surveillance and time to report matters to the authority, including non-planning issues such as development commencing during lockdown or the absence of social distancing measures on site. The Government last week encouraged a relaxation of construction times for developers, suggesting they be allowed to continue to 9pm. This has also impacted enforcement resources, responding to such requests.