

Addendum

Planning Committee

Dear Councillor,

Planning Committee - Wednesday, 17 March 2021, 7.30 pm

I enclose, for consideration at the meeting of the Planning Committee to be held on Wednesday, 17 March 2021 at 7.30 pm, the following reports which were unavailable when the agenda was published.

Mari Roberts-Wood
Interim Head of Paid Service

4. **Addendum to the agenda** (Pages 3 - 22)

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

For enquiries regarding this addendum;

Contact: 01737 276182

Email: democratic@reigate-banstead.gov.uk

Published 17 March 2021



This page is intentionally left blank

ADDENDUM

MEETING OF THE PLANNING COMMITTEE

WEDNESDAY 17th MARCH 2021

ITEM NO: 5

PLANNING APPLICATION: 20/01369/F – 16 DOWNS WOOD AND REAR OF 37, 39, 41, 43, 45 & 47 YEW TREE BOTTOM ROAD EPSOM DOWNS

REPRESENTATIONS

Since the completion of the Planning Committee Report, 1 further representation has been received that raises the following objections:

- Inadequate parking
- Increase in traffic and congestion
- No need for the development
- Noise & disturbance
- Out of character with surrounding area
- Overbearing relationship
- Overdevelopment
- Overlooking and loss of privacy
- Overshadowing

These matters are all addressed within the committee report.

INTERNAL FLOOR AREAS

The table below shows a comparison between the internal floor areas of the dwellings proposed in the previous application 19/01238/F and the current application 20/01369/F. There has been a reduction in internal floor area to all dwellings, with a total internal floor area reduction of 493.6m² (26.5%).

| | Previous application | Current application | Difference m ² |
|--------------|--|--|---------------------------|
| | 19/01238/F Internal Floor Area m ² | 20/01369/F Internal Floor Area m ² | |
| Plot 1 | 227.3 | 94.6 | -132.7 |
| Plot 2 | 236.3 | 89.8 | -146.5 |
| Plot 3 | 242.8 | 193.4 | -49.4 |
| Plot 4 | 227.3 | 192.3 | -35 |
| Plot 5 | 227.3 | 203.9 | -23.4 |
| Plot 6 | 227.3 | 195.4 | -31.9 |
| Plot 7 | 236.3 | 194 | -42.3 |
| Plot 8 | 236.3 | 203.9 | -32.4 |
| Total | 1860.9 | 1367.3 | -493.6 |

Agenda Item 4

CONDITIONS

An additional condition is recommended to secure the detached double garages are replaced with car ports.

24. Notwithstanding the approved plans, no development shall take place above ground floor slab level until revised plans to show the detached double garages replaced with car ports have been submitted to and approved in writing by the Local Planning Authority.

The car ports shall be completed in full accordance with the approved scheme prior to occupation.

Reason: In order that the development should not prejudice highway safety, nor cause inconvenience to other highway users and to ensure that a satisfactory external appearance is achieved of the development, and to accord with the National Planning Policy Framework 2019 and Policy TAP1 and DES1 of the Development Management Plan 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17.

PREVIOUS APPEAL DECISION

A copy of the previous appeal decision is included at Appendix A.

PARKING SPACES

A plan showing the proposed 24 parking spaces is included in the Appendix B.

ITEM NO: 6

PLANNING APPLICATION: 20/01430/F – REDHILL AERODROME KINGSMILL LANE

REPRESENTATIONS

Since the completion of the Planning Committee Report, 1 further representation has been received that raises the following objection:

- Harm to Green Belt/countryside

This matter is addressed in the Planning Committee Report.

FLIGHT MOVEMENT CLARIFICATION

It has been confirmed that 'touch and go' flights are counted as two movements and the relevant condition is updated to reflect this. Confirmation from the Council's consultant matter is below with relevant data on movements and the effect of the cap included at Appendix C.

Agenda Item 4

“Touch and go's are counted as two movements. As you can see from the R07/25 figures, there is considerable variation - dependent on the suitability of the weather for training, the day of the week etc. Whilst our suggested cap of 80 daily movements on a rolling seven day average basis indicates that some of the touch and go's would have been curtailed - there would also theoretically be some opportunity for additional training movements on less busy days. On balance therefore we believe that it is likely that there would be no significant intensification of movements in the longer-term if planning consent for R07/25 is granted.”

FLIGHT PATH

The Committee report contains an aerial photograph with the primary take-off flight paths from the main grass runway and the taxiway. In order to provide detail on this matter, an enlarged map with road names is included at Appendix D. It should be borne in mind that, given the elevation of the aircraft as they depart from the aerodrome, the perspective of whether they are overhead or not will alter.

CONDITIONS

1. Between the first calendar day of November and the last calendar day of March in any year, whilst the airfield is open for fixed wing aircraft traffic, no more than an average total of 85 daily fixed wing aircraft movements will be permitted to occur from Runway 07/25 assessed on a rolling seven-day average basis, and where each take-off and landing is considered to be a single movement (so touch and go's are counted as two movements). The methodology for calculating the seven-day average for any day will be the aggregate of that day's total movements together with the total movements occurring on the preceding six calendar days, divided by seven.

Worked example

| Day (d/m) | 26/10 | 27/10 | 28/10 | 29/10 | 30/10 | 31/10 | 1/11 | 2/11 | 3/11 | 4/11 | 5/11 | 6/11 | 7/11 | 8/11 | 9/11 | 10/11 | 11/11 | 12/11 | 13/11 |
|-----------------------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|
| 07/25 FW Movements | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 32 | 70 | 61 | 49 | 10 | 95 | 85 | 89 | 37 | 56 | 62 |
| 7 Day Rolling Average | n/a | n/a | n/a | n/a | n/a | n/a | 0 | 5 | 10 | 20 | 29 | 51 | 37 | 51 | 63 | 66 | 61 | 60 | 62 |

Reason: To manage the use of the unlicensed runway and intensity of aircraft movements and associated activity with regard to policy NHE5 of the Development Management Plan 2019.

ITEM NO: 8

PLANNING APPLICATION: 20/00315/F – 34 BRIGHTON ROAD BANSTEAD SURREY SM7 1BS

Additional comments from the applicant have been received and are included at Appendix E.

Agenda Item 4

Additional informative to read:

14. Concern regarding the retention of pillars that support the access gates to 36 and 36a Brighton Road has been raised.

Whilst any damage to these pillars following the removal of the garage would be a private matter between parties the Council would encourage the applicant to discuss the matter with the owners of the gates to ensure that the proposed works do not result in any damage or inconvenience during construction.

ITEM NO: 10

PLANNING APPLICATION: 20/02581/F – 94 BRIGHTON ROAD, HORLEY

Following concerns raised about parking, it is suggested that the spaces provided be unallocated to increase their usage and reduce the risk of undesirable on-street parking. Condition 7 therefore be amended as follows:

2. Notwithstanding the submitted plans the development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with a revised scheme to be submitted to and approved in writing by the Local Planning Authority for vehicles to be parked. The parking spaces shall be unallocated and for residents purposes only. Thereafter the parking area shall be retained and maintained for its designated purpose.

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

ITEM NO: 11

PLANNING APPLICATION: 20/02840/HHOLD – 9 GARDEN CLOSE, BANSTEAD

As a point of clarification, the separation at first floor level is approximately 0.45 metres to the side boundary. The adjacent property is also set away from the boundary at first floor level so maintaining a gap in excess of 1 metre between properties.

Similar examples of development at first floor level also exist within Garden Close, see below:



Appeal Decision

Site visit made on 11 March 2020

by Rory MacLeod BA MRTPI

an Inspector appointed by the Secretary of State

Decision date: 05 May 2020

Appeal Ref: APP/L3625/W/19/3241824

16 Downs Wood Road, Epsom Downs, Epsom, Surrey KT18 5UH

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a failure to give notice within the prescribed period of a decision on an application for planning permission.
 - The appeal is made by Quarterhill Homes Limited against Reigate & Banstead Borough Council.
 - The application Ref 19/01238/F/AP is dated 13 June 2019.
 - The development proposed is the demolition of 16 Downs Wood and the erection of 8 dwellings on land to the rear, with associated landscaping and car parking.
-

Decision

1. The appeal is dismissed.

Preliminary matters

2. Two applications have previously been refused and dismissed on appeal for backland development on much of the current appeal site¹. These appeal decisions are material considerations, but the current proposal nonetheless needs to be considered on its individual planning merits having regard to current planning policies.
3. The Reigate and Banstead Local Plan Development Management Plan (DMP) was adopted in September 2019 shortly before submission of the appeal. The policies in the DMP are up to date and consistent with the National Planning Policy Framework (the Framework). They are therefore afforded full weight.

Main Issues

4. The main issues are:
 - (a) the effect of the development on the character and appearance of the area in relation to the massing of the dwellings and gaps between them,
 - (b) the impact of the development on the living conditions of the occupiers of adjoining dwellings,
 - (c) the adequacy of the off street parking arrangements,
 - (d) the planning policy requirement for a proportion of smaller homes and
 - (e) biodiversity and ecological considerations.

¹ Application Ref 02/02016/F and Appeal Ref APP/L3625/A/03/1108492 – 5 dwellings r/o nos. 37-45 YTB
Application Ref 16/02031/F and Appeal Ref APP/L3625/W/17/3167463 – 12 dwellings r/o nos. 35-47 YTB

Reasons

Character and appearance

5. The appeal site comprises the curtilage of 16 Downs Wood and the rearmost parts of gardens to 37-47 Yew Tree Bottom. It comprises lawns with many trees and shrubs, particularly to garden boundaries. Land levels rise to the west. The surrounding area is residential in character but mixed in form. Large detached houses predominate but there are also detached bungalows. The dwellings in Downs Wood tend to be smaller than those in Yew Tree Bottom. Most dwellings front established roads, but the wider area is punctuated by infill dwellings on backland plots. The size and design of the dwellings surrounding the appeal site vary but all have reasonably sized front gardens. The area has a leafy spacious character arising from the established landscaping and views between dwellings to vegetation in back gardens.
6. The appellant's design and access statement informs the approach taken in the proposal to address current planning policies, criticisms of previous schemes dismissed at appeal and comments made in a pre-application submission. The proposal would comprise only detached dwellings reflecting the primary built form of the area and would have fewer dwellings and larger rear garden areas compared with the most recent appeal scheme, better respecting the low density character of the area. It would also retain the curved access road previously considered acceptable in the last appeal but not have tandem parking in the gaps between houses that was criticised as visual separation between buildings could not effectively be mitigated by landscaping.
7. Whilst the number of dwellings now proposed has reduced, their size and depth has increased. The previous scheme had many catslide roofs with a low eaves' height to part of each dwelling which reduced the effect of massing above ground floor level. The houses now proposed would be more closely sited with regular but smaller gaps at first floor level. This would result in a relatively cramped form of development compared with the varied and more spacious pattern of development in the surrounding area. The houses would be narrower but deeper than many nearby dwellings and would have a greater mass than those previously proposed. All would have loft rooms with 4 having crown roofs, a profile not characteristic of the area. The dominance of hard surfaces and parking areas to the front of the houses would not compare favourably with the more spacious and landscaped arrangements for parking to dwellings in Downs Wood and neighbouring roads.
8. A further layout consideration arises from uncertainty on arrangements for refuse collection. The access road would have a minimum width of 4.6m and has been designed to adoptable standards so that a refuse vehicle could readily collect from the houses. But the Council's refuse collection service state they would not collect bins from the houses and that these would need to be presented at the kerbside in Downs Wood. This would be unwieldy for future residents, especially for those at Plots 1-3, with long dragging or carrying distances. Kerbside collection space for bins is not shown on the submitted plans but could be made from the indicated landscape strips to either side of the access. The appellant has submitted an amended plan indicating such collection areas but in the interests of fairness, I am not able to accept this plan. The Council and residents would need to be afforded opportunity to comment on the adequacy of the size and position of the collection areas, their

impact on the amenities of occupiers of 14 and 18 Downs Wood either side of the access, and on the degree to which the amenity value of the landscaped strips as presently portrayed would be undermined by provision of these areas. The Council has suggested a planning condition to cover refuse collection arrangements, but this would not remove the present uncertainty from where refuse collection would be made, a matter of concern to several residents.

9. In all these matters, the proposal would not respect the more spacious pattern of development in the immediate vicinity and would be harmful to the character and appearance of the area. The proposal would thereby conflict with Policies DES1 and DES2 of the DMP in relation to design and garden land development which expects new development to be of a high quality design that makes a positive contribution to the character and appearance of its surroundings including in relation to layout, massing and spacing between buildings. The site falls within the 1930s-1950s Suburbia Character Area of the Reigate and Banstead Local Distinctiveness Design Guide (2004). The proposal would conflict with the stated design considerations which stipulate that new infill development should not provide parking or garaging which dominates the street frontage and that visual separation between dwellings should be retained.
10. The Framework at Paragraph 117 promotes "*an effective use of land in meeting the need for homes and other uses*". The provision of additional homes to help the general need for housing would be a benefit arising from the proposal. But Paragraph 117 states that the effective use of land should be "*while safeguarding and improving the environment and ensuring safe and healthy living conditions*".

Living conditions

11. The rear of the houses on plots 1, 2 and 3 would face towards the flank wall and gardens to 3 Kenmore Close. This is a similar arrangement to the scheme on the previous appeal. The Inspector considered that the higher siting of the house at 3 Kenmore Close plus planning conditions on boundary treatment and landscaping would overcome concerns here relating to overlooking and privacy.
12. There would be a more favourable relationship in the current proposal in that the number of dwellings facing no.3 has been reduced from 4 to 3 and garden depths have been increased by approximately 2m. The overall number of rear facing windows would be similar to that of the previous scheme, but the current proposal includes two rear dormer windows which would be at a higher level. Notwithstanding this, given a separation of about 13m to the boundary from the dormers, and greater distances to the house and gardens at 3 Kenmore Close, a material loss of privacy should not result. The main habitable room windows at no.3 are positioned to the front and rear, so there would not be an undue impact on living conditions.
13. Local residents have objected in respect of other relationships with the proposed houses. The front of the houses at Plots 4-8 and the flank of the house on Plot 1 would face the rear of houses in Downs Wood. Separation distances would vary but I concur with the Council that the proposed houses would not be so close as to result in material harm by way of overlooking, loss of light or through an overbearing impact. Furthermore, there would be opportunity for some mitigation of impact through boundary planting.

14. There would be comparable separation distances to the donor and adjacent properties in Yew Tree Bottom, sufficient to not adversely impact on living conditions within these houses. However, the eastern flank wall of the house on Plot 8 would be only about 1m from the side boundary to the rear garden at 35 Yew Tree Bottom. The mass and proximity of the flank wall and roof to the house on Plot 8 would have an overbearing impact on the garden and would overshadow a summerhouse during late afternoon hours. The Council's statement notes that the garden at no.35 is used in its entirety, notwithstanding its length of some 60m.
15. A planning condition could require secondary windows in the flank wall to be obscured glazed, and a boundary fence could also restrict views from ground floor flank windows. But the clear glazed first floor front and rear bedroom windows, only about 2.5m from the boundary, would overlook much of the length of the garden to no.35 from a relatively close position. Whilst the most private aspect of a rear garden is often the area immediately abutting the house, and this would be relatively unaffected, the house on Plot 8 would impose a relationship on an existing occupier which is not commonplace in the area and which would have a significant adverse effect on the amenity value of much of the garden to no.35. The proposal would be contrary to Policies DES1 and DES2 of the DMP which require proposals to ensure a good standard of amenity for all existing and future occupants.

Parking

16. The site has a low accessibility rating in relation to the parking requirements of Policy TAP1 of the DMP. A minimum of 2.5 parking spaces are required for the proposed dwelling plus 2 visitor parking spaces resulting in 22 spaces in total. The Council reason that there would only be 18 spaces provided and consider that the two double garages would only be suitable for a single space, indicating an overall on-site shortage of parking spaces.
17. The appellant's Transport Statement clearly shows that the proposal was designed with the requirements of Policy TAP1 in mind with each dwelling provided with one garage space and two external parking spaces. The 'A' house types would share a double garage whilst the 'B' house types would all have an integral single garage. Both spaces within the double garages are shown to be 6m in length and 3.25m in width. I am satisfied that the double garages would be large enough for 2 parking spaces and that the integral garages would be adequate for parking 1 car. There would be sufficient on-site parking provision and the proposal would be in accordance with Policy TAP1.

Smaller homes

18. Policy DES4 of the DMP states on sites such as this outside of town and local centres that for proposals of up to 20 homes, at least 20% of market housing should be provided as smaller (one and two bedroom) homes. Supporting text to the policy explains this is to help meet the need for smaller family housing (including as part of infill and residential garden developments where larger housing normally prevails). The appeal site is within an area with a character of larger homes. The 8 houses proposed would all have either 4 or 5 bedrooms. Their large size would accord with the prevailing character of the area, but the absence of any smaller homes would be at variance with the aims of Policy DES4.

Agenda Item 4

Appeal Decision APP/L3625/W/19/3241824

19. The appellant has referred to a caveat to Policy DES4 which states that the requirements should be followed unless it can be demonstrated "*that doing so would have an adverse impact on the character of the surrounding area*". The Inspector on the previous appeal commented that the semi-detached dwellings then proposed would add to a feeling of density and "*not fully reflect the building form of the vicinity*". But the semi-detached houses then proposed were all large family dwellings. The combined mass of each of the two joined dwellings would have appeared larger than the form of most single detached dwellings in the area. It has not been demonstrated that it would not be possible to design a building that would reflect the form of buildings in the area and yet provide the smaller unit accommodation sought by the policy.
20. Policy DES4 has been recently adopted. It is up to date and in accordance with the Framework. The aspiration for a proportion of dwellings at the site to be of a smaller size to meet locally identified need attracts significant weight. There is variation in the size of dwellings in Downs Wood and adjacent roads from bungalows to substantial detached houses. It has not been demonstrated that inclusion of a proportion of small home to accord with the policy would necessarily have an adverse impact on the character of the surrounding area. The omission of such a proportion has not been justified. The proposal would conflict with Policy DE4.

Biodiversity

21. The site is not subject to any designation to indicate a particular importance for nature conservation interests, but it does contain many trees and shrubs, most of which would be lost as a result of the development. Policy NHE2 of the DMP expects in such locations without a particular designation that development proposals be designed, wherever possible, to achieve a net gain in biodiversity. A bat survey has been provided but the proposal does not otherwise include analysis of present biodiversity interests, nor measures for biodiversity enhancement.
22. Such measures may not have been referred to in the previous appeals at the site, nor in pre-application dialogue, but they are nonetheless subject to a recently adopted development plan policy and therefore their provision attracts weight. But given the overall size of the site and opportunities for planting within gardens and on landscape strips with provision for bat and nest boxes should these be considered appropriate, identification of suitable measures for enhancement of biodiversity could reasonably be deferred to discharge of a planning condition. Had I been minded to allow the appeal in respect of other main issues, I would have imposed a suitably worded planning condition to enable the expectations of Policy NHE2 to be met.

Conclusion

23. The proposal would result in harm in conflict with DMP policies in respect of its effect on the character and appearance of the area, its impact on the living conditions of the occupiers of an adjoining dwelling and in the requirement for a proportion of smaller homes. For the reasons given, and having regard to all other matters raised, the appeal is dismissed.

Rory MacLeod

INSPECTOR



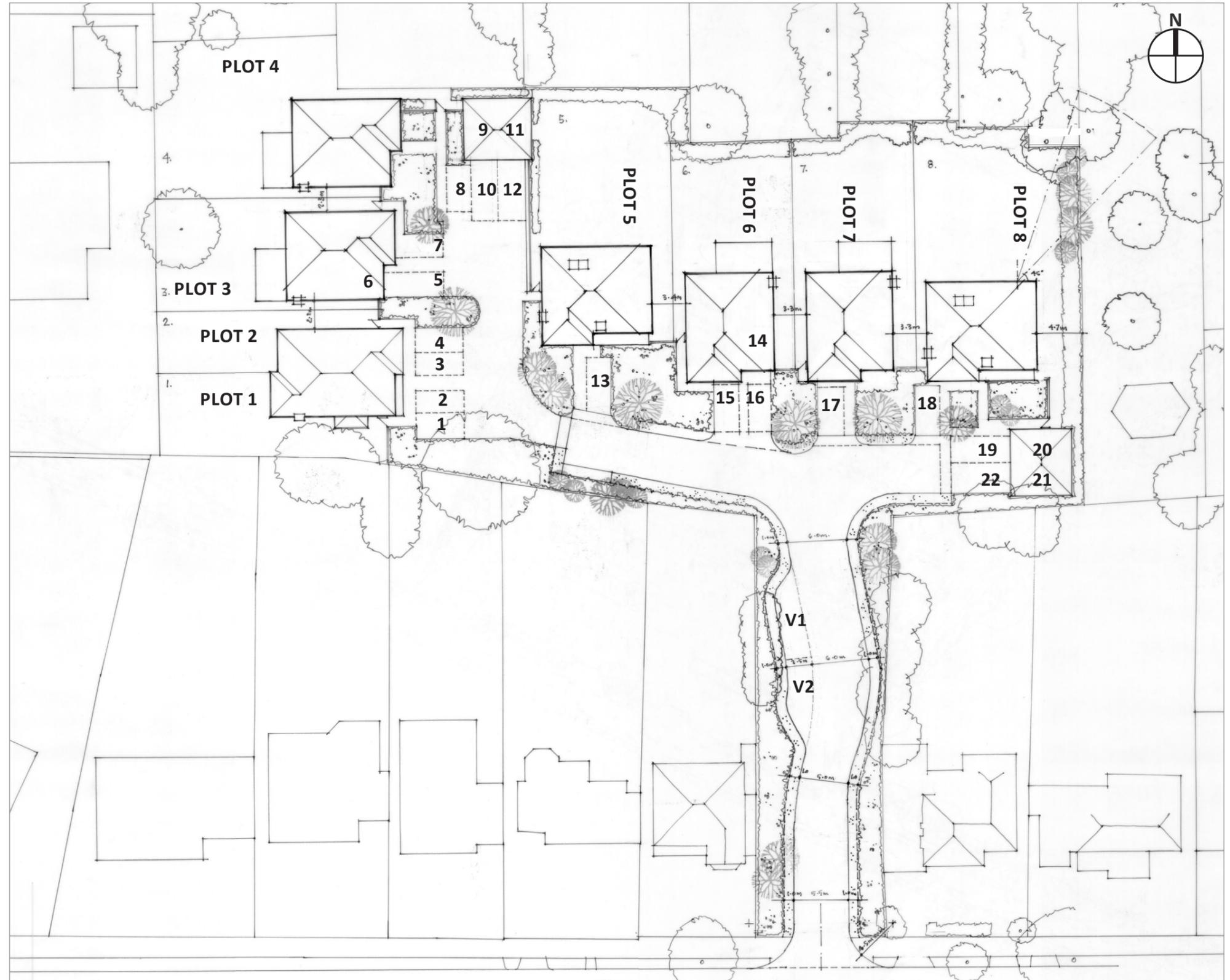
PROPOSED DEVELOPMENT

CAR PARKING

Erection of 8 dwellings comprising:

- 6 x 4+ bedroomed houses
- 2 x 2 bedroomed house
- Provision of 24 car parking in accordance with current standards

| PLOT | BEDS | SPACES REQ'D | ALLOCATED BAYS |
|----------------|-----------|--------------|-------------------|
| » Plot 1 | -2 beds | -2 spaces- | Bays 1 & 2 |
| » Plot 2 | -2 beds | -2 spaces- | Bays 3 & 4 |
| » Plot 3 | -4+beds | -3 spaces- | Bays 5, 6 & 7 |
| » Plot 4 | -4+beds | -3 spaces- | Bays 8, 9, & 10 |
| » Plot 5 | -4+beds | -3 spaces- | Bays 11, 12, & 13 |
| » Plot 6 | -4+beds | -3 spaces- | Bays 14, 15, & 16 |
| » Plot 7 | -4+beds | -3 spaces | Bays 17, 21, & 22 |
| » Plot 8 | -4+beds | -3 spaces | Bays 18, 19 & 20 |
| » Visitor bays | -2 spaces | | Bays V1 & V2 |
| » TOTAL | | 24 spaces | |



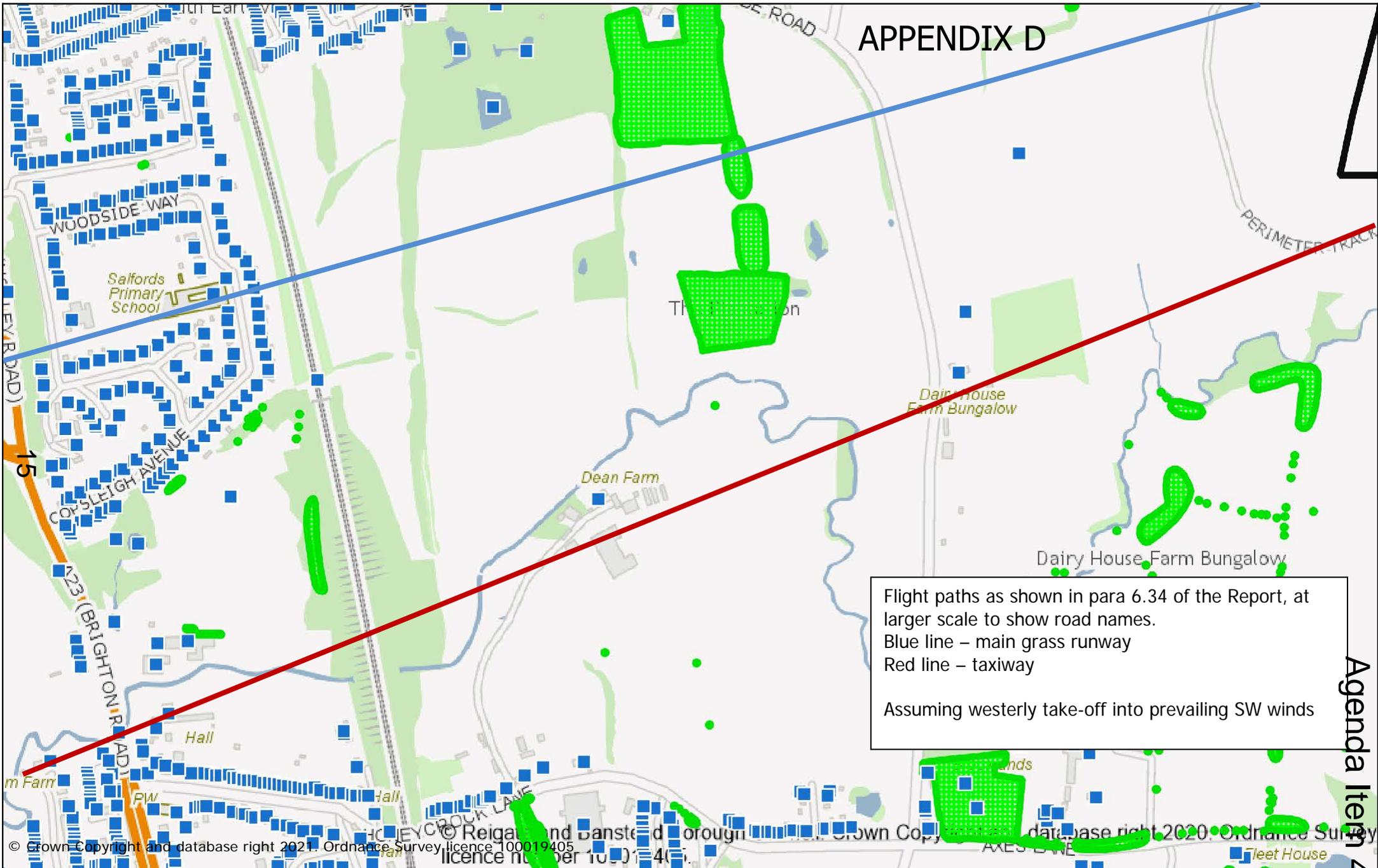
Proposed Parking Arrangement

7 day rolling daily average movements on Rwy 07-25

| Day of month | Oct-19 | | Nov-19 | | Dec-19 | | Jan-20 | | Feb-20 | | Mar-20 | |
|---|-----------------|------------------------------|-----------------|------------------------------|-------------------------------|------------------------------|-----------------|---------------------------------|-----------------|------------------------------|-----------------|------------------------------|
| | Daily movements | average over previous 7 days | Daily movements | average over previous 7 days | Daily movements | average over previous 7 days | Daily movements | average over previous 7 days | Daily movements | average over previous 7 days | Daily movements | average over previous 7 days |
| 1 | 0 | 0 | 0 | 99 | 94 | 37 | 0 | 16 | 100 | 50 | 126 | 37 |
| 2 | 0 | 0 | 0 | 99 | 142 | 52 | 0 | 16 | 110 | 60 | 72 | 47 |
| 3 | 0 | 0 | 107 | 85 | 69 | 59 | 32 | 14 | 80 | 66 | 79 | 51 |
| 4 | 0 | 0 | 38 | 67 | 99 | 73 | 167 | 36 | 7 | 58 | 29 | 46 |
| 5 | 0 | 0 | 32 | 58 | 82 | 82 | 85 | 45 | 132 | 61 | 0 | 46 |
| 6 | 0 | 0 | 70 | 49 | 0 | 77 | 23 | 44 | 123 | 79 | 162 | 69 |
| 7 | 0 | 0 | 61 | 44 | 138 | 89 | 13 | 46 | 69 | 89 | 145 | 88 |
| 8 | 0 | 0 | 49 | 51 | 39 | 81 | 64 | 55 | 94 | 88 | 102 | 84 |
| 9 | 0 | 0 | 10 | 52 | 15 | 63 | 8 | 56 | 0 | 72 | 127 | 92 |
| 10 | 0 | 0 | 122 | 55 | 1 | 53 | 131 | 70 | 2 | 61 | 14 | 83 |
| 11 | 0 | 0 | 68 | 59 | 48 | 46 | 0 | 46 | 8 | 61 | 42 | 85 |
| 12 | 0 | 0 | 37 | 60 | 0 | 34 | 136 | 54 | 91 | 55 | 27 | 88 |
| 13 | 0 | 0 | 154 | 72 | 30 | 39 | 6 | 51 | 16 | 40 | 147 | 86 |
| 14 | 0 | 0 | 56 | 71 | 30 | 23 | 6 | 50 | 31 | 35 | 69 | 75 |
| 15 | 0 | 0 | 17 | 66 | 61 | 26 | 49 | 48 | 0 | 21 | 0 | 61 |
| 16 | 0 | 0 | 155 | 87 | 53 | 32 | 2 | 47 | 0 | 21 | 146 | 64 |
| 17 | 0 | 0 | 126 | 88 | 0 | 32 | 64 | 38 | 21 | 24 | 83 | 73 |
| 18 | 72 | 10 | 85 | 90 | 84 | 37 | 178 | 63 | 88 | 35 | 34 | 72 |
| 19 | 150 | 32 | 89 | 97 | 22 | 40 | 184 | 70 | 94 | 36 | 0 | 68 |
| 20 | 190 | 59 | 103 | 90 | 0 | 36 | 114 | 85 | 0 | 33 | 68 | 57 |
| 21 | 0 | 59 | 0 | 82 | 40 | 37 | 70 | 94 | 52 | 36 | 138 | 67 |
| 22 | 140 | 79 | 8 | 81 | 122 | 46 | 0 | 87 | 24 | 40 | 141 | 87 |
| 23 | 134 | 98 | 0 | 59 | 95 | 52 | 19 | 90 | 16 | 42 | 94 | 80 |
| 24 | 4 | 99 | 34 | 46 | 12 | 54 | 1 | 81 | 0 | 39 | 0 | 68 |
| 25 | 46 | 95 | 0 | 33 | 0 | 42 | 0 | 55 | 50 | 34 | 0 | 63 |
| 26 | 2 | 74 | 0 | 21 | 0 | 38 | 46 | 36 | 62 | 29 | 0 | 63 |
| 27 | 207 | 76 | 0 | 6 | 50 | 46 | 36 | 25 | 0 | 29 | 0 | 53 |
| 28 | 158 | 99 | 62 | 15 | 15 | 42 | 61 | 23 | 0 | 22 | 0 | 34 |
| 29 | 97 | 93 | 173 | 38 | 16 | 27 | 110 | 39 | 18 | 21 | 0 | 13 |
| 30 | 136 | 93 | 87 | 51 | 34 | 18 | 0 | 36 | | | 0 | 0 |
| 31 | 94 | 106 | | | 0 | 16 | 0 | 36 | | | 0 | 0 |
| Number of days in use | | 13 | | 23 | | 24 | | 24 | | 22 | | 20 |
| Number of times rolling average exceeds 80 | | 7 | | 10 | | 3 | | 5 | | 2 | | 8 |
| Number of times rolling average exceeds 95 | | 4 | | 3 | | 0 | | 0 | | 0 | | 0 |
| Total Days rolling average exceeds 80 period winter 19/20 | | | 35 | | Total days in use over period | 126 | | % breaches where 80 cap applied | 28% | | | |
| Total Days rolling average exceeds 95 period winter 19/21 | | | 7 | | | | | % breaches where 95 cap applied | 6% | | | |

| | Oct | Nov | Dec | Jan | Feb | March |
|---------------------------|-----|-----|-----|-----|-----|-------|
| T&G from 07/25 | 824 | 912 | 734 | 814 | 654 | 1044 |
| % of 07/25 use | 58% | 52% | 53% | 51% | 51% | 57% |

APPENDIX D



Agenda Item 4

Redhill Aerodrome Flight path

Scale: 1:6000

User: BensoAnd@RBBC

Date: 2021-03-16 21:51:40

field Road
Reigate
Surrey
RH2 0SH



© Crown Copyright and database right 2021. Ordnance Survey licence 100019405. Reigate and Banstead Borough Council. Crown Copyright and database right 2020. Ordnance Survey licence number 100019405.

Mr. Michael Parker
Reigate and Banstead Borough Council
Town Hall
Castlefield Road
Reigate
RH2 0SH

16th March 2021

Dear Michael,

THE BURGHWOOD CLINIC, 34 BRIGHTON ROAD, BANSTEAD, SM7 1BS

DEMOLITION OF EXISTING CLINIC, ERECTION OF FOUR X 4 BEDROOM SEMI-DETACHED DWELLINGS – APPLICATION No. 20/00315/F

Following the comments received by the Committee forum via email on the 16/03/2021, please find below our comments which seek to overcome the raised concerns:

- As highlighted within your own report and design proposals, the application seeks to erect 4 x 4-bedroom town houses with 8 off street car parking spaces - two per dwelling. This falls short of the requirement under TAP1 which seeks 2.5 spaces per dwelling.

This proposal is marginally below the required standards, however given the site is located within a slip road with unrestricted parking directly outside of the application site, it is evident that the two additionally required car parking spaces could be provided on street and without detriment to neighbouring properties and other road users.

This is a view which is shared by yourself and Scott Dickson at Surrey Highways who is a Senior Transportation Development Planner.

- In reference to policy TAP1 itself, it is evident that whilst the parking requirement is a standard, the policy itself allows for some flexibility on this as it is important to note that Annex 4 in relation to Policy TAP1 states:

“The standards are provided as a guide and they may be varied at the discretion of the Council to take into account specific local circumstances.”

With this paragraph in mind, it is beneficial to highlight that the Brighton Road itself is the defining boundary line which dictates the difference in a high & low accessibility rating.

The sites location is also within:

1. 352 yards of two bus stops which are located within Garratts Lane
2. 1256m to Banstead High Street – A figure which meets the ‘yellow zone’ criteria of Appendix 1 of the Accessibility Map found within the Development Management Plan (Regulation 19) Parking Standards document October 2017
3. 215 yards of the BP service station which houses a ‘Marks & Spencer’ supermarket.

Agenda Item 4

- Further points which I would like to highlight are comparable applications which either fail to meet the parking requirements or applications which have been refused by committee members on parking grounds and then overturned at appeal.

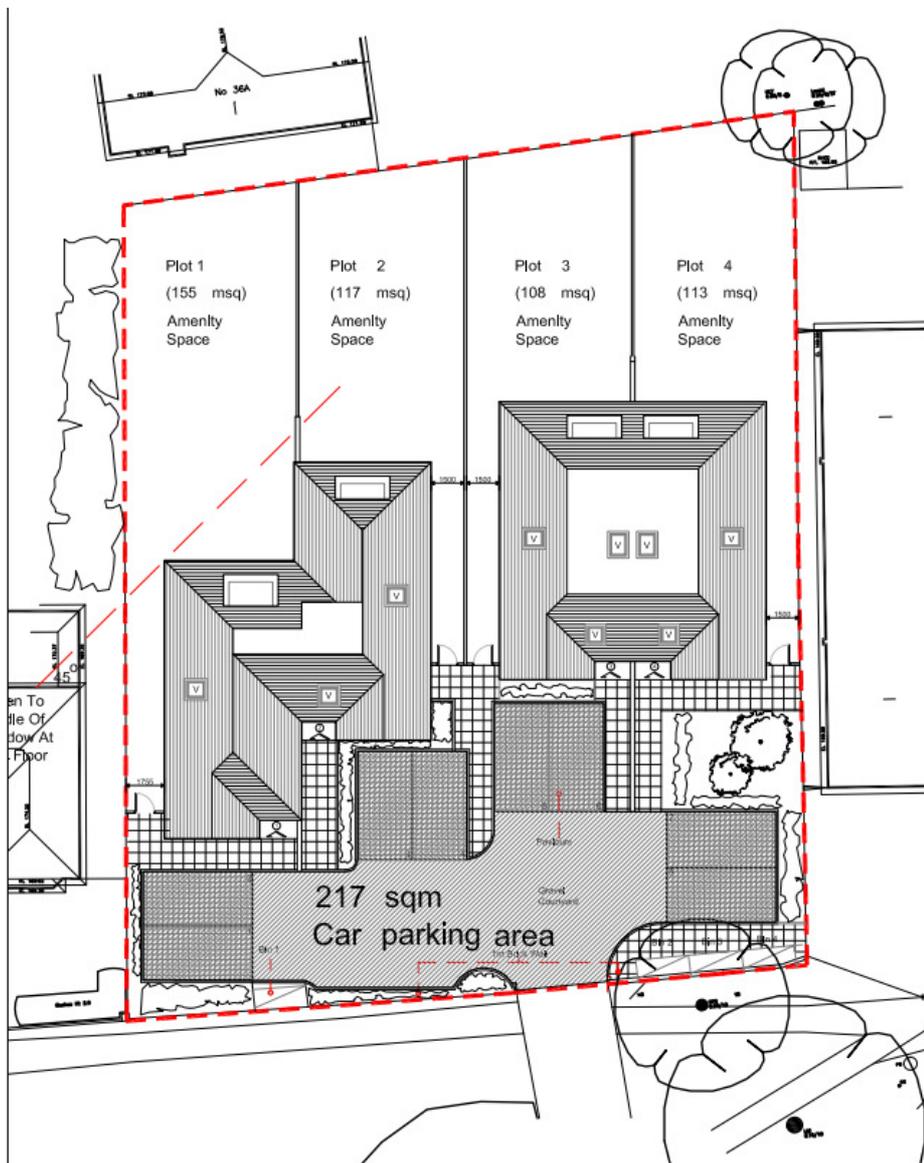
17/00160/F – Former British Red Cross Centre, The Drive

This application is relevant as it is located within 40m meters to the NW of the application site and was for the demolition of the commercial building and erection of 4 x 4 Bedroom dwellings.

From information made publicly available, this application was approved following the adoption of the mentioned parking standards, yet only provides 8 off street parking spaces (two per dwelling) as per our proposals.

The site is located within the same 'low accessibility area' and found to the West of the Brighton Road boundary, meaning is classed as a less accessible site than our own.

Approved Site Plan:



Agenda Item 4

19/01890/F & Appeal Ref: APP/L3625/W/20/3252148
134 Brighton Road, Hooley, Coulsdon, CR5 3EF

This is an interesting application as it is located directly on the busy A23 and has double yellow lines on both sides of the road.

Street View Image below with application site on left of view:



The application proposed to create 5 flats with only 5 off street parking spaces. This fails to meet the criteria of Policy TAP1 with the proposals failing by 50% of the target (5 Spaces short of the required 10).

At a planning committee meeting 02/10/2019, the application was refused for failing contrary to Policy TAP1 (amongst another design policy not relevant) and was sent to appeal following the refusal.

This appeal was allowed with the appeal officer stating:

“Policy TAP1 of the DPD requires new development to provide safe and convenient access for all road users, taking into account cumulative impacts. Developments should not result in unacceptable levels of on-street parking demand. Car parking and cycle storage should be in accordance with the standards set out in Annexe 4 of the DPD unless satisfactory evidence is provided to demonstrate that non-compliance would not result in unacceptable harm. Such evidence could include further information on accessibility.

Together Policies CSI0 and CSI 7 of the CS state that development should take account of levels of accessibility and services and minimise parking provision in the most sustainable locations. Development should minimise the need to travel, whilst increasing opportunities to cycle, walk or use public transport. Policy DES1 of the DPD seeks to make adequate provision for access, servicing, circulation and parking and turning, taking account of local character. These policies are consistent with section 9 of the Framework.

In accordance with Annexe 4 of the DPD the proposal should include 10 parking spaces, although it states that the standards are provided as a guide and they may be varied at the discretion of the Council to take account of local circumstances. It also states that one cycle storage space should be provided for each two-bedroom flat.

Whilst the site is located within an area that is designated as being of 'low accessibility', it is within walking distance of two petrol filling stations, a small parade of shops and a coffee shop. A regular bus service runs through Hooley and along Brighton Road to the front of the site, facilitating access to Redhill, Coulsdon and Croydon which offer a broad

Agenda Item 4

range of facilities and links to local and national rail services. Bus stops for this service are conveniently located on both sides of Brighton Road in close proximity to the appeal site. There is also a pedestrian crossing point across Brighton Road close to the bus stops and the footpaths along this stretch of Brighton Road are illuminated, level and generous in width.

In addition, there are a number of rural lanes and footpaths in the locality providing pedestrian/cycle access to Netherne to the east and a range of recreational and other facilities to the northwest.

As a result of these factors I find that the appeal site is in an accessible location, where there are opportunities for walking, cycling and using public transport.

The double yellow lines in the highway outside the appeal site would prevent parking along this stretch of Brighton Road. There is some on-street parking permitted further to the south along Brighton Road, adjacent to the junction with Dean Lane as well as to the west in Church Lane Avenue. However, parking in these areas would not be particularly attractive on a routine basis due to their distance from the appeal site and the access routes to and from them. These on-street parking constraints and the availability of public transport would likely be taken into consideration by persons considering moving into the flats.

As a result of these factors I find that the proposal would be highly unlikely to place unacceptable additional pressure on the demand for on-street parking in the local area and that it would not have a materially adverse impact on the convenience and living conditions of local residents.

I conclude on the second main issue that the proposal makes adequate provision for on-site parking and would not result in additional unacceptable pressure on the demand for on-street parking in the local area. As such, the proposal would comply with policies CS1, CS10 and CS1 7 of the CS, policies DES1 and TAP1 of the DPD and section 9 of the Framework. "

Given the weight an appeal officers comments have on determining applications, it should be noted that we are meeting policy requirement at a ratio of 80%, are located within a more accessible location – close to a Town Centre, have no off-street parking restrictions outside of the site and have the benefit of being located within a slip road & not directly onto the A217.

20/02601/F – 1A North Road, Reigate, Surrey, RH2 8LY

This application was presented to the planning committee last month and relates to the demolition of an existing dwelling and erection of a block of 5 flats. The proposals will provide 5 off street parking spaces (one per dwelling) with the application site located within a medium accessible area.

This application as noted within the report states:

"The proposed flats would be provided with 5 unallocated parking spaces. This would meet the appropriate standard for a site located in an area with medium accessibility. Although no visitor parking would be provided it is accepted that the availability of parking on streets in the surrounding area would provide sufficient space for occasional visitors without causing harm to the amenities of the area".

Agenda Item 4

Having viewed this committee meeting and read the minutes available online, concerns were raised by members with regards to the number of expected occupants per dwelling exceeding one, however it was considered that the off-street parking would provide adequate facilities to 'soak up' additional demand.

For clarity purposes, it is worth noting that the adjacent North Road & Eastnor Road are unrestricted, as is Brighton Road.

Planning Conditions

- The draft conditions which are attached to the report, highlight Condition 11 which relates to the pedestrian island separating Brighton Road from the slip road. This condition has been attached so that the pedestrian crossing can be extended to provide a safer crossing for any pedestrian travelling from one side of the road to the other.
The existing railings have been damaged by a vehicle accident for over 18 months now with no sign of repair coming from the highways team or anyone responsible for the damage.
Should this application be approved, not only would these proposals make the crossing generally safer, they would also include the replacement of the damaged barriers.
Both of these factors contribute to the safety elements found within Policy TAP1.

Consultee Response – Neighbours

During all three consultation periods, the application has only received one objection from a neighbor who is located directly behind the application site.

The nature of this objection relates to the stability of a private gate pillar and that of leaves blocking drains found further within Brighton Road. Neither of which are material considerations relevant to this application.

This considered, it is also worth noting that no objections relate to any possible parking issues.

The former clinic who occupied the site, utilised parking for 16 -38 cars during the day which is aside from medical based deliveries and collections which were frequented daily, due to the nature of blood sample collections.

Summary

With evidence as highlighted above, it is hoped that the committee will take on board the comments & points raised and see the application as a positive contribution to the Nork area.

We believe that part of the Committees purpose is to speak on behalf of the community and protect the local environment, however as the application demonstrates, we have received no local objection to the proposals and trust that this, along with reasons set out above, justify why planning permission should not be withheld.

Yours sincerely,

D. Bowie

Dean Bowie

This page is intentionally left blank