

Planning Committee Agenda



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

For enquiries regarding this agenda;

Contact: Democratic Services (01737 276182)

Email: Democratic@reigate-banstead.gov.uk

27 August 2019

For enquiries regarding registering to speak at
Planning Committee meetings, [visit our website](#).

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

S. Parnall

C. Stevens

R. S. Turner

S. T. Walsh

Substitutes

Councillors:

Conservatives:

Residents' Group:

Green Party:

Liberal Democrats

R. Absalom, 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, 4
SEPTEMBER 2019** at **7.30 pm** in the New Council Chamber - Town Hall, Reigate.

John Jory
Chief Executive

1. MINUTES (Pages 5 - 8)

To confirm as a correct record the Minutes of the previous meeting.

2. APOLOGIES FOR ABSENCE

To receive any apologies for absence.

3. DECLARATIONS OF INTEREST

To receive any declarations of interest.

4. ADDENDUM TO THE AGENDA (To Be Tabled)

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

PLANNING APPLICATIONS:

NOTES:

1. The order in which the applications will be considered at the meeting may be subject to change.
2. Plans are reproduced in the agenda for reference purposes only and are not reproduced to scale. Accordingly dimensions should not be taken from these plans and the originals should be viewed for detailed information. Most drawings in the agenda have been scanned, and reproduced smaller than the original, thus affecting image quality.

To consider the following applications :

5. 19/00210/OUT - BROOK ROAD GARAGE, BROOK ROAD, REDHILL (Pages 9 - 50)

Demolition of existing buildings and erection of building comprising 57 flats.

6. 19/00784/F - NICOLA FARM, 37 WOODMANSTERNE LANE, WOODMANSTERNE, SM7 3HA (Pages 51 - 84)

The erection of 6 detached dwellings and associated parking on the existing previously developed land at Nicola Farm.

7. **19/00314/F - 38 FIR TREE ROAD, BANSTEAD, SURREY, SM7 1NG** (Pages 85 - 112)

Replacement of existing building C3 Dwelling House to allow for 5. No unit C3 residential flats.

8. **19/01516/CLP - 32 SOUTH ROAD, REIGATE** (Pages 113 - 120)

Loft conversion incorporating hip to gable roof extension and dormer to rear.

9. **ANY OTHER URGENT BUSINESS**

To consider any item(s) which, in the opinion of the Chairman, should be considered as a matter of urgency.

WEBCASTING OF MEETINGS

The Council webcasts some of its public meetings.

Meetings are broadcast live and available to view online for six months. A copy is retained for six years after the meeting.

In attending any meeting you are recognising that you may be filmed and consenting to the webcast being broadcast online and available for others to view.

If you have any queries or concerns please contact democratic@reigate-banstead.gov.uk.

The Council's agenda and minutes are provided in English. However the Council also embraces its duty under equalities legislation to anticipate the need to provide documents in different formats such as audio, large print or other languages. The Council will only provide such formats where a need is identified prior to publication or on request.

Any requests for a paper copy of the agenda and reports must be made to [Democratic Services](#) no later than 2 working days before the meeting.

Information about [registering to speak](#) at a meeting of the Planning Committee is available on our website.

Customers requiring either the translation facility or an alternative format should contact Customer Services: Telephone 01737 276000

Agenda Item 1

Planning Committee
31 July 2019

Minutes

BOROUGH OF REIGATE AND BANSTEAD

PLANNING COMMITTEE

Minutes of a meeting of the Planning Committee held at the New Council Chamber - Town Hall, Reigate on 31 July 2019 at 7.30 pm.

Present: Councillors D. Allcard (Chairman), M. S. Blacker (Vice-Chair), J. S. Bray, P. Harp, J. Hudson, F. Kelly, S. A. Kulka, S. McKenna, R. Michalowski, S. Parnall, C. Stevens, R. S. Turner, S. T. Walsh and J. C. S. Essex (Substitute).

20. MINUTES

RESOLVED that the minutes of the previous meeting held on 3rd July 2019 be confirmed and signed as a correct record.

21. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors H. Brown (substituted by J. Essex); and J. King.

22. DECLARATIONS OF INTEREST

Councillor F. Kelly declared a non-pecuniary interest in item 8 for the application at Great Meadows Hostel (18/02395/F) as he was employed by the NHS, which was working in partnership with Active Prospects (the applicant) for the resettlement of people with learning disabilities. Councillor F. Kelly participated in the debate and vote for item 8 on the grounds that his indirect relationship with the applicant did not prejudice his decision-making.

Councillor M. Blacker declared a pecuniary interest in item 11 for the application at 16 Summerly Avenue (19/01193/HHOLD) because he was the applicant's agent. Councillor M. Blacker left the room for the duration of item 11 and did not participate in the debate or vote.

23. ADDENDUM TO THE AGENDA

RESOLVED that the addendum be noted.

24. 18/01764/F - SKYLANE HOTEL, 34 BONEHURST ROAD, HORLEY, SURREY, RH6 8QG

The Committee considered an application at the Skylane Hotel, 34 Bonehurst Road in Horley for the erection of 1st and 2nd floor extensions to link the building and annexe for the purpose of forming additional guest rooms and a lift.

Councillor J. Hudson left the room at 20:10 p.m. and entered the room at 20:12 p.m. and was advised not to participate in the vote by virtue of his absence during part of the debate.

Agenda Item 1

Planning Committee
31 July 2019

Minutes

RESOLVED that planning permission be **GRANTED** with conditions, as per the recommendation and addendum, plus:

- Informative 2 - expanded to refer to electric vehicle charging points; and
- Condition 4 - 'drop-offs' added to 'deliveries'.

25. 19/00698/F - LAND REAR OF 35-49 WARREN ROAD, BANSTEAD, SURREY, SM7 1LG

The Committee considered an application at the land to the rear of 35 – 49 Warren Road in Banstead for the demolition of 37 Warren Road and the erection of 7 dwellings to the rear of 35-49 Warren Road.

Councillor S. Walsh left the room at 20:30 p.m. and was not present for the vote.

RESOLVED that planning permission be **GRANTED** with conditions, as per the recommendation and additional/amended conditions from addendum, plus additional condition for archaeological survey.

26. 18/02680/F - NUTLEY DEAN BUSINESS PARK, SMALLS HILL ROAD, HORLEY

The Committee considered an application at Nutley Dean Business Park, Smalls Hill Road in Horley for the removal of the existing industrial buildings and the erection of 14 dwellings.

Councillor S. Walsh entered the room at 20:35 p.m. but did not participate in the vote by virtue of his absence during the officer's presentation.

RESOLVED that planning permission be **GRANTED** with conditions and subject to S106 Agreement, as per the recommendation.

27. 18/02395/F - GREAT MEADOWS HOSTEL, PRINCES ROAD, REDHILL

The Committee considered an application at Great Meadows Hostel, Princes Road in Redhill for the development of sheltered housing, comprising 6 x 1 bed apartments, with office / concierge, 1 x independence / training room, 1 x independence / training / sleep in room with frontage parking and access to Princes Road, as supported accommodation for adults with learning difficulties.

RESOLVED that planning permission be **GRANTED** with conditions, as per the recommendation and addendum.

28. 19/00957/F - LAND TO THE REAR OF 48 BRIGHTON ROAD AND REAR OF 10 CHURCH ROAD, HORLEY

The Committee considered an application at the land to the rear of 48 Brighton Road and to the rear of 10 Church Road in Horley for two proposed dwellings to the rear of 48 Brighton Road.

Councillor C. Stevens proposed a motion to refuse the application on the grounds that:

Agenda Item 1

Planning Committee
31 July 2019

Minutes

The proposed development, by virtue of the limited space around the new access drive, parking spaces and proposed houses, would appear cramped with limited opportunity for soft landscaping which, due to the back-land location fronting onto the adjacent large surface car park, would appear an incongruous form of development out of keeping with and harmful to the pattern of development and character of the surrounding area, contrary to Policies Ho9, Ho13 and Ho14 of the Reigate and Banstead Borough Local Plan 2005, Policy CS4 of the Reigate and Banstead Core Strategy 2014 and guidance contained within the Local Distinctiveness Design Guide SPG 2004.

The motion to refuse the application was not seconded and therefore did not proceed to a vote.

RESOLVED that planning permission be **GRANTED** with conditions, as per the recommendation.

29. 17/00046/RM1 - SITE TO THE REAR OF 5 ALDERS ROAD, REIGATE, SURREY, RH2 0EA

The Committee considered an application at a site to the rear of 5 Alders Road in Reigate for the submission of reserved matters for Appearance, Landscaping, Layout and Scale following appeal permission 17/00046/OUT for the demolition of the residential annexe and erection of a two storey dwelling.

The application was referred to the Committee in accordance with the Constitution as the application site was owned by a Member of the Council.

RESOLVED that planning permission be **GRANTED** with conditions, as per the recommendation and addendum.

30. 19/01193/HHOLD - 16 SUMMERLY AVENUE, REIGATE

The Committee considered an application at 16 Summerly Avenue in Reigate for a two-storey side extension.

The application was referred to the Committee in accordance with the Constitution as the applicant's agent was a Member of the Council.

Councillor M. Blacker left the room at 21:16 p.m. for the duration of item 11 and did not participate in the debate or vote.

RESOLVED that planning permission be **GRANTED** with conditions, as per the recommendation and addendum.

31. DEVELOPMENT MANAGEMENT PERFORMANCE (Q1, 2019/20)

Councillor M. Blacker entered the room at 21:17 p.m.

RESOLVED that the report be noted.

Agenda Item 1

Planning Committee
31 July 2019

Minutes

32. ANY OTHER URGENT BUSINESS

There was no urgent business to consider.

The Meeting closed at 9.17 pm

Agenda Item 5

| | | |
|--|-------------------|-----------------------------------|
|  Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate | TO: | PLANNING COMMITTEE |
| | DATE: | 4 September 2019 |
| | REPORT OF: | HEAD OF PLANNING |
| | AUTHOR: | John Ford |
| | TELEPHONE: | 01737 276112 |
| | EMAIL: | john.ford@reigate-banstead.gov.uk |
| AGENDA ITEM: | | WARD: Redhill East |

| | | | |
|--|--|---------------|----------------------------|
| APPLICATION NUMBER: | 19/00210/OUT | VALID: | 01 February 2019 |
| APPLICANT: | Mulberry Homes | AGENT: | WS Planning & Architecture |
| LOCATION: | BROOK ROAD GARAGE, BROOK ROAD, REDHILL | | |
| DESCRIPTION: | Demolition of existing buildings and erection of building comprising 57 flats | | |
| All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail. | | | |

SUMMARY

This is an outline application for the demolition of the existing building and redevelopment of the site to include a part four storey, part five storey block comprising 57 residential units with ground floor undercroft parking. It follows approval of a scheme for 48 flats approved earlier this year on the site under reference 18/01133/F. Appearance and landscaping are reserved matters: the other matters (access, layout and scale) are considered in this application. The design of the scheme (whilst detailed appearance is reserved) is substantially the same as that previously approved and is of no greater footprint or height.

The additional units have therefore been accommodated mainly by changing the ratio of flat sizes and their sizes. This has resulted in a greater number of smaller units, several of which do not meet the nationally described minimum living space standards. However this is guidance only and only 3 of the 57 units fail to meet the minimum standard without a balcony. Elsewhere, when the balcony is factored in to the overall space then these would exceed the minimum. On this basis and due to the other benefits of the scheme including the increased affordable housing proposed and the fact that these standards are provided as a guide only, then this is considered acceptable on balance.

The site is not within a designated Employment Area but it is presently occupied by a mixture of small scale commercial and industrial buildings and thus would technically result in a loss of these existing employment uses, contrary to Policy Em1A of the Borough Local Plan. However, the site is considered to be under-utilised, in a degraded condition which will limit attractiveness to occupiers and consequently makes a limited economic contribution. Mindful of the advice in the Framework which encourages a positive

Agenda Item 5

approach to alternative uses on under-utilised employment sites, the loss of employment use is not felt to be objectionable when assessed against the more up-to-date Framework in this instance.

Whilst the proposal would represent a notable increase in scale of built form compared to the existing predominantly single storey structures on the site, it is considered that the height, scale and massing of the building is acceptable taking account of the surrounding context along Brook Road and Brighton Road (A23), with the setback top floor and gently staggered height of the rear projecting leg responding to the topography of the site and helping to ensure that the building would not appear unduly dominant along either Brighton Road (north or south) or Brook Road. The design, appearance and materials selection is considered to be successful in helping to break up the massing of the building and would give the building an uncomplicated yet interesting contemporary appearance which would fit comfortably amongst the varied character of the immediate surroundings. The addition of some landscaping to the front of the building would assist in creating a more pleasant public environment along this stretch of Brook Road. Furthermore it would contribute to the housing requirements of the Borough within a sustainable town centre location.

The application gives the ground floor over predominantly to an area of undercroft parking for 37 spaces with entrance/exit to the west/east ends of the site respectively.. Whilst this equates to less than 1 space per unit, given the highly accessible nature of the site in terms of both public transport and the shops and services on offer in Redhill Town Centre, this reduced level of parking is not felt to be objectionable in policy terms. Furthermore, the County Highway Authority has raised no concerns in respect of the impact of the proposals on highway safety or operation.

In terms of flooding, the scheme falls within Flood Zone 2 and a large part within Flood Zone 3 owing in a large part to the proximity to the Redhill Brook. However, the proposals are considered to pass the Sequential Test, an exercise for which was carried out in the previous application, and the Environment Agency is satisfied that subject to conditions, the development would be acceptable in terms of impact on flooding and safety of future occupants nor would it prejudice access to the Redhill Brook.

As regards affordable housing, an amount of 10 units for the previous application (equivalent to 20.8%) of shared ownership tenure was agreed, being compliant with policy CS15 of the Core Strategy. In the course of the current application the applicant first offered 11 units based on a restricted pro-rated calculation but has re-examined the rounding approach and agreed with the Council's interpretation, viz: the original scheme provided affordable housing at 20.83333% of the total units; if that exact same proportion is applied in this case 11.875 units would be required: the Council's Affordable Housing SPD is clear that rounding should be applied conventionally (i.e. round up if over 0.5). Therefore, and as confirmed by the applicant, 12 units would be provided, not the 11 as originally offered, and this is acceptable in policy and viability terms.

The proposals are not considered to give rise to serious harm to the amenity of neighbouring properties and it is considered that the development would offer a good standard of accommodation and amenity for future occupants. The scheme would bring about the regeneration and optimal use of a currently degraded and under-utilised site and, in doing so, would support the Council's urban areas first strategy. It would make a

Agenda Item 5

positive contribution to local housing requirements and would bring consequent social, economic and financial benefits all of which weigh in favour of the scheme.

RECOMMENDATION(S)

Subject to the completion of all documentation required to create a planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended) to secure:

- (i) 12 units of affordable housing as shared ownership tenure;
- (ii) the affordable units to have private balconies to the same proportion as the non-affordable units;
- (iii) the Council's legal costs in preparing the agreement;

Outline planning permission is **GRANTED** subject to conditions.

In the event that a satisfactorily completed obligation is not received by 31 December 2018 or such longer period as may be agreed, the Head of Places and Planning be authorised to refuse permission for the following reason:

The proposal fails to make adequate provision for affordable housing and is therefore contrary to policies CS15 of the Reigate and Banstead Core Strategy 2014.

Agenda Item 5

Consultations:

County Highway Authority: no objection subject to conditions. Comments as follows:

"The proposed development is likely to lead to an increase in vehicle movements. These increases are not significant and certainly not severe in terms of the National Planning Policy Framework.

The proposed development is located close to Redhill town centre and the site benefits from good links to the town centre with its good leisure, and retail land uses and train station. In addition the site benefits from good cycle and bus links to Redhill town centre and other locations with more retail, leisure, employment, and education land uses."

Contaminated Land Officer: identifies potential for ground contamination to be present on and/or in close proximity to the site and therefore recommends conditions.

Environment Agency: recommends conditions relating to flood risks and site contamination.

Surrey Lead Local Flood Authority (SUDS): no objection subject to conditions relating to sustainable drainage.

Gatwick Airport: recommends condition requiring a bird hazard management plan

Reigate Society: no response.

Sutton and East Surrey Water Company: no response.

Representations:

Letters were sent to neighbouring properties on 14 February 2019 and a site notice was posted 20 February 2019.

One response was received, raising the following issues:

| Issue | Response |
|--------------------------------|-------------------------------|
| Alternative location preferred | Development on this site only |
| Drainage/sewage capacity | See paragraph 6.24 |
| Hazard to highway safety | See paragraphs 6.31-6.36 |
| Inadequate parking | See paragraphs 6.31-6.36 |
| Noise and disturbance | See paragraphs 6.25-6.30 |
| Out of character with locality | See paragraphs 6.11-6.17 |
| Overdevelopment | See paragraphs 6.11-6.17 |

1.0 Site and Character Appraisal

1.1 The application site is located to on the northern side of Brook Road which itself is to the south of, and in relatively close proximity to, Redhill Town Centre. The site

Agenda Item 5

presently comprises a number of single storey buildings and structures which have historically been used for vehicle servicing and repairs but which are now in a dilapidated condition, with an area of land to the rear historically used for storage of vehicles. There are a small number of trees along the eastern boundary of the site, including a relatively large mature sycamore close to the frontage with Brook Road.

- 1.2 The Redhill Brook flanks the site along the eastern boundary and is partially culverted under the southern corner of the site where it adjoins Brook Road. According to the EA Flood Maps, the site is wholly within Flood Zone 2 and the majority in Flood Zone 3.
- 1.3 The area surrounding the site is of mixed character both in terms of use and built form, typical of an edge of centre location. To the south on Brook Road are two blocks of flats, mainly of three storeys although the YMCA building has a four storey element at the corner. Between these two blocks of flats is a modest two storey gable fronted building in commercial use. To the west, the site is flanked by a petrol station and the associated low slung, single storey structures which this entails. To the east, the site adjoins a commercial storage yard which again comprises single to two storey built form. To the north is an area comprising a group of three large format retail warehouse buildings set amongst a large parking area. Architectural styles are varied but typically reflect more traditional forms.
- 1.4 The application site has an area of 0.16ha.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: as a result of pre-application discussions leading to submission of the previous scheme (similar in form, scale, location and footprint to the current proposal), the building was reduced from up to 8 storeys initially to the up to 5 now proposed and the massing has been improved and better articulated.
- 2.2 Improvements secured during the course of the application: none as the proposal is acceptable as it stands.
- 2.3 Further improvements to be secured through planning conditions or legal agreement: Various conditions are recommended to control materials, details and landscaping to ensure a high quality development. A legal agreement will be required to secure the on-site affordable housing provision.

3.0 Relevant Planning and Enforcement History

- 3.1 18/01133/F: building comprising 48 flats: granted 19 July 2019.

4.0 Proposal and Design Approach

- 4.1 The proposed outline application is for the demolition of the existing buildings and the erection of a new building comprising 57 one and two bedroom apartments, undercroft car parking and landscaping. Matters for which approval is sought are access, layout and scale; reserved matters are appearance and landscaping.

Agenda Item 5

- 4.2 The new building fronts on to Brook Road and comprises a single block with a practically L-shaped footprint projecting back into the site. The building is predominantly 5 storeys, with the top floor being set back, but steps down to four storeys to the northern end of the building. The building would employ a mix of brick and anthracite/grey cladding panels for the main elevations, with the top floor clad in a lighter material. A mixture of inset and projecting balconies are proposed.
- 4.3 The ground floor of the development would be largely given over to undercroft car parking, the entrance lobby and communal facilities and plant. Within the car park and along the front and rear boundaries, raised planters are proposed to allow for landscaping.
- 4.4 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:
 Assessment;
 Involvement;
 Evaluation; and
 Design.
- 4.5 Evidence of the applicant's design approach is set out below:

| | |
|-------------|--|
| Assessment | <p>The Design & Access (D&A) Statement describes that the existing site comprises a garage and workshop area, showroom and four warehouse buildings. Two derelict buildings run along the eastern boundary. The YMCA building is situated to the south of the site, on the opposite side of Brook Road. The north of the site is bordered by a BP petrol station. Redhill Brook runs along the eastern edge of the site.</p> <p>No features worthy of retention are identified in the D&A Statement.</p> |
| Involvement | <p>The D&A Statement identifies that pre-application advice was sought from the Council in 2017 and design of the scheme amended in response and made the subject of successful application ref. 18/01133/F.</p> |
| Evaluation | <p>The Statement sets out the evolution of the design of the scheme, as a result of the pre-application discussions. This includes reducing the height and massing of the building, removing the "podium" feature and changes to materials. Further reductions to scale and massing followed a second pre-application request and culminated in the now approved previous application, in terms of footprint and scale similar to scheme now proposed.</p> |
| Design | <p>The D&A explains that through the chosen design, the best use of this brownfield site is being proposed with the five storey</p> |

Agenda Item 5

| | |
|--|--|
| | building but as demonstrated in the daylight/sunlight study has a very minimal impact on surrounding buildings. The bulk and massing has been greatly reduced since the first pre-app and greater articulation to the building introduced. Levels of landscaping have also been maximised given the constraints of the site. |
|--|--|

4.6 Further details of the development are as follows:

| | |
|---------------------------------|---|
| Site area | 0.16ha |
| Existing use | Mixed commercial/industrial |
| Proposed use | Residential (flats) |
| Net increase in dwellings | 57 |
| <i>Of which affordable</i> | 12 (20.8%) |
| Proposed site density | 356 dwellings per hectare (dph) |
| Density of the surrounding area | Varied 141dph - Archers Court/Bakers Court (Brighton Road) 104dph – Brighton Road (west side – Sycamore Court to Wilton Court) 141dph – Niche Place (Brook Road) |
| Proposed parking spaces | 37 |
| Parking standard | BLP 2005 – 64 spaces (maximum) DMP – 1 space per unit although a lower amount may be acceptable in areas within or close to town centres |
| Estimated CIL contribution | In the region of £312,560 (subject to indexation and existing building relief) |

5.0 Policy Context

5.1 Designation

Urban Area
Retail Warehouse Area
Flood Zone 2 and Flood Zone 3

Reigate and Banstead Core Strategy

CS1 (Presumption in favour of sustainable development)
CS4 (Valued townscapes and historic environment)
CS5 (Valued people/economic development)
CS8 (Area 2a: Redhill)

Agenda Item 5

CS10 (Sustainable development)
CS11 (Sustainable construction)
CS13 (Housing delivery)
CS14 (Housing needs of the community)
CS15 (Affordable housing)
CS17 (Travel options and accessibility)

5.2 Reigate & Banstead Borough Local Plan 2005

| | |
|------------|-----------------------|
| Housing | Ho9, Ho10, Ho13, Ho16 |
| Employment | Em1A |
| Shopping | Sh14 |
| Movement | Mo4, Mo5, Mo6, Mo7 |
| Utilities | Ut4 |

5.3 Other Material Considerations

National Planning Policy Framework

National Planning Practice Guidance

Emerging Development Management
Plan 2019

| | |
|------------------------------------|---|
| Supplementary Planning Guidance | Developer Contributions SPD Affordable Housing SPD Local Distinctiveness Design Guide |
|------------------------------------|---|

| | |
|-------|--|
| Other | Human Rights Act 1998 Community Infrastructure Levy Regulations 2010 (as amended) Conservation of Habitats and Species Regulations 2010 Public Sector Equality Duty |
|-------|--|

6.0 **Assessment**

6.1 The application site comprises a mixture of semi-dilapidated commercial/industrial buildings. The site falls with a designated Retail Warehouse Area and is wholly in Flood Zone 2 with a significant part in Flood Zone 3.

6.2 The main issues to consider are therefore:

- principle of development
- design and impact on the character of the area
- flooding and drainage
- effects on the amenity of neighbouring properties
- access, parking and highway implications
- amenity of future occupants
- affordable housing and infrastructure contributions
- other matters

Agenda Item 5

Principle of development

- 6.4 As discussed above, the existing site comprises a number of single storey buildings and ancillary structures which are used in mixed commercial/industrial uses including storage and vehicle repairs. As such, they are considered to represent employment uses for the purposes of Policy Em1A which resists their loss.
- 6.5 In this regard, the previous application was accompanied by analysis from a local agent which concludes that there is adequate alternative commercial/industrial space in the borough currently on the market such that loss of these units would not prejudice overall supply. Furthermore, a separate appraisal from local agents of the marketability and value of the existing accommodation on site identifies that *"the current buildings are of very inferior construction and would not, in my opinion, attract a conventional form of commercial loan"*.
- 6.6 These conclusions are agreed. Whilst the site is in employment use, it is not a designated Employment Area and, given the nature of uses, is considered to make a relatively limited economic contribution. It does not support any particular key local services and is anticipated to support only a very low level of employment since much of the accommodation is used for storage. The condition of the existing accommodation is poor and the likely prospects of continued viable employment use in the long term are therefore felt to be relatively limited.
- 6.7 With these observations in mind, the loss of the existing employment uses on site is not considered to be objectionable. In coming to this view, account has also be taken of the position in the Framework which advises that *"local planning authorities should take a positive approach to applications for alternative uses of land which is currently developed by not allocated for a specific purpose in plans"* and in particular, that they should *"support proposals to use retail and employment land for homes in areas of high house demand, provided this would not undermine key economic sectors..."*.
- 6.8 Furthermore, the proposals would support redevelopment, regeneration and improved utilisation of a poor quality brownfield site in what is a relatively prominent location close to Redhill Town Centre, thus supporting the "urban areas first" strategy which is embodied in the Core Strategy (notably Policy CS6).
- 6.9 With regards to the Retail Warehouse Area designation covering the site, there is no policy which resists the loss or redevelopment of such sites for non-retail uses. On this basis, the Retail Warehouse Area does not give rise to any in principle policy objection to the proposed residential scheme.
- 6.10 On the basis of the above and as concluded with regard to the previous application, the loss of the existing employment uses and redevelopment of the site for residential uses is considered to be justified against local and national policy.

Design and impact on the character of the area

- 6.11 The proposals are substantially the same as that previously approved in design terms and of no greater footprint or height. The designs were subject to extensive

Agenda Item 5

pre-applications discussions with Officers regarding the proposed scale, massing and design of the building. The design has, as set out in the applicant's Design & Access Statement, evolved significantly through this process and the application, with marked reductions in height, massing and design. The scheme now under review is very similar to that approved under the previous application, such that the comments below on the latter are still valid.

- 6.12 The proposed building takes the form of a virtually L-shaped block facing onto Brook Road. The building would be predominantly 5 storeys and would step down to four storeys at the northernmost end of the building.
- 6.13 In terms of height, scale and massing, the proposed built form would clearly be much greater than presently on site. However, it is considered appropriate in the context of surroundings, where large blocks (such as Forum and Furness House and to some extent the YMCA building) are not uncommon. With respect to height, the proposed building, would at its tallest point, be slightly lower than Forum and Furness House on the opposite side of Brighton Road, and when viewed in the wider street scene, the building would appear only slightly taller than the YMCA building which sits at a much higher land level on the opposite corner of Brook Road.
- 6.14 The elevation onto Brook Road would be predominantly 5 storeys, albeit the top storey would be set back and treated with a lighter material which would reduce the perceived massing at upper floors. Whilst the building would present a relatively long elevation onto Brook Road, this would help to create a well-defined street frontage which is presently lacking and subtle variations in the building line and in the roof and parapet levels along this elevation help to break the building up into manageable elements such that it would not appear monotonous or unyielding. The more pronounced stepping down in height towards the northernmost end of the building provides a transition in height which responds appropriately to the topography of the site and helps to ensure that the building would not appear unduly domineering in the Brighton Road street scene, including in southerly views from the Town Centre. Similar architectural language is used on this elevation to help break up the massing.
- 6.15 Across the building, the elevations have been well handled to break up the massing. The use of a mixture of recessed and projecting balconies, together with subtle variations in the detailing and materiality on the various elements of the building, add visual interest in a restrained but successful way. The materials palette is considered to be appropriate, drawing on the predominant red brick which is typical of the area to "frame" the sections of the building and complementing this with glazing and cladding to ensure that an unduly "heavy" appearance is avoided. High quality materials and finishes will be to the success of the building (if approved) and thus a condition requiring approval of the detailed specification of materials is recommended.
- 6.16 The layout provides for some small areas of landscaping in raised planters to the front of the building which would provide some much welcomed softening and greening to the urban realm along Brook Road, as well as along the boundary with Redhill Brook and the adjoining retail park car park. Whilst the proposals would

Agenda Item 5

introduce a relatively boundary with the adjoining Petrol Station, this is considered necessary to provide defensibility and – on balance – would not be prominent or dominant in the street scene so as to be harmful, particularly given the use of the staggered timber screen at higher level. Parking would be accommodated in an undercroft and would be largely screened from public vantage points.

- 6.17 Overall, whilst the proposal would represent a demonstrable increase in scale and massing of built form on the site, the building has been well-designed such that it would not appear out of keeping or overly dominant amongst the varied street scenes of Brighton Road and Brook Road, and would make a positive contribution to the character of the area compared to the existing degraded, low key site. The proposal would therefore comply with policies Ho9, Ho13 and Ho16 of the Local Plan 2005, CS4 and CS10 of the Core Strategy and the provisions of the Framework in respect of achieving well designed places.

Flooding and drainage

- 6.18 The site is wholly within Flood Zone 3 and a significant part is within Flood Zone 2 according to EA Flood Mapping. As per the previous application the applicant has submitted a Flood Risk Assessment and Sequential/Exception Test, given the location of the site in Flood Zones 2 and 3, the applicant has undertaken a Sequential Test as required by national policy and concludes that there are no reasonably available sites in areas at lower probability of flooding capable of delivering the development proposed. This includes a review of the potential allocation sites identified in the emerging Development Management Plan across the whole borough.
- 6.19 The site is in a dilapidated condition and residential redevelopment would offer positive townscape effects which are of considerable value in their own right given the quite prominent location of the site. These benefits are unlikely to be achievable in any other way and would certainly not be realised if the housing was delivered on another site. Furthermore, in previous iterations of the Redhill Town Centre Area Action Plan, this site formed part of a wider opportunity site along Brighton Road; hence, there has historically been acknowledgement of the need for redevelopment in this area to contribute to the wider regeneration of the town. Taking the above into account, whilst the number of housing units which this site would deliver could potentially be achieved on other site(s) at lower risk of flooding, the localised and wider regenerative effect could not. On this basis, and taking account the specific facts of this case, it is concluded that the Sequential Test is passed.
- 6.20 Given the flood risk profile of the site and the proposed residential use, it is also necessary for the site to pass the Exception Test. In this respect, the application was accompanied by a Flood Risk Assessment (FRA) which analyses fluvial flood levels across the site using EA and modelled data as well as the risk of flooding from other sources. In terms of fluvial (river) flooding, the FRA identifies that the lowest finished floor levels for residential accommodation (lobby area) will be set at 76.210m AOD which is significantly higher than any predicted flood level on site. Whilst there would be some potential for the under croft car park to flood in a very extreme event (1 in 100 year with 70% climate change allowance) adopted by the consultants as a sensitivity test, the depths would be relatively modest and the FRA

Agenda Item 5

includes a recommended escape route and recommends a flood evacuation plan is prepared. The FRA identifies the hazard from other sources, including surface water flooding, as being minimal or no risk.

- 6.21 Taking all of the above factors into account, it is concluded that the proposal would be safe for its lifetime and would not increase flood risk elsewhere. It is also considered that there are wider sustainability benefits to the redevelopment of a well-located edge of town centre site (provision of housing, including affordable units) and general enhancement of a semi-derelict site, which outweigh the flood risk. The proposal is therefore considered to pass the Exception Test.
- 6.22 The Environment Agency (EA) was consulted on this topic and gave no objection subject to imposition of conditions relating to finished floor levels, river wall survey, site contamination/remediation and appropriate type of piling.
- 6.23 The Flood Risk Assessment and drainage strategy have also been reviewed by Surrey CC which has confirmed no objection subject to conditions regarding detailed design and future maintenance.
- 6.24 Based on the above and taking account of the expert advice of the relevant consultees, it is concluded that the application passes the Sequential Test and, furthermore, would respond to the flood risk on site appropriately in terms of drainage, resilience and safety measures. On this basis, the proposal complies with Policy CS10 of the Core Strategy, Ut4 of the Local Plan and the relevant national policy provisions.

Effects on the amenity of neighbouring properties

- 6.25 The location of the site is such that, at present, the only near residential neighbours are to the south on the opposite side of Brook Road. There is not considered to be any undue impact on properties on the western side of Brighton Road (which are predominantly in commercial use), given the separation distances involved (over 40m to the proposed building).
- 6.26 Given the siting of the proposed building, there would remain a separation distance of c.17m between the south elevation and neighbours on the opposite side of Brook Road. At this distance, whilst there would be some change in outlook for these neighbours, it is not considered that the building would be unduly overbearing or dominant, particularly mindful of the urban setting of the site.
- 6.27 The application was also supported by a detailed daylight and sunlight assessment which provides a comprehensive assessment of the impact of the proposed block on neighbours to the south. The Council's own Supplementary Planning Guidance advocates 45 and 25 degree rules; however, these mechanisms are simplistic and the findings of a more in depth analysis of vertical sky component, average daylight factors and sunlight hours should be favoured for complex schemes and urban environments such as this.
- 6.28 The submitted assessment demonstrates that, whilst there would be some daylight/sunlight impact on these developments, the vast majority of rooms in the

Agenda Item 5

proposed dwellings would continue to meet guidelines for daylight using the vertical sky component and applying BRE guidelines. Three windows on "The Willows" flat block are identified as receiving below the recommending guidelines following the development; however, in each case, the change compared to the existing situation is less than 35% and therefore classified as "minor" according to BRE guidance. Furthermore, from a review of historic plans for the building affected, two of the windows most affected serve bathrooms (and therefore non-habitable), with the third serving a bedroom. Mindful of the fact that the BRE Guidance stresses that the numerical guidelines should be interpreted flexibly and taking account of the urban location of the site (where daylight expectations are generally somewhat lower than other locations) and rooms affected, it is considered that the results demonstrate that the proposals would not give rise to serious overshadowing or loss of light so as to warrant refusal.

- 6.29 The southern elevation would introduce a significant number of windows and balconies which would face towards existing properties on the south side of Brook Road. Whilst there would be some views between windows, there would be adequate separation (c.17m) such that the occupants of these existing properties would not experience undue loss of privacy or a significantly harmful level of mutual overlooking.
- 6.30 Overall, whilst the proposal would result in a change for neighbouring properties, it is not considered to give rise to an unacceptable loss of amenity and would, on the whole, achieve acceptable relationships to neighbours typical of a relatively central urban location such as this. The proposal therefore complies with policies Ho9 and Ho13 of the Borough Local Plan 2005.

Accessibility, parking and highway implications

- 6.31 The development incorporates a total of 37 car parking spaces (including 3 disabled and 6 electric car charging bays) and 61 cycle spaces which would be provided in an undercroft at ground floor level. Access to the car parking area would be taken from Brook Road with exit therefrom at the eastern end of the site.
- 6.32 At 37 spaces, the level of car parking would fall below the maximum standards in the Borough Local Plan (which would suggest 64 spaces) and the minimum for a high accessibility area within the emerging Development Management Plan (57). However, in this case, the site is within a highly accessible location, on the edge of Redhill town centre (with a wide range of shops and services available nearby), a relatively short walk from the railway and bus station, and with bus routes even closer by along Brighton Road (A23). Taking this accessibility into account, the reduced level of parking is not considered to be objectionable in policy terms and it is considered not owing a car or low car ownership would be a realistic option for future residents of the development, given the size of units. This approach is consistent with the DMP which advises that a reduction below the minimum may be acceptable in highly accessible town centres. The County Highway Authority has raised no objection to the scheme, similarly noting the accessible location of the site. It should be noted that Brook Road (and other nearby roads such as A23 Brighton Road and Hooley Lane) are subject to parking restrictions which would

Agenda Item 5

prevent parking in dangerous locations such that any displacement would not cause a highway safety risk.

- 6.33 The scheme incorporates a large internal and secure bicycle store, capable of accommodating 61 bicycles, which is in excess of the 48 advised by local standards. A condition requiring the bicycle storage to be in place prior to occupation is considered reasonable.
- 6.34 The submitted plans demonstrate that adequate visibility can be achieved at the access point to the undercroft car park and, furthermore, that the splay would not be unduly obscured by the designated on-street parking bays and hence would not cause safety issues. Steps and a ramp are provided to the front of the building to provide access for all.
- 6.35 In terms of overall traffic generation, the application is supported by a Transport Statement which identifies that the scheme would generate a net increase of 5 vehicle movements in the AM and PM peak hours compared to what could be generated by the existing uses. The County Highway Authority does not dispute this and acknowledges in their response that *"these increases are not significant and certainly not severe in terms of the National Planning Policy Framework"*. Given the level of existing flows on the surrounding roads, the effect would be very limited and is not considered to give rise to unacceptable congestion.
- 6.36 Subject to the conditions proposed by the County Highway Authority, the proposal is considered to comply with policies Ho9, Mo4, Mo5 and Mo7 of the Borough Local Plan and policy CS17 of the Core Strategy.

Amenity for future occupants

- 6.37 In terms of internal accommodation, the proposed units would be a combination of 1 and 2 bedrooms, ranging from 33.1sqm to 71.5sqm. 18 of the unit fall below the nationally described living space standard of 37sqm for a one person one-bed apartment. However, in all but 3 cases there is a balcony provided which would bring the size up to around that of the national minimum standard. There have been calls for increased densities to help overcome the national housing shortage which can be accommodated in a number of ways such as reducing the size of units. The space standards are for guidance purposes only and, when considered overall, each of the units are considered to provide adequate internal space to meet the needs of day to day life. Each unit would be served by a number of windows which would ensure adequate daylighting and level of outlook and they are of rational and workable shape and layout. When considered alongside the benefits of the additional affordable housing, this is considered acceptable on balance.
- 6.38 In view of the above, the proposed development is considered to offer an acceptable level of amenity for future occupants and complies with the requirements of Policy Ho9 of the Borough Local Plan 2005 in this regard.

Agenda Item 5

Community Infrastructure Levy (CIL) and requested contributions

- 6.39 As the proposals involve the creation of new dwellings, the development would be CIL liable and would attract a charge based on the Council's adopted Charging Schedule. The amount due would be formally determined in due course should permission be granted; however, based on the plans submitted the indicative charge would be in the region of £312,560 (prior to indexation and any relief claimed on the existing buildings and/or affordable housing units).
- 6.40 The Community Infrastructure Levy (CIL) Regulations were introduced in April 2010 and state that it is unlawful to take a planning obligation into account unless its requirements are (i) relevant to planning; (ii) necessary to make the proposed development acceptable in planning terms; and (iii) directly related to the proposed development. As such only contributions that are directly required as a consequence of development can be requested and such requests must be fully justified with evidence including costed spending plans to demonstrate what the money requested would be spent on. No such requests have been made in this case by consultees nor otherwise identified.

Affordable housing

- 6.41 Under Policy CS15 of the Council's Core Strategy and the Affordable Housing SPD 2014, the development should provide affordable housing as an on-site provision at a rate of 30%. Both the Policy and SPD make allowance for a lower level to be negotiated where it is demonstrated that the provision of affordable housing would make the development unviable, in accordance with national policy.
- 6.44 The background to this development is that, through the previous application (which has been granted), it was accepted, by way of an open book viability appraisal, that it was not viable to provide the full 30% requirement for affordable housing. The applicant's initial position was that nil provision was justified; however, as a result of extensive review and negotiations with the applicant, an agreed position of 10 units on site affordable housing (equivalent to 20.8%) was reached.
- 6.45 The revised scheme now under consideration increases the number of units (from 48 to 57), predominantly through internal reconfiguration rather than by building more saleable space than the previous scheme.
- 6.46 This amounts to a pragmatic approach (avoiding the need for a detailed re-interrogation of the viability position) for the following reasons:
- Whilst the number of units has been increased (by 9), the actual saleable floor area has slightly decreased (presumably as a result of the internal reconfiguration and the need for more communal corridors, etc.). Whilst there will be some moderate uplift in £/sqm value which can be achieved as a result of the skew towards smaller units, this would be adequately captured by the simple pro-rated approach which the applicant has proposed.
 - The remainder of the variables in the appraisal were very recently assessed and given the limited amount of time which has passed since, they are unlikely to be materially different now. Given market conditions, it is unlikely there would have

Agenda Item 5

been a material improvement in underlying viability compared to the previous scheme.

- 6.47 In the course of the application the applicant has re-examined the rounding approach and agreed with the Council's interpretation, viz: the original scheme provided affordable housing at 20.83333% of the total units; if that exact same proportion is applied in this case 11.875 units would be required: the Council's Affordable Housing SPD is clear that rounding should be applied conventionally (i.e. round up if over 0.5). Therefore, and as confirmed by the applicant, 12 units would be provided, not the 11 as originally offered.
- 6.48 The 12 units are proposed to be all shared ownership tenure; however, this is considered acceptable as the relatively small number of units and configuration of the scheme (single core) introduces management and service charge complications which make mixed tenure unfeasible. This position is confirmed by the Council's Housing Team which has investigated the likely attractiveness of a mixed tenure scheme with local registered providers.
- 6.49 Taking all of the above into account, the provision of 12 on-site affordable housing units is considered to be the maximum achievable given the viability of the scheme and acceptable in the context of Policy CS15 of the Core Strategy and the provisions of the Framework and associated Practice Guidance. Requiring a greater contribution (or requiring a clawback arrangement) would risk stalling the development and, given the prevailing appeal decisions, would likely be considered unreasonable at appeal.

Other matters

- 6.50 The application was supported by an Energy Statement which makes recommendations as to the thermal envelope of the building as well as the use of solar photovoltaic panels on the roof to achieve a reduction in carbon emissions. The measures included within this are considered to be appropriate and are recommended to be secured through condition.
- 6.51 Potential for contaminated land and ground gas risks has been identified by the Council's Environmental Health Team and through the applicant's own Phase 1 Environmental Assessment owing to current/historic uses and the nature of buildings on site and, as such, the Contaminated Land Officer recommends appropriate further investigations and remediation be secured through condition. Given the full extent of risk is unknown at present, allowing any works could put construction workers, the general public and the wider environment (including groundwater) at risk of contamination; hence, this condition is recommended to be pre-commencement.
- 6.52 Gatwick Airport have recommended a condition requiring submission and approval of a Bird Hazard Management Plan given the extent of flat/shallow pitched roofs on the buildings which could be attractive to nesting, roosting and loafing birds and therefore a risk to aerodrome safety.

Agenda Item 5

CONDITIONS

1. Approval of details of the appearance and landscaping of the site (hereinafter called the "reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced and carried out as approved. Plans and particulars of the reserved matters referred to above, shall be submitted in writing to the Local Planning Authority before the expiration of three years from the date of this permission. The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason:

To comply with Article 5 of the Town and Country Planning (General Development Procedure) (England) Order 2015 (or any order revoking and re-enacting that Order) and Section 92(2) of the Town and Country Planning Act 1990 as amended by Section 51(2) of the Planning and Compulsory Purchase Act 2004.

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

| Plan Type | Reference | Version | Date Received |
|---------------------------------|------------------|----------------|----------------------|
| Location Plan | 3AFD5/1 | | 05.06.2019 |
| Exg Elvns | 3AFD5/2 | | 05.06.2019 |
| Proposed site plan | 3AFD5/10 | | 05.06.2019 |
| Proposed g/f plan | 3AFD5/11 | | 05.06.2019 |
| Prop 1/2 floor plan | 3AFD5/12 | | 05.06.2019 |
| Prop 3 rd floor plan | 3AFD5/13 | | 05.06.2019 |
| Prop 4 th floor plan | 3AFD5/14 | | 05.06.2019 |
| Proposed roof plan | 3AFD5/15 | | 05.06.2019 |
| Proposed west elevation | 3AFD5/16 | | 05.06.2019 |
| Proposed south elevation | 3AFD5/17 | | 05.06.2019 |
| Proposed east elevation | 3AFD5/18 | | 05.06.2019 |
| Proposed north elevation | 3AFD5/19 | | 05.06.2019 |
| Site section | 3AFD5/20 | | 05.06.2019 |
| G/f plan riverbank access | 3AFD5/21 | | 05.06.2019 |

Reason:

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

Note: Should alterations or amendments be required to the approved plans, it will be necessary to apply either under Section 96A of the Town and Country Planning Act 1990 for non-material alterations or Section 73 of the Act for minor material alterations. An application must be made using the standard application forms and you should consult with us, to establish the correct type of application to be made.

3. No development shall commence until a Construction Transport Management Plan, to include details of:

Agenda Item 5

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) programme of works (including measures for traffic management)
- (e) provision of boundary hoarding behind any visibility zones
- (f) measures to prevent the deposit of materials on the highway
- (g) on-site turning for construction vehicles.

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005 and the objectives of the NPPF 2019.

4. No development shall commence until a river wall survey that considers the design of the proposed new development and includes any works required to the river wall has been submitted to and approved in writing by the Local Planning Authority.

The survey and resultant scheme shall be based on ensuring an estimated useful life (EUL) of the river wall of 100 years, commensurate with the lifetime of the development and shall:

- (a) Identify the structural condition and life expectancy of the river wall
- (b) Provide details to repair, replace or renew (as appropriate) to ensure all structural components of the river wall have an EUL of 100 years
- (c) Identify the timing and nature of any repeat works or on-going maintenance to all structural components of the river wall to maintained an EUL of 100 years

Reason:

To ensure that the development does not increase the risk of flooding by compromising the structural integrity of the Redhill Brook or its ability to convey water in accordance with policy Ut4 of the Reigate and Banstead Borough Local Plan 2005 and Policy CS10 of the Reigate and Banstead Core Strategy.

5. No development shall commence until the detailed design of the surface water drainage scheme has been submitted to and approved in writing by the Local Planning Authority. Such details should include:
- a) A design that satisfies the SuDS Hierarchy and is compliant with the national non-statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS
 - b) Evidence that the proposed solution will effectively manage the 1 in 30 & 1 in 100 (+40% allowance for climate change) storm events, during all stage of the development (pre, post and during), associated discharge rates and storage volumes shall be provided using a Greenfield discharge rate of 1.6 litres per second (unless otherwise agreed by the Local Planning Authority)
 - c) Evidence that any proposed infiltration will not give rise to unacceptable risk to Controlled Waters
 - d) Detailed drainage design drawings and calculations to include: a finalise drainage layout detailing the location of drainage elements, pipe diameters, levels and long and cross sections of each element, including details of any flow

Agenda Item 5

restrictions and maintenance/risk reducing features (silt traps, inspection chambers, etc.)

- e) Details of how the sustainable drainage system will be protected during construction and how run-off (including any pollutants) from the development site will be managed before the drainage system is operational.
- f) Details of drainage management responsibilities and maintenance regimes for the drainage system.
- g) A plan showing exceedance flows (i.e. during rainfall greater than design or during blockage) and how property on and off site will be protected

Reason:

To ensure that the development is served by an adequate and approved means of drainage which would not increase flood risk on or off site and is suitably maintained throughout its lifetime to comply with Policy Ut4 of the Reigate and Banstead Borough Local Plan 2005, Policy CS10 of the Core Strategy 2014 and the requirements of non-statutory technical standards.

6. No development shall commence until the following information, and any additional requirements that the Local Planning Authority may specify, has been submitted to and approved in writing by the Local Planning Authority:

- (a) A contaminated land site investigation proposal detailing the extent and methodologies of sampling, analyses and proposed assessment criteria to enable the characterisation of the plausible pollutant linkages identified in the preliminary conceptual model set out in the WYG Phase 1 Environmental Assessment (version 1.0 dated 4 May 2017)
- (b) Prior to any site investigation work being commenced on site, a contaminated land site investigation and risk assessment undertaken in accordance with the above site investigation proposal as approved and reported in accordance the standards of DEFRA's and the Environment Agency's Model Procedures for the Management of Contaminated Land (CLR 11) and British Standard BS10175 which determines the nature and extent of contamination on the site
- (c) If applicable, ground gas assessments completed in line with CIRIA C665 guidance
- (d) Prior to any remediation being commenced on site, a detailed remediation method statement that explains the extent and method(s) by which the site is to be remediated and provides details of the information to be included in a validation report

Following approval of the details in relation to parts (b) and (d) above, the Local Planning Authority shall be given a minimum of two weeks before the relevant investigation or remediation works commence on site.

Reason:

To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Local Plan 2005 and the NPPF.

7. The development hereby permitted shall not be commenced until such time as a scheme to:

ensure finished floor levels are set no lower than 76.21m above Ordnance Datum (AOD) of the development hereby permitted shall be no lower than 76.21m AOD

Agenda Item 5

ensure existing ground levels are retained to ensure no impact on flood storage and flow paths

The scheme shall be fully implemented and subsequently maintained, in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.

Reason:

To ensure that there is no impact on flood storage and flow paths and to reduce the risk of flooding and ensure the development will be safe over its lifetime in accordance with policy Ut4 of the Reigate and Banstead Borough Local Plan 2005 and Policy CS10 of the Reigate and Banstead Core Strategy.

8. Contamination not previously identified by the site investigation, but subsequently found to be present at the site, shall be reported to the Local Planning Authority as soon as is practicable. If deemed necessary by the Local Planning Authority, development shall cease on site until an addendum to the remediation method statement detailing how the unsuspected contamination is to be dealt with, has been submitted in writing to the Local Planning Authority. The remediation method statement is subject to the written approval of the Local Planning Authority and any additional requirements that it may specify.

Reason:

To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Local Plan 2005 and the NPPF.

9. No development above ground floor slab level shall commence on site until a scheme for the landscaping and replacement tree planting of the site including the retention of existing landscape features has been submitted and approved in writing by the local planning authority.

The landscaping schemes shall include details of hard landscaping, planting plans, written specifications (including cultivation and other operations associated with tree, shrub, and hedge or grass establishment), schedules of plants, noting species, plant sizes and proposed numbers/densities and an implementation programme.

The scheme shall also provide specific details of any soft and hard landscaped areas and fencing/boundary treatments within 8 metres of the Redhill Brook watercourse and how the watercourse will be protected during development and managed/maintained over the longer term, including a name responsible body for the management.

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

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

Agenda Item 5

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

Reason:

To ensure good arboricultural and landscape practice in the interests of the maintenance of the character and appearance of the area and to preserve and enhance the ecological value of the adjoining watercourse in order to comply with policies Pc4, Ho9 and Ut4 of the Reigate and Banstead Borough Local Plan 2005, Policy CS10 of the Reigate and Banstead Core Strategy 2014 and the recommendations within British Standard 5837.

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

Reason:

To ensure that a satisfactory external appearance is achieved of the development with regard to Reigate and Banstead Borough Local Plan 2005 policies Ho9 and Ho13.

11. No development above ground floor slab level of any part of the development hereby approved shall take place until a Bird Hazard Management Plan detailing how the flat/shallow pitched roofs area will be managed to minimise their attractiveness to birds has been submitted to and approved in writing by the Local Planning Authority.

The Bird Hazard Management Plan shall be implemented upon completion of the roof and shall remain in force for the life of the building and shall not be revised or amended unless otherwise agreed with the Local Planning Authority.

Reason:

To ensure that the roof areas are adequately managed to minimise their attractiveness to birds which could endanger the safe movement of aircraft and the operation of Gatwick Airport with regard to the Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002.

12. The development hereby permitted shall be carried out in accordance with the approved Flood Risk Assessment (FRA) (v3.0 dated 09/10/2018) produced by Patrick Parsons.

Reason:

To reduce the risk of flooding and ensure the development will be safe over its lifetime in accordance with policy Ut4 of the Reigate and Banstead Borough Local Plan 2005 and Policy CS10 of the Reigate and Banstead Core Strategy.

13. The development hereby approved shall be carried out in accordance with the Energy Statement by Arcadian Architectural Services dated 18/04/2018.

Agenda Item 5

Notwithstanding the approved plans, details of the final siting and positioning of the proposed solar photovoltaic panels shall be submitted to an approved in writing by the Local Planning Authority prior to the occupation of the first residential unit. Thereafter, the panels shall be installed and operational prior to the occupation of the first residential units.

Reason:

In order to promote renewable energy and to ensure that the development would minimise carbon emissions with regard to Policy CS10 of the Reigate and Banstead Core Strategy.

14. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express consent of the Local Planning Authority which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with any approved details.

Reason:

To ensure that the proposed development will not cause harm to human health or pollution of controlled waters with regard to Policy CS10 of the Reigate and Banstead Core Strategy 2014 and the NPPF.

15. No plant or machinery, including lifts, fume extraction, ventilation and air conditioning, which may be required by reason of granting this permission, shall be installed within or on the building without the prior approval in writing of the Local Planning Authority. Any approved plant or machinery shall be installed and thereafter maintained in accordance with the approved details and any manufacturer's recommendations.

Reason:

To ensure that a satisfactory external appearance is achieved of the development and to safeguard the amenities of neighbouring occupiers with regard to Reigate and Banstead Borough Local Plan 2005 policies Ho9 and Ho13.

16. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for a minimum of 61 bicycles to be stored in an accessible, covered and secure location. Thereafter the bicycle storage area shall be retained and maintained for its designated purpose.

Reason:

To ensure that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with the National Planning Policy Framework 2019 and policy Mo7 of the Reigate and Banstead Borough Local Plan.

17. Notwithstanding the drawings, the development shall not be occupied until a plan indicating the positions, design, materials and type of boundary treatment to be erected has been submitted to and approved in writing by the Local Planning Authority. This shall include the walls and timber screening to the western boundary with the petrol station. The boundary treatment shall be completed before the occupation of the development hereby permitted.

Reason:

Agenda Item 5

To preserve the visual amenity of the area and protect neighbouring residential amenities and those of future occupants with regard to the Reigate and Banstead Borough Local Plan 2005 policies Ho9 and Pc4.

18. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking/turning areas, including electric vehicle charging bays, shall be retained and maintained for their designated purposes.

Reason:

To ensure that the development would not prejudice highway safety nor cause inconvenience to other highway users to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005 and the objectives of the NPPF 2019.

19. The development hereby approved shall not be first occupied until refuse storage facilities have been provided in accordance with the approved plans. The said facilities shall thereafter be retained exclusively for its designated purpose.

Reason:

To ensure that a satisfactory external appearance is achieved of the development with regard to Reigate and Banstead Borough Local Plan 2005 policies Ho9 and Ho13.

20. Notwithstanding the submitted plans, the development hereby approved shall not be first occupied until the proposed eastern access to Brook Road has been constructed as a bellmouth access with tactile paving and dropped kerbs at the pedestrian crossing points of the access and the existing parking bays marked out on the highway have been altered in accordance with a revised scheme to be submitted to and approved in writing with the Local Planning Authority.

Reason:

In order that the development should not prejudice highway safety, nor cause inconvenience to other highway users with respect to policy Mo5 of the Reigate and Banstead Borough Local Plan 2005 and the provisions of the National Planning Policy Framework 2019.

21. The development hereby approved shall not be first occupied until the existing accesses from the site to Brook Road have been permanently close and any kerbs, verge and footway fully reinstated.

Reason:

In order that the development should not prejudice highway safety, nor cause inconvenience to other highway users with respect to policy Mo5 of the Reigate and Banstead Borough Local Plan 2005 and the provisions of the National Planning Policy Framework.

22. The development hereby approved shall not be first occupied until details of any external lighting have been submitted to and approved in writing by the Local Planning Authority. The external lighting shall be installed in accordance with the approved details and thereafter retained and maintained as such.

Reason:

Agenda Item 5

To ensure safeguard the visual and residential amenities of adjoining occupiers and the surrounding area with regard to Reigate and Banstead Borough Local Plan 2005 policies Ho9 and Ho13.

23. The development hereby approved shall not be first occupied unless and until a remediation validation report detailing evidence of the remediation, the effectiveness of the remediation carried out and the results of post remediation works, in accordance with the approved remediation method statement and any addenda thereto, has been submitted to and approved in writing by the Local Planning Authority.

Should specific ground gas mitigation measures be required to be incorporated into a development the testing and verification of such systems should have regard to CIRIA C735 guidance document entitled 'Good practice on the testing and verification of protection systems for buildings against hazardous ground gases' and British Standard BS 8285 Code of practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings

Reason:

To demonstrate remedial works are appropriate and demonstrate the effectiveness of remediation works so that the proposed development will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Local Plan 2005 Policy (insert reference) and the NPPF.

24. Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls).

Reason:

To ensure that the development is served by an adequate and approved means of drainage which would not increase flood risk on or off site and is suitably maintained throughout its lifetime to comply with Policy Ut4 of the Reigate and Banstead Borough Local Plan 2005, Policy CS10 of the Reigate and Banstead Core Strategy 2014 and the requirements of non-statutory technical standards.

25. The development hereby approved shall not be occupied unless and until a scheme has been submitted to and approved by the local planning authority to provide each of the proposed dwellings are provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to meet the objectives of the NPPF (2012), and to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan (2005).

Agenda Item 5

INFORMATIVES

1. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at www.firesprinklers.info.
2. The applicant is advised that prior to the occupation of the development, adequate provision should be made for waste storage and collection. You are advised to contact the Council's Recycling and Cleansing team to discuss the required number and specification of wheeled bins on rc@reigate-banstead.gov.uk or on the Council's website at http://www.reigate-banstead.gov.uk/info/20051/commercial_waste.
3. Your attention is drawn to the benefits of using the Secured by Design award scheme.
4. You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:
 - (a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs Saturday and not at all on Sundays or any Public and/or Bank Holidays;
 - (b) The quietest available items of plant and machinery should be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels;
 - (c) Deliveries should only be received within the hours detailed in (a) above;
 - (d) Adequate steps should be taken to prevent dust-causing nuisance beyond the site boundary. Such uses include the use of hoses to damp down stockpiles of materials, which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of bowsers and wheel washes;
 - (e) There should be no burning on site;
 - (f) Only minimal security lighting should be used outside the hours stated above; and
 - (g) Building materials and machinery should not be stored on the highway and contractors' vehicles should be parked with care so as not to cause an obstruction or block visibility on the highway.

Further details of these noise and pollution measures can be obtained from the Council's Environmental Health Services Unit. In order to meet these requirements and to promote good neighbourliness, the Council recommends that this site is registered with the Considerate Constructors Scheme - www.ccscheme.org.uk/index.php/site-registration.

5. The 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 Highway 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 Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed

Agenda Item 5

and the classification of the road. Please see: www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme. The applicant is also advised that 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

6. When a temporary access is approved or an access is to be closed as a condition of planning permission an agreement with, or licence issued by, the Highway Authority Local Highways Service will require that the redundant dropped kerb be raised and any verge or footway crossing be reinstated to conform with the existing adjoining surfaces at the developers' expense.
7. The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
8. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
9. The developer is reminded that the Redhill Brook at this location is a designated Main River and under the jurisdiction of the Environment Agency. Under Environmental Permitting (England and Wales) Regulations 2016, any works in, over, under or within 8 metres of the top of the bank or river wall, where one exists, may require a permit from ourselves. Please be aware that the Environment Agency will not usually approve works which obstruct access to the watercourse. Any permanent or temporary activities within 8 metres of the outer most edge may require a Flood Risk Activity Permit. For further information, please see www.gov.uk/guidance/flood-risk-activities-environmental-permits. The developer is advise to contact the Environment Agency Flood and Coastal Risk Management Officer at the following email address: PSO.SWLondonandMole@environmental-agency.gov.uk.
10. The use of a suitably qualified arboricultural consultant is essential to provide acceptable supervision and monitoring in respect of the arboricultural issues in respect of the above condition. All works shall comply with the recommendations and guidelines contained within British Standard 5837.
11. The use of landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above relevant conditions. Replacement planting of trees and shrubs shall be in keeping with the character and appearance of the locality.
12. The applicant's attention is drawn to the specifics of the contaminated land conditional wording such as 'prior to commencement', 'prior to occupation' and 'provide a minimum of two weeks' notice'. The submission of information not in

Agenda Item 5

accordance with the specifics of the planning conditional wording can lead to delays in discharging conditions, potentially result in conditions being unable to be discharged or even enforcement action should the required level of evidence/information be unable to be supplied. All relevant information should be formally submitted to the Local Planning Authority and not direct to Environmental Health.

13. The applicant is advised that the Borough Council is the street naming and numbering authority and you will need to apply for addresses. This can be done by contacting the Address and Gazetteer Officer prior to construction commencing. You will need to complete the relevant application form and upload supporting documents such as site and floor layout plans in order that official street naming and numbering can be allocated as appropriate. If no application is received the Council has the authority to allocate an address. This also applies to replacement dwellings.

If you are building a scheme of more than 5 units please also supply a CAD file (back saved to 2010) of the development based on OS Grid References. Full details of how to apply for addresses can be found http://www.reigate-banstead.gov.uk/info/20277/street_naming_and_numbering

14. If proposed site works affect an Ordinary Watercourse, Surrey County Council as the Lead Local Flood Authority should be contacted to obtain prior written consent. More details are available on the County Council's website.

If proposed works result in infiltration of surface water to ground within a Source Protection Zone, the Environment Agency will require proof of surface water treatment to achieve water quality standards.

If there are any further queries please contact the Flood Risk Asset, Planning and Programming team via SUDS@surreycc.gov.uk. Please use our reference number in any future correspondence.

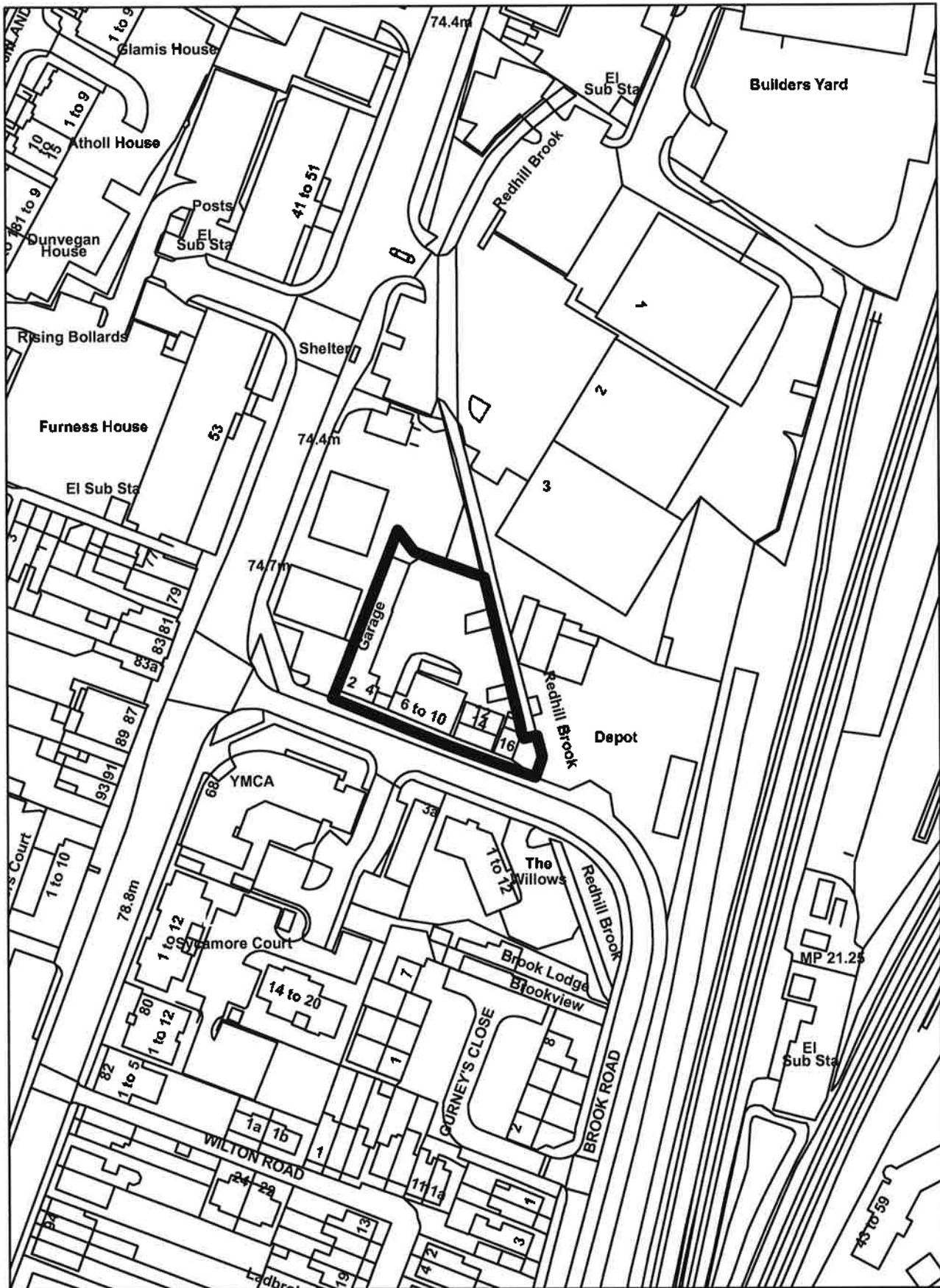
REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies CS1, CS4, CS5, CS8, CS10, CS11, CS13, CS14, CS15, CS17, Ho9, Ho10, Ho13, Ho16, Em1A, Sh14, Mo4, Mo5, Mo6, Mo7 and Ut4 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

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

Agenda Item 5

19/00210/OUT - Brook Road Garage, Brook Road, Redhill



Crown Copyright Reserved. Reigate and Banstead Borough Council.
Licence No - 100019405-2018

Scale 1:1,250

Agenda Item 5



Agenda Item 5

GENERAL NOTES
 1. ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY OF WASHINGTON'S DESIGN STANDARDS SPECIFICATION FOR STREETS AND HIGHWAYS, LATEST EDITION.
 2. ALL WORK SHALL BE IN ACCORDANCE WITH THE DISTRICT OF COLUMBIA'S DESIGN STANDARDS SPECIFICATION FOR STREETS AND HIGHWAYS, LATEST EDITION.
 3. ALL WORK SHALL BE IN ACCORDANCE WITH THE DISTRICT OF COLUMBIA'S DESIGN STANDARDS SPECIFICATION FOR TRAFFIC CONTROL DEVICES, LATEST EDITION.
 4. ALL WORK SHALL BE IN ACCORDANCE WITH THE DISTRICT OF COLUMBIA'S DESIGN STANDARDS SPECIFICATION FOR SIGNAGE, LATEST EDITION.
 5. ALL WORK SHALL BE IN ACCORDANCE WITH THE DISTRICT OF COLUMBIA'S DESIGN STANDARDS SPECIFICATION FOR UTILITIES, LATEST EDITION.
 6. ALL WORK SHALL BE IN ACCORDANCE WITH THE DISTRICT OF COLUMBIA'S DESIGN STANDARDS SPECIFICATION FOR LANDSCAPE ARCHITECTURE, LATEST EDITION.
 7. ALL WORK SHALL BE IN ACCORDANCE WITH THE DISTRICT OF COLUMBIA'S DESIGN STANDARDS SPECIFICATION FOR PUBLIC WORKS, LATEST EDITION.
 8. ALL WORK SHALL BE IN ACCORDANCE WITH THE DISTRICT OF COLUMBIA'S DESIGN STANDARDS SPECIFICATION FOR PUBLIC SAFETY, LATEST EDITION.
 9. ALL WORK SHALL BE IN ACCORDANCE WITH THE DISTRICT OF COLUMBIA'S DESIGN STANDARDS SPECIFICATION FOR PUBLIC UTILITIES, LATEST EDITION.
 10. ALL WORK SHALL BE IN ACCORDANCE WITH THE DISTRICT OF COLUMBIA'S DESIGN STANDARDS SPECIFICATION FOR PUBLIC WORKS, LATEST EDITION.

| | | | |
|------------|-------------------|-----|------------|
| DATE | DESCRIPTION | BY | DATE |
| 10/15/2014 | ISSUED FOR PERMIT | JSA | 10/15/2014 |
| 08/15/2014 | ISSUED FOR PERMIT | JSA | 08/15/2014 |
| 05/15/2014 | ISSUED FOR PERMIT | JSA | 05/15/2014 |
| 02/15/2014 | ISSUED FOR PERMIT | JSA | 02/15/2014 |

jsa CONSULTING BUSINESS
 A Division of the Parsons Group
 1100 North 17th Street, Suite 200
 Arlington, VA 22209
 Phone: 703.241.1000
 Fax: 703.241.1001
 Website: www.jsa.com

PROJECT
 Brook Road Garage, Redhill

CLIENT
 A.A.A. logo.omp

DATE
 10/15/2014

PROJECT
 Proposed Access and Off Site Works Layout

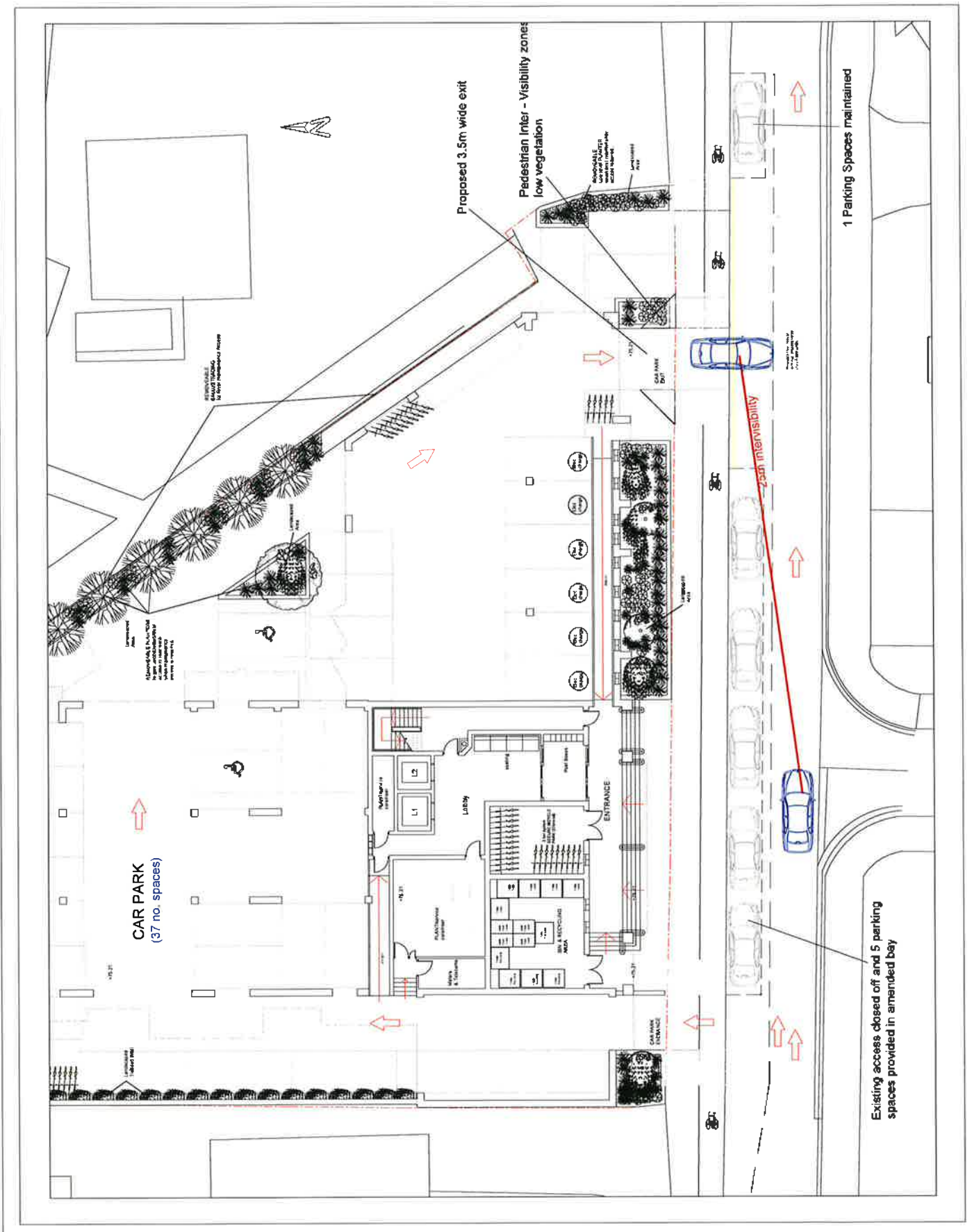
SCALE
 As Shown

DATE
 10/15/2014

STATUS
 PRELIMINARY

PROJECT NO.
 P3366/003

REV.
 P1





MATERIALS

ROOFS - System Flashing or CRP installed to fish or similar.

WALLS - Painted masonry with concrete parallel areas encompassing gables and a recessed metal panel. Top 2' floor has clear metal paneling of similar. Areas with colored glass blocks.

WINDOWS & DOORS - Powdercoat finished aluminum frames.

PLANING DRAWINGS

Scale: 1/8" = 1'-0"

Project: MULBERRY HOMES

Location: FLA - DEVELOPMENT at the Colleges Side of Brook Road, Reddell, SUDBURY R-4111-2.5

PROPOSED: Streetscene West Elevation & WEST ELEVATION

Date: 11/03/2016

Scale: 1/8" = 1'-0"

Sheet: 3AFD05/16

Level +4

Level +3

Level +2

Level +1

Level 0

WEST ELEVATION / Brighton Road Elevation

Agenda Item 5

PLANNING DRAWINGS

© The drawings are the copyright of Lovell Design Ltd. No part of this drawing may be reproduced in whole or in part without the express permission of Lovell Design Ltd.

MILBERRY HOMES

PLAN DEVELOPMENT OF THE GARAGES SITE, BRICK ROAD, REAR, SURFACE 1, N01 1005

PROPOSED CONCRETE NORTH ELEVATION & NORTH ELEVATION

1:100 250 @A1 Date: 25.03.2017

Lovell Design Ltd.
ARCHITECTS
RIBA # [blank]
100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

CONTEXTUAL NORTH ELEVATION

NORTH ELEVATION

Level +4
Level +3
Level +2
Level +1
Level 0

MATERIALS

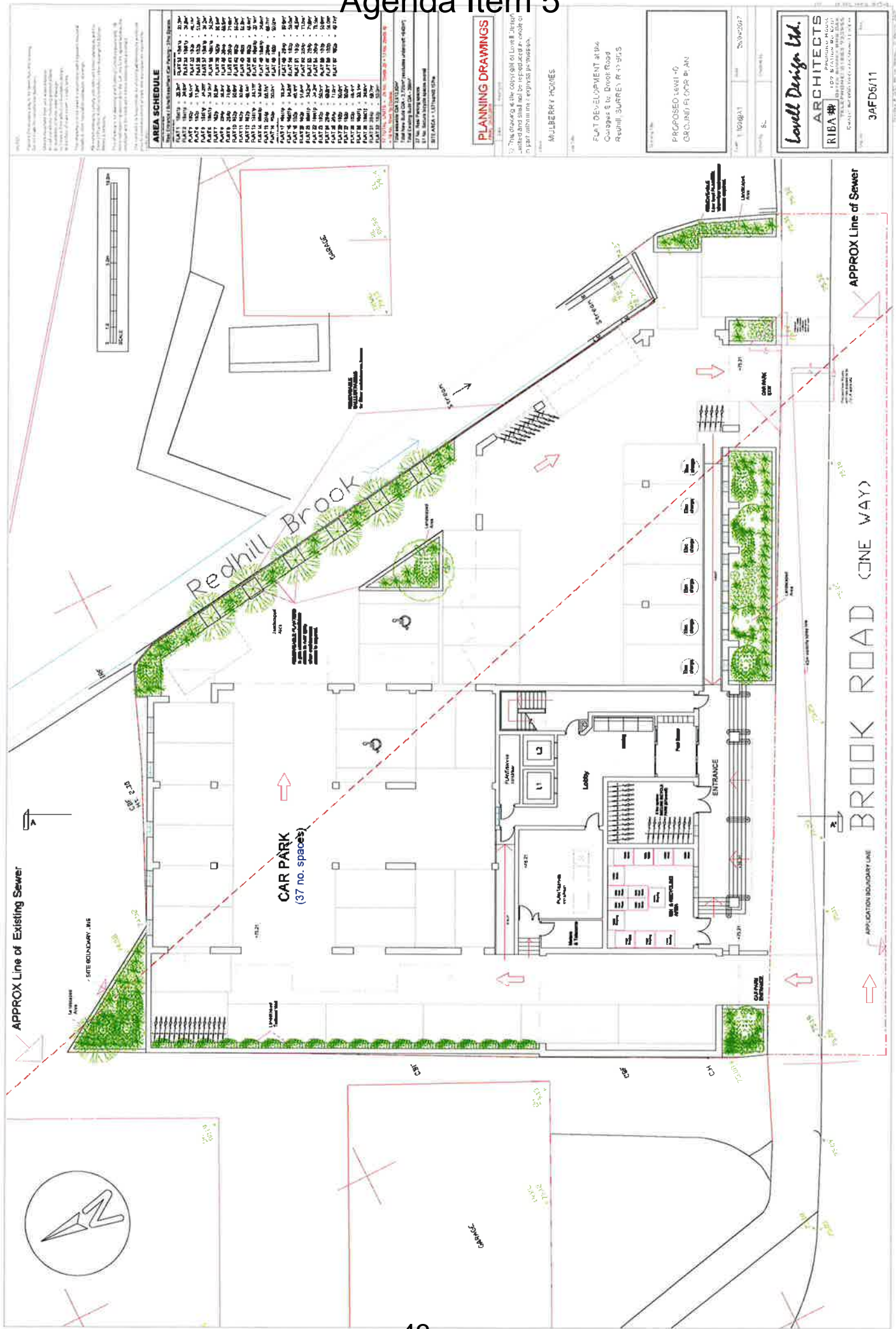
ROOFS -
Solum Painting or GRP lead either finish or finish.

WALLS -
Red bricks with concrete gullies areas encased in glass and metal. Top Floor has silver metal panels or panels.
Areas with colored glass blocks.

WINDOWS & DOORS -
Powder coated/modified aluminium frames.

42

Agenda Item 5



AREA SCHEDULE

| Area | Description | Area (sqm) | Area (sqft) |
|---------|-------------|------------|-------------|
| PLAT 1 | PLAT 1 | 1000 | 10764 |
| PLAT 2 | PLAT 2 | 1000 | 10764 |
| PLAT 3 | PLAT 3 | 1000 | 10764 |
| PLAT 4 | PLAT 4 | 1000 | 10764 |
| PLAT 5 | PLAT 5 | 1000 | 10764 |
| PLAT 6 | PLAT 6 | 1000 | 10764 |
| PLAT 7 | PLAT 7 | 1000 | 10764 |
| PLAT 8 | PLAT 8 | 1000 | 10764 |
| PLAT 9 | PLAT 9 | 1000 | 10764 |
| PLAT 10 | PLAT 10 | 1000 | 10764 |
| PLAT 11 | PLAT 11 | 1000 | 10764 |
| PLAT 12 | PLAT 12 | 1000 | 10764 |
| PLAT 13 | PLAT 13 | 1000 | 10764 |
| PLAT 14 | PLAT 14 | 1000 | 10764 |
| PLAT 15 | PLAT 15 | 1000 | 10764 |
| PLAT 16 | PLAT 16 | 1000 | 10764 |
| PLAT 17 | PLAT 17 | 1000 | 10764 |
| PLAT 18 | PLAT 18 | 1000 | 10764 |
| PLAT 19 | PLAT 19 | 1000 | 10764 |
| PLAT 20 | PLAT 20 | 1000 | 10764 |
| PLAT 21 | PLAT 21 | 1000 | 10764 |
| PLAT 22 | PLAT 22 | 1000 | 10764 |
| PLAT 23 | PLAT 23 | 1000 | 10764 |
| PLAT 24 | PLAT 24 | 1000 | 10764 |
| PLAT 25 | PLAT 25 | 1000 | 10764 |
| PLAT 26 | PLAT 26 | 1000 | 10764 |
| PLAT 27 | PLAT 27 | 1000 | 10764 |
| PLAT 28 | PLAT 28 | 1000 | 10764 |
| PLAT 29 | PLAT 29 | 1000 | 10764 |
| PLAT 30 | PLAT 30 | 1000 | 10764 |
| PLAT 31 | PLAT 31 | 1000 | 10764 |
| PLAT 32 | PLAT 32 | 1000 | 10764 |
| PLAT 33 | PLAT 33 | 1000 | 10764 |
| PLAT 34 | PLAT 34 | 1000 | 10764 |
| PLAT 35 | PLAT 35 | 1000 | 10764 |
| PLAT 36 | PLAT 36 | 1000 | 10764 |
| PLAT 37 | PLAT 37 | 1000 | 10764 |
| PLAT 38 | PLAT 38 | 1000 | 10764 |
| PLAT 39 | PLAT 39 | 1000 | 10764 |
| PLAT 40 | PLAT 40 | 1000 | 10764 |
| PLAT 41 | PLAT 41 | 1000 | 10764 |
| PLAT 42 | PLAT 42 | 1000 | 10764 |
| PLAT 43 | PLAT 43 | 1000 | 10764 |
| PLAT 44 | PLAT 44 | 1000 | 10764 |
| PLAT 45 | PLAT 45 | 1000 | 10764 |
| PLAT 46 | PLAT 46 | 1000 | 10764 |
| PLAT 47 | PLAT 47 | 1000 | 10764 |
| PLAT 48 | PLAT 48 | 1000 | 10764 |
| PLAT 49 | PLAT 49 | 1000 | 10764 |
| PLAT 50 | PLAT 50 | 1000 | 10764 |

PLANNING DRAWINGS

This drawing is the only copy of Level B. It is to be used for planning purposes only and shall not be reproduced in whole or in part without the express permission of the Architect.

MULBERRY HOMES

FURTHER DEVELOPMENT at the Carriage & to Brook Road Redhill SURREY R11 2EJ5

PROPOSED LEVEL -0
GROUND FLOOR PLAN

Lowell Design Ltd.
ARCHITECTS
RIBA 407
107 RIVINGTON WAY, SOUTH
WIMBORNE, DORSET BH20 2JG
TEL: 01202 861111 FAX: 01202 861112
EMAIL: info@lowell-design.co.uk

3A/FD5/11

Agenda Item 5



Agenda Item 5



Agenda Item 5



Agenda Item 5



Agenda Item 5




Agenda Item 5

Agenda Item 6

Planning Committee
4th September 2019

Agenda Item: 6
19/00784/F

| | | |
|--|-------------------|---|
|  Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate | TO: | PLANNING COMMITTEE |
| | DATE: | 4 th September 2019 |
| | REPORT OF: | HEAD OF PLACES & PLANNING |
| | AUTHOR: | Matthew Sheahan |
| | TELEPHONE: | 01737 276514 |
| | EMAIL: | Matthew.sheahan@reigate-banstead.gov.uk |
| AGENDA ITEM: | 6 | WARD: Chipstead, Kingswood And Woodmansterne |

| | | | |
|--|--|---------------|-----------------------|
| APPLICATION NUMBER: | 19/00784/F | VALID: | 18/04/2019 |
| APPLICANT: | Paul Hunt Investments Ltd | AGENT: | Rymack Properties Ltd |
| LOCATION: | NICOLA FARM 37 WOODMANSTERNE LANE WOODMANSTERNE SM7 3HA | | |
| DESCRIPTION: | The erection of 6 detached dwellings and associated parking on the existing previously developed land at Nicola Farm. | | |
| All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail. | | | |

SUMMARY

This is a full application for the erection of six detached dwellings on previously developed land at Nicola Farm in Woodmansterne.

The application site is located to the northern side of Woodmansterne Lane within the Metropolitan Green Belt. The area varies in character, with relatively dense residential development occupying the south side of the road, whereas the north side has a more rural character, being occupied by a number of farms, set within large plots, with extensive areas of agricultural land spreading to the north. To the east is the Royal Alfred Seafarers, a residential care facility for elderly people, is also set within a very large site.

The application site is occupied by Nicola Farm, comprising a number of buildings throughout the site, which is set within approximately 50 acres of pasture land and several acres of woodland. With regards to the structures on site, these consist of a number of workshops, sheds and open storage areas, a number of shipping containers, a mobile home and a small building used as a butchers. To the rear, lying outside the application site is a large corrugated barn open to the front and side.

The lawfulness of these uses has been established including in part via a Lawful Development Certificate approved by the Council on 9th January 2018.

The site is located within the Metropolitan Green Belt where there is a presumption against inappropriate development. Certain forms of development are not considered to be inappropriate including the limited infilling or the partial or complete redevelopment of a

Agenda Item 6

Planning Committee
4th September 2019

Agenda Item: 6
19/00784/F

previously developed land, whether redundant or in continuing use (excluding temporary buildings), provided that the proposed use would not have a greater impact on the openness of the Green Belt than existing uses. The proposal would see the removal of substantial permanent structures on site along with other associated paraphernalia such as shipping containers to be replaced and their replacement with 6 detached dwellings. Whilst a greater degree of site coverage would result from the development in respect of Plot 6 being located slightly further within the site, it is considered that this would be acceptable in terms of impact on openness, being offset by the reduction in depth and continuity of the existing structures. This coupled with the overall reduction in footprint and volume compared to the existing site it is considered that the principal of this development would be acceptable and compliant with national and local policy.

The six proposed dwellings would be sited to the west side of a proposed access road, which would follow that of the existing un-regularised/ unsurfaced access used by the existing businesses on site and historically as part of the farm. The dwellings have been individually designed to reflect a rural appearance being timber weather boarded with plain tile roofs. Plot 1 is of a differing design however it would not be overly harmful given its' proximity to the frontage property of Nicola Farm fronting Woodmansterne Road and can be read in this context. The character of the site would change and would undoubtedly be read as residential; it is the view that this would be acceptable. The properties have been designed to reflect a rural farm building/ barn style, utilising dark stained timber weatherboarding and plain tile that is considered appropriate and has been deemed acceptable for recent developments in the area such as Hengest Farm to the west. The level of spacing between dwellings is deemed to be acceptable and reflective of the surrounding residential character in this regard.

The dwellings would be sited well away from existing properties on Woodmansterne Lane, and have been oriented and designed in such a way as to avoid harm to the amenity of each other.

The County Highway Authority has assessed the application and is satisfied in terms of parking, access and highway safety. Conditions regarding the construction of the proposed vehicular access in accordance with approved plans, the requirement for parking to be laid out in accordance with approved plans, the submission of a Construction Transport Management Plan prior to the commencement of development, and the requirement for the proposed dwellings to be provided with electrical charging points would be imposed in the event of permission being granted.

Turning to trees, whilst it is proposed to remove two non-protected trees and a hedge to the very north of the site, this is not considered to be objectionable. A condition requiring the submission of landscaping details, including details of proposed replacement planting and boundary treatments, would be imposed in the event of permission being granted.

Surrey Wildlife Trust is satisfied that the submitted bat emergence surveys have confirmed that they are satisfied that bats do not present a constraint to development. There would be suitable distance between the development and near-by ancient woodland that there would not be an increased risk to the ecological potential of the wider area. Indeed it is considerably likely that the loss of the existing land uses and their replacement with dwellings and a greater degree of planting with appropriate species would present opportunities for improvement of wildlife potential and ecological connectivity.

Agenda Item 6

Planning Committee
4th September 2019

Agenda Item: 6
19/00784/F

In conclusion it is considered that the proposed development would be appropriate, not resulting in a greater level of impact on the openness of the Green Belt than the existing use. The design would be acceptable and would not result in harm to neighbouring residential amenity. The development provides an opportunity to introduce a greater level of landscaping to the site, representing significant visual improvement to the area, and there would not be harm caused to wildlife and neighbouring habitats.

RECOMMENDATION(S)

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

Agenda Item 6

Planning Committee
4th September 2019

Agenda Item: 6
19/00784/F

Consultations:

Highway Authority: The County Highway Authority has undertaken an assessment in terms of the likely net additional traffic generation, access arrangements and parking provision and is satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway. The County Highway Authority has raised no objection and has recommended conditions in relation to the construction of the proposed vehicular access in accordance with approved plans, the requirement for parking to be laid out in accordance with approved plans, the submission of a Construction Transport Management Plan prior to the commencement of development, and the requirement for the proposed dwellings to be provided with electrical charging points.

Contaminated Land Officer: The potential for ground contamination has been identified on and/ or in close proximity to the application site by virtue of previous land uses. As such a number of conditions have been recommended to be approved prior to the commencement of development.

Woodmansterne Green Belt and Residents Association: 'The development is unwelcome locally but not unexpected as a similar plot was developed at Hengest Farm in Woodmansterne Lane, setting a precedent for this sort of application. The density of the number of large dwellings being squashed together on the site is high. A more affordable range of dwellings would have been preferable. The entrance to Woodmansterne Lane is a problem as it is on a busy bend with restricted sight lines.

Surrey Wildlife Trust: Comments were made in respect of the submitted Ecological Appraisal and Bat Scoping Report. It was noted that the site lies near to ancient woodland to the North-East, beyond the boundary of the site. It was also confirmed that the submitted Bat Scoping Reports are appropriate in scope and identified moderate bat roost potential in buildings 5 and 7 respectively. It was correctly asserted that further bat surveys would be required, and that in the absence of such surveys the Council does not have sufficient information on which to make a decision. Following the submission of these surveys the Surrey Wildlife Trust was satisfied with the findings and that the development should proceed in line with mitigation and enhancements measures recommended in Section 6 of the submitted Bat Scoping Report.

Representations:

Letters were sent to neighbouring properties on 18th April 2019. A site notice was posted on 20th May 2019

A total of 4 responses were received.

| Issue | Response |
|-----------------------------------|------------------------|
| Increased noise and disturbance | See paragraph 6.25 |
| Inconvenience during construction | See paragraph 6.25 |
| Drainage/ sewerage capacity | See paragraph 6.25 |
| Harm to countryside/ greenbelt | See paragraph 6.3-6.11 |

Agenda Item 6

Planning Committee
4th September 2019

Agenda Item: 6
19/00784/F

| | |
|--|--------------------------|
| Harm to wildlife habitat | See paragraph 6.18-6.22 |
| No need for the development | See paragraph 6.3-6.8 |
| Out of character with the surrounding area | See Paragraph 6.9-6.11 |
| Inadequate parking | See paragraphs 6.16-6.17 |
| Increased traffic/ congestion | See paragraphs 6.16-6.17 |
| Hazard to highway safety | See paragraphs 6.16-6.17 |

1.0 Site and Character Appraisal

- 1.1 The application site is located to the northern side of Woodmansterne Lane. The area varies to a certain degree in terms of character, with relatively dense residential occupying the South side of the road, whereas the north side has a more rural character, being occupied by a number of farms, set within large plots, with extensive areas of agricultural land spreading to the north. To the east is the Royal Alfred Seafarers, a residential care facility for elderly peoples, is also set within a very large site.
- 1.2 The application site is occupied by Nicola Farm, which is comprised of a number of buildings throughout the site, which is set within approximately 50 acres of pasture land and several acres of woodland. In regards to the structures on site, these consist of a number of workshops, sheds and open storage areas, a number of shipping containers, a mobile home and a small building to the front of the site historically used in association with a butchers business.
- 1.3 A lawful development certificate application for an existing use was submitted to, and approved by, the local planning authority prior. This application confirmed that the existing uses on the application site have been used as commercial businesses and storage/ workshop and storage for scaffolding businesses, and the stationing of a mobile home and storage containers, for a period exceeding 10 years.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: The applicant did approach the Council for pre-application advice prior to the submission of the current planning application. The principal of the development of this area of land was discussed and it was agreed that the site would constitute Previously Developed Land within the Green Belt as defined within the NPPF 2018. It was advised that the scale, form and appearance of any future development should be appropriate to the rural/ Green Belt setting, and that the density of development should reflect the transition to open fields beyond.
- 2.2 Improvements secured during the course of the application: Additional information has been sought in respect of bat surveys.
- 2.3 Further improvements could be secured: Improvements to the scheme could be secured by way of suitably worded conditions.

Agenda Item 6

Planning Committee
4th September 2019

Agenda Item: 6
19/00784/F

3.0 Relevant Planning and Enforcement History

| | | | |
|--------------|---|---------------------|------------------------------|
| 17/02271/CLE | Use of Land and Buildings as Commercial Business/Storage (B1/B8) - Contractor's Storage/Workshop, Scaffolding Yard, Stationing of Mobile Home and Storage Containers. | A – Approved | 9 th January 2018 |
| 06/02421/AGD | Erection of an agricultural building for the storage of hay - | No objection | |
| 02/00046/AG | Erection of barn to increase storage of hay during winter | No objection | |
| 00/08920/CU | Re-use of vacant agricultural building for commercial (B1- B8) uses and retention of scaffolders yard | Approved Conditions | with |
| 96/07600/F | Single storey extension | Approved Conditions | with |
| 95/11110/F | Single storey extension | Refused | |

4.0 Proposal and Design Approach

- 4.1 This is a full application for the erection of 6 detached dwellings in place of existing commercial structures on land that once formed part of a larger agricultural holding. A lawful development certificate application for an existing use was submitted to, and approved by, the local planning authority prior. This application confirmed that the existing uses on the application site have been used as commercial businesses and storage/ workshop and storage for scaffolding businesses, and the stationing of a mobile home and storage containers, for a period exceeding 10 years.
- 4.2 The properties would be sited to the west side of a proposed new access road, which would follow the existing access track that runs from the south to the north of the site. The access road would be 4.8m in width.
- 4.3 The properties have been individually designed to reflect a rural/ agricultural appearance. Plot 1 would have a barn hipped roof with three pitched roof dormer

Agenda Item 6

Planning Committee
4th September 2019

Agenda Item: 6
19/00784/F

windows of modest scale to the principal elevation, with three further dormers to the rear at various points. It would have an 'L' shaped footprint, providing for four bedrooms on the second floor. Plot 2 would be a smaller sized dwelling. It would have a pitched roof gable with cat slide roof to the front with single adjacent dormer window. Plots 3 and 4 would be of similar appearance to plot 1, with one set behind the other, breaking up the building line. Each would feature three dormers to the principal elevation, with a number of further dormers featuring to the side and rear elevations. Regarding materials, these would also predominantly consist of timber cladding to the walls with a brick base, and plain tiles for the roof. Plots 5 and 6 would be the two largest properties on the site and would be of identical appearance to each other. Each would feature wide pitched roof gables to the front elevation with cat slide roofs. The gables would feature prominent first floor windows. Single storey ground floor elements would feature to the rear with a number of further dormer windows above.

- 4.4 In terms of materials, this again has been informed by the rural character of the surrounding area. With the exception of plot 1 all dwellings would largely be clad in horizontal timber with tiled roofs. This would be reflected around the elevations of the dwellings. Plot 1 differs in that the ground floor would feature a mix of light coloured render and timber beams with hanging tiles above to the first floor. Details of specific materials to be used have not been provided at this stage; therefore a condition would be attached to any grant of permission requiring details to be submitted prior to the commencement of development.
- 4.5 Externally each property would be provided with a garden to the rear, ranging in depth from 14m to 16.5m. It is the intention to impose planting to the rear boundaries, with the nature of the side boundaries separating properties yet to be defined. To the front of each dwelling would feature small areas of soft landscaping between the access and front elevations.
- 4.6 Plots 1-4 would be provided with two off-road parking spaces to the front of each dwelling. Plots 5 and 6, as well as having two spaces, would also have detached open fronted garages to the rear garden with off road space in front, providing an additional two spaces. Each dwelling would have designated secure cycle storage facilities as well as areas to the front for storing refuse bins.
- 4.7 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:
Assessment;
Involvement;
Evaluation; and
Design.
- 4.8 Evidence of the applicant's design approach is set out below:

| | |
|------------|--|
| Assessment | The design and access statement submitted in support of the application identifies the site as being occupied by a |
|------------|--|

Agenda Item 6

Planning Committee
4th September 2019

Agenda Item: 6
19/00784/F

| | |
|-------------|---|
| | number of commercial and storage premises, with the wider site being occupied by a larger landholding of approximately 46 acres. The site is identified as constituting previously developed land within the Green Belt for the purposes of The NPPF. |
| | The belt of protected trees to the east of the site has been identified and is to be retained and protected during the course of development. |
| Involvement | No community consultation is intimated as having taken place. |
| Evaluation | It is not indicated that alternative development options have been considered. The current proposal has been informed by pre-application advice. |
| Design | The design of dwellings has been informed by the predominantly by the rural character of the area, and as such dwellings have a cottage/ barn like appearance, which was considered to be the most appropriate design approach in this transitional location. |

4.9 Further details of the development are as follows:

| | |
|-------------------------|---|
| Site area | 0.32 hectares |
| Existing use | Mix of B1/B8 |
| Proposed use | C3 Dwelling House |
| Proposed Site Density | 18.75 dwellings per hectare (dph) |
| Existing parking spaces | 8 |
| Proposed parking spaces | 12 |
| Parking standard | 2 spaces per 3 bedroom unit, 2.5 spaces per 4+ bedroom unit |

5.0 Policy Context

5.1 Designation

Urban area

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)
CS10 (Sustainable Development),

5.3 Reigate & Banstead Borough Local Plan 2005

Agenda Item 6

Planning Committee
4th September 2019

Agenda Item: 6
19/00784/F

| | |
|-------------|-----------|
| Housing | Ho9, Ho24 |
| Countryside | Co1 |
| Trees | Pc 3, Pc4 |
| Movement | Mo5, Mo7 |

5.4 Other Material Considerations

National Planning Policy Framework

National Planning Practice Guidance

Emerging Development Management
Plan 2019

| | |
|---------------------------------|---|
| Supplementary Planning Guidance | Surrey Design Local Distinctiveness Design Guide A Parking Strategy for Surrey Parking Standards for Development |
|---------------------------------|---|

| | |
|-------|--|
| Other | Human Rights Act 1998 Community Infrastructure Levy Regulations 2010 |
|-------|--|

6.0 **Assessment**

6.1 The application seeks permission for the erection of 6 detached dwellings.

6.2 The main issues to consider are:

- Principal of development within the Metropolitan Green Belt;
- Design and Impact on the character of the area;
- Amenity of future occupiers;
- Neighbour amenity;
- Trees and Landscaping;
- Highway Impact, Access and parking;
- Ecology;
- CIL;
- Affordable Housing

Principal of Development within the Metropolitan Green Belt

6.3 The site is located within the Metropolitan Green Belt where there is a presumption against inappropriate development. Certain forms of development are considered not inappropriate including 'limited infilling or the partial or complete redevelopment of a previously developed land, whether redundant or in continuing use (excluding temporary buildings) which would:

- Not have a greater impact on the openness of the Green Belt than the existing development; or
- Not cause substantial harm to the openness of the Green Belt, where the

Agenda Item 6

Planning Committee
4th September 2019

Agenda Item: 6
19/00784/F

development would re-use previously developed land and contribute to meeting identifiable affordable housing need within the area of the local planning authority (Para. 145 g).

- 6.4 Previously Developed Land as defined within the NPPF 2018 includes land which is or was occupied by a permanent structure and any associated fixed surface infrastructure. The test would be for the proposal to not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development, as opposed to not causing substantial harm. The assessment of whether the proposed use would be acceptable or not would be dependent on change of footprint, level of floor space and volume over and above the existing uses, as well as consideration of any increase in bulk, height and massing.
- 6.5 At present the site is occupied by a collection of buildings used as commercial business/ storage (b1/b8) in the form of contractors storage related to a range of businesses, a scaffolding yard, the stationing of storage containers relating to the storage of scaffolding and the stationing of a mobile home. These buildings were historically associated with the agricultural use of the site during its operation as a farm. These buildings take the form of pitched roof units with corrugated roofs approximately 1.5 storey in height, though some are smaller in scale. The existing use of the site has occurred over an established period of time and is lawful.
- 6.6 It is proposed to replace these structures with 6 new dwellings. The existing level of development contained within the Design and Access Statement is calculated to have a volume of 3,901 cubic metres, whilst the proposed dwellings would contribute a volume of 3,053.9 cubic metres. This would represent a reduction in volume of 21.7%. The footprint of the existing buildings is 883.2 square metres against a proposed footprint of 603 square metres, representing a reduction of 31.7% in this regard. The level of floor space is currently 888 square metres against a proposed 987.84 square metres. This increase is due to the addition of first floor accommodation which the existing structures do not have. In assessing the submitted plans the following calculations have been made:

| | Existing | Proposed | Difference |
|-------------------|-----------------|-----------------|-------------------|
| Footprint (total) | 1052 sq. m | 633sq. m | 40% reduction |
| Floor Space | 1052 sq. m | 951 sq. m | 9% reduction |
| Volume | 3901.2 cu. m | 3053 cu. m | 21% reduction |

The actual proposed floorspace is considered to be 633 sqm rather than 603 sqm as suggested by the applicants as the garages to the rear of plots 5 and 6, do not appear to have been included in the applicants' calculations.

- 6.7 The spread of development as regards to the first five dwellings would be broadly equivalent to the coverage of the existing units albeit with greater space between and slight increase in height. Whilst the height of plot 6 would exceed that of the corrugated lean-to that it would replace it would be consistent with the main bulk of the buildings to be replaced and within the overall existing footprint to be demolished. It is also proposed to remove a number of shipping containers at this

Agenda Item 6

Planning Committee
4th September 2019

Agenda Item: 6
19/00784/F

point as well as further regularisation of land to the north outside of the application site, which it is considered would serve to mitigate any minor decrease in openness to the north. The depth of properties would be considerably less than the existing structures. Within the site the buildings are currently surrounded by hardstanding or areas where the land has worn away and become unsurfaced over time, which at present has a negative impact as regards to openness of the Green Belt. These areas would be turned over largely to garden which would have a more positive impact in this regard. It is proposed that individual curtilages would be separated by hedging rather than traditional timber fencing. This is considered appropriate in maintaining a degree of openness within the site and would be preferable to fencing, which could have a more urbanising impact.

- 6.8 It is therefore considered that the principal of developing the site would be acceptable on the basis that the site would constitute Previously Developed Land as defined by the NPPF 2018. It would not therefore comprise inappropriate development requiring very special circumstances. The amount of built form would be less than that currently present on site in terms footprint, floor space and volume, and indeed would constitute a reduction overall. Whilst it is acknowledged that the height of development increases towards the rear of the site the minor loss of openness at this point would be suitably compensated for by the loss of existing temporary and unsightly structures, along with the introduction of an increased level of soft landscaping in the form of gardens and boundary hedging along this portion of the site, which would replace the extensive level of hardstanding and other associated paraphernalia that currently occupies site. The development is therefore considered to comply with the NPPF 2018 in regard to development within the Green Belt, Core Strategy policy CS3 and Local Plan Policies Co1, and Ho24.

Design and impact on the character of the area

- 6.9 The proposed dwellings have adopted a rural, barn like appearance through the incorporation of barn hipped and cat-slide roofs, with a predominance of timber cladding over brick work, with plain tile for the roof. Woodmansterne Street to the South is largely typified by large detached dwellings, both 1.5 and 2 storey in scale, whilst the northern side remains agricultural. The dwellings would be dark stained timber which is the typical of rural buildings within the Borough, and is an approach that has been adopted by other recent rural developments, in particular that of Hengest Farm further to the west on Woodmansterne Lane.
- 6.10 Whilst the development does represent a change to the existing character, and would no doubt read as being residential rather than agricultural in use, this is not in itself harmful or warrants refusal. Rather, the proposal is considered to improve the character of the sprawling, semi-industrial appearance of the existing buildings and must be considered against this benchmark and the in-principle position with regards residential development set out above.
- 6.11 Therefore the proposed development is considered to be acceptable with regards its design and impact upon the character and appearance of the area. With no objection to the principle of residential redevelopment, the design successfully

Agenda Item 6

Planning Committee
4th September 2019

Agenda Item: 6
19/00784/F

achieves rural/farmyard principles appropriate to the locality and are therefore acceptable.

Impact on Neighbouring Residential Amenity

- 6.12 The proposed dwellings would be sited approximately 15m from the frontage property of Nicola Farm. Plot 1 would feature two side facing windows to the south elevation. These are proposed to serve bathrooms meaning they would be obscure glazed, mitigating any potential harm as regards to overlooking from this point. There would also be a rear facing bedroom window; however this would be a sufficient distance away to avoid harmful overlooking.
- 6.13 Regarding the relationship between each of the dwellings, they have been oriented in such a way as to avoid harm to each other's amenity. Side facing windows would be conditioned to be obscure glazed to avoid overlooking. Plots 1, 3 and 4 are 'L' shaped properties. By virtue of this their neighbouring properties would extend beyond part of the rear elevations of these properties, which feature patio doors with windows either side of these. It is considered that the distance between dwellings, approximately 2m, would allow a sufficient amount of light to enter the property.

Trees and Landscaping

- 6.14 To the east of the site within the curtilage of the Royal Alfred Seafarers Society to the east is a large Area Tree Preservation Order covering all trees within it. These trees consist of a mix of species including Ash, Oak, Beech. An arboricultural method statement has been submitted in support of the application, including a tree protection plan. The Council's Tree Officer has assessed the application and is satisfied with that the submitted TPP is acceptable and would ensure trees within the site are protected during the course of development. A scheme for the landscaping of the site has not been submitted. It is the intention that each property would be provided with small areas of landscaping to the front with each plot divided to the rear. The submission of details of hard and soft landscaping for approval would be controlled by condition. It is considered that the proposal would be acceptable and in accordance with Policies Ho9 and Pc4 of the Borough Local Plan 2005 in regard to arboricultural matters.

Highway Impact, Access and parking

- 6.15 The County Highway Authority (CHA) has assessed the application on the grounds of parking provision and highway safety grounds and is satisfied with the proposal subject to the imposition of appropriate conditions, including the requirement for a Construction Transport Management Plan prior to the commencement of development. The proposal includes a relocated access further west which improves visibility onto Woodmansterne Lane such that the proposal would meet the relevant visibility requirements and is acceptable in this regard.
- 6.16 The application would see each property being provided with two parking spaces to the front providing a total of 12 spaces. Plots 5 and 6 would also be furnished with parking to the rear for up to two further vehicles. Saved Policy MO7 of the Reigate

Agenda Item 6

Planning Committee
4th September 2019

Agenda Item: 6
19/00784/F

and Banstead Local Plan requires new development to provide parking provision in line with the standards identified in Reigate and Banstead's Development Management Plan (Regulation 19) Parking Standards. These standards are contained within Annexe 4 of the Development Management Plan. The site falls within what is designated as a low accessibility area as defined within these standards. The proposed development would be expected to provide 16 spaces based on the number of bedrooms to be provided. The applicant states in their submission that 12 spaces are to be provided; however that does not appear to have factored in the garages/ hardstanding areas to the rear, which could accommodate 2 additional vehicles for both plot 5 and 6. It is on this basis that the level of parking has been considered and is deemed to be an acceptable level of provision.

Ecology

- 6.17 The footprint of plot 6 would be sited approximately 20m from an area of designated ancient and semi-natural woodland. This area lies outside the application site beyond the boundary of the wider Nicola Farm to the north-east within the grounds of the Royal Alfred Seafarers Society. As such Natural England and The Surrey Wildlife Trust were consulted as regards to any potential impact on the woodland and its' habitat potential, as well as other ecological matters, in particular the potential presence of bat habitats both within the woodland and the existing buildings on site.
- 6.18 As part of the submission the applicant submitted a Preliminary Ecology Appraisal and Results, as well as a Bat Scoping Survey. In response to these submissions the Surrey Wildlife Trust initially commented that the development would need to provide a buffer of approximately 15m to avoid potential damage to ancient trees and woodland habitats.
- 6.19 Paragraph 175 of the National Planning Policy Framework (NPPF) states that planning permission should be refused for developments that result in the loss or deterioration of irreplaceable habitats, including ancient woodlands, unless there are wholly exceptional reasons and a suitable compensation strategy exists.
- 6.20 The existing and historic uses of the site consist of farming operations as well as operations associated with various businesses based within the existing buildings to be demolished, predominantly scaffolding businesses. The impact of these operations, particularly in regard to traffic movements of large vehicles, would have resulted in a greater level of impact and disturbance on these wooded areas than the proposed use. The development of the site to a residential use provides opportunity for a greater level of planting in and around the site to the benefit of wider wooded areas beyond. The use of specific species of plants and trees can be controlled via a pre-commencement landscaping condition, to ensure that they complement already existing species.
- 6.21 The bat scoping survey identified low and moderate bat roosting potential within existing buildings 5 and 7 respectively. As correctly stated within the survey, best practice advises that further re-emergence/ re-entry surveys would be required to establish the level of bat activity. The Wildlife Trust advised that these surveys

Agenda Item 6

Planning Committee
4th September 2019

Agenda Item: 6
19/00784/F

should be carried out prior to the determination of the application in order to avoid contravention of current protected species legislation, which requires the presence of protected species and the extent to which a development may impact them, to be established prior to planning permission being granted. The applicant has submitted these surveys and The Wildlife Trust considered that bats do not appear to present a constraint to the proposed development. It is advised that, in the event of planning permission being granted, the development should proceed in line with proposed mitigation and enhancement measures contained within Section 6 of the submitted scoping report. If bat activity is observed during development work should cease and advice sought from Natural England or a qualified specialist. An informative is to be included to this effect.

CIL

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

Affordable Housing

- 6.23 Core Strategy Policy CS15 and the Council's Affordable Housing SPD require financial contributions towards affordable housing to be provided on housing developments of 1-9 units. However, the 2018 NPPF makes clear such contributions should not be sought from developments of 10 units or less.
- 6.24 In view of this the Council is not presently requiring financial contributions from applications such as this resulting in a net gain of 10 units or less. The absence of an agreed undertaking does not therefore warrant a reason for refusal in this case.

Other Issues

- 6.25 Concern has been raised in regards to potential impact on surrounding drainage capacity. Whilst it is not envisaged that there would be harm in this regard, this would be a matter for consideration at the building control stage of development should permission be granted.
- 6.26 Regarding the issue of construction traffic and resultant noise and disturbance, construction disturbance is not a material planning consideration and covered by separate environmental protection legislation.

CONDITIONS

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

| Plan Type | Reference | Version | Date Received |
|------------------|------------------|----------------|----------------------|
| Proposed Plans | 327/103 | | 16.04.2019 |

Agenda Item 6

Planning Committee
4th September 2019

Agenda Item: 6
19/00784/F

| | | |
|------------------|----------|------------|
| Survey Plan | 327/104 | 16.04.2019 |
| Proposed Plans | 327/105 | 16.04.2019 |
| Proposed Plans | 327/106 | 16.04.2019 |
| Proposed Plans | 327/107 | 16.04.2019 |
| Proposed Plans | 327/100 | 16.04.2019 |
| Elevation Plan | 327/109 | 16.04.2019 |
| Floor Plan | 327/110 | 16.04.2019 |
| Elevation Plan | 327/111 | 16.04.2019 |
| Elevation Plan | 327/112 | 16.04.2019 |
| Location Plan | 327/100 | 16.04.2019 |
| Site Layout Plan | 327/102 | 18.04.2019 |
| Block Plan | 327/101a | 18.04.2019 |
| Proposed Plans | 327/114A | 22.08.2019 |
| Proposed Plans | 327/113A | 22.08.2019 |
| Arb. Statement | Arb1610 | 17.06.2019 |

Reason:

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

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

Reason:

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

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

Reason: To ensure that a satisfactory external appearance is achieved of the development with regard to Reigate and Banstead Borough Local Plan 2005 policies Ho9 and Ho13.

4. The first floor windows in the side elevations of the development hereby permitted shall be glazed with obscured glass which shall be fixed shut, apart from a top hung opening fanlight whose cill height shall not be less than 1.7 metres above internal floor level, and shall be maintained as such at all times.

Reason: To ensure that the development does not affect the amenity of the neighbouring property by overlooking with regard to Reigate and Banstead Borough Local Plan 2005 policy Ho9.

5. No development shall commence including groundworks preparation and demolition until all related arboricultural matters, including arboricultural supervision, monitoring and tree protection measures are implemented in strict accordance with the approved details contained in the Tree Protection Plan and Arboricultural Method Statement compiled by Arbeco, reference Arb1610 dated 17th Jun 2019.

Agenda Item 6

Planning Committee
4th September 2019

Agenda Item: 6
19/00784/F

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

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

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

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

Reason: To ensure good arboricultural and landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies Pc4, Pc12, Ho9 of the Reigate and Banstead Borough Local Plan 2005.

7. No development shall commence until a Construction Transport Management Plan, to include details of:
- (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) on-site turning for construction vehicles

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005 and the objectives of the NPPF 2012.

8. No part of the development shall be first occupied unless and until the proposed modified access to Woodmansterne Lane has been constructed and provided with visibility zones in accordance with the approved plans and thereafter shall the visibility zones shall be kept permanently clear of any obstruction over 1.05m high

Reason: The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users in

Agenda Item 6

Planning Committee
4th September 2019

Agenda Item: 6
19/00784/F

order to meet the objectives of the NPPF (2018), and to satisfy policy Mo5, Mo6 and Mo7 of the Reigate and Banstead Local Plan.

9. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning area shall be retained and maintained for its' designated purposes.

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

10. The development hereby approved shall not be occupied unless and until at least 1 of the available parking spaces are provided with a fast charge socket (current minimum requirement 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

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

11. Prior to commencement of development a written comprehensive environmental desktop study report is required to identify and evaluate possible on and off site sources, pathways and receptors of contamination and enable the presentation of all plausible pollutant linkages in a preliminary conceptual site model. The study shall include relevant regulatory consultations such as with the Contaminated Land Officer and be submitted to the Local Planning Authority and is subject to the approval in writing of the Local Planning Authority and any additional requirements that it may specify. The report shall be prepared in accordance with the Environment Agency's Model Procedures for the Management of Contaminated Land (CLR 11) and British Standard BS 10175.

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Local Plan 2005 Policy (insert reference) and the NPPF.

12. Prior to commencement of development, in follow-up to the environmental desktop study, a contaminated land site investigation proposal, detailing the extent and methodologies of sampling, analyses and proposed assessment criteria required to enable the characterisation of the plausible pollutant linkages identified in the preliminary conceptual model, shall be submitted to the Local Planning Authority. This is subject to the written approval in writing of the Local Planning Authority, and any additional requirements that it may specify, prior to any site investigation being commenced on site. Following approval, the Local Planning Authority shall be

Agenda Item 6

Planning Committee
4th September 2019

Agenda Item: 6
19/00784/F

given a minimum of two weeks written notice of the commencement of site investigation works. Please note this means a proposal is required to be submitted and approved prior to actually undertaking a Site Investigation.

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Local Plan 2005 Policy (insert reference) and the NPPF.

13. Prior to commencement of the development, a contaminated land site investigation and risk assessment, undertaken in accordance with the site investigation proposal as approved that determines the extent and nature of contamination on site and is reported in accordance with the standards of DEFRA's and the Environment Agency's Model Procedures for the Management of Contaminated Land (CLR 11) and British Standard BS 10175, shall be submitted to the Local Planning Authority and is subject to the approval in writing of the Local Planning Authority and any additional requirements that it may specify. If applicable, ground gas risk assessments should be completed inline with CIRIA C665 guidance.

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Local Plan 2005 Policy (insert reference) and the NPPF.

14. Prior to commencement of the development a detailed remediation method statement should be produced that details the extent and method(s) by which the site is to be remediated, to ensure that unacceptable risks are not posed to identified receptors at the site and details of the information to be included in a validation report, has been submitted to and approved in writing by the Local Planning Authority, and any additional requirements that it may specify, prior to the remediation being commenced on site. The Local Planning Authority shall then be given a minimum of two weeks written notice of the commencement of remediation works.

Prior to occupation, a remediation validation report for the site shall be submitted to the Local Planning Authority in writing. The report shall detail evidence of the remediation, the effectiveness of the remediation carried out and the results of post remediation works, in accordance with the approved remediation method statement and any addenda thereto, so as to enable future interested parties, including regulators, to have a single record of the remediation undertaken at the site. Should specific ground gas mitigation measures be required to be incorporated into a development the testing and verification of such systems should have regard to CIRIA C735 guidance document entitled 'Good practice on the testing and verification of protection systems for buildings against hazardous ground gases' and British Standard BS 8285 Code of practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings

Reason: To demonstrate remedial works are appropriate and demonstrate the effectiveness of remediation works so that the proposed development will not cause

Agenda Item 6

Planning Committee
4th September 2019

Agenda Item: 6
19/00784/F

harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Local Plan 2005 Policy (insert reference) and the NPPF.

15. Unexpected ground contamination: Contamination not previously identified by the site investigation, but subsequently found to be present at the site shall be reported to the Local Planning Authority as soon as is practicable. If deemed necessary development shall cease on site until an addendum to the remediation method statement, detailing how the unsuspected contamination is to be dealt with, has been submitted in writing to the Local Planning Authority. The remediation method statement is subject to the written approval of the Local Planning Authority and any additional requirements that it may specify.

Note: Should no further contamination be identified then a brief comment to this effect shall be required to discharge this condition

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Local Plan 2005 Policy (insert reference) and the NPPF.

17. The development shall not be occupied until a plan indicating the positions, design, materials and type of boundary treatment to be erected has been submitted to and approved in writing by the Local Planning Authority which shall be expected to comprise hedging to maintain the rural character of the area.

Reason:

To preserve the visual amenity of the area and protect neighbouring residential amenities with regard to the Reigate and Banstead Borough Local Plan 2005 policies Ho9 and Pc4.

18. The development shall be carried out in strict accordance with the recommendations and mitigation measures as set out in the Preliminary Ecological Appraisal undertaken by Darwin Ecology dated January 2019.

Reason:

To ensure there would be no harm to protected species with regards Borough local Plan policy Pc2G.

INFORMATIVES

1. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at www.firesprinklers.info.
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions.
3. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, a 140 litre wheeled bin conforming to British Standard BSEN840 and a 60 litre recycling box should be provided for the exclusive use of the occupants of that dwelling. Prior to the initial occupation of any communal

Agenda Item 6

Planning Committee
4th September 2019

Agenda Item: 6
19/00784/F

dwelling or flats, wheeled refuse bins conforming to British Standard BSEN840, separate recycling bins for paper/card and mixed cans, and storage facilities for the bins should be installed by the developer prior to the initial occupation of any dwelling hereby permitted. Further details on the required number and specification of wheeled bins and recycling boxes is available from the Council's Neighbourhood Services on 01737 276501 or 01737 276097, or on the Council's website at www.reigate-banstead.gov.uk. Bins and boxes meeting the specification may be purchased from any appropriate source, including the Council's Neighbourhood Services Unit on 01737 276775.

4. You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:
- (a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs Saturday and not at all on Sundays or any Public and/or Bank Holidays;
 - (b) The quietest available items of plant and machinery should be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels;
 - (c) Deliveries should only be received within the hours detailed in (a) above;
 - (d) Adequate steps should be taken to prevent dust-causing nuisance beyond the site boundary. Such uses include the use of hoses to damp down stockpiles of materials, which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of bowsers and wheel washes;
 - (e) There should be no burning on site;
 - (f) Only minimal security lighting should be used outside the hours stated above; and
 - (g) Building materials and machinery should not be stored on the highway and contractors' vehicles should be parked with care so as not to cause an obstruction or block visibility on the highway.

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

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

5. The use of landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above relevant conditions. The planting of trees and shrubs shall be in keeping with the character and appearance of the locality. There is an opportunity to incorporate substantial sized trees into the scheme to provide for future amenity and long term continued structural tree cover in this area. It is expected that the replacement structural landscape trees will be of Extra Heavy Standard size with initial planting heights of not less than 4m with girth measurements at 1m above ground level in excess of 14/16cm.
6. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority Local Highways Service Group (0300 200 1003) before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover or to install dropped kerbs.

Agenda Item 6

Planning Committee
4th September 2019

Agenda Item: 6
19/00784/F

Please see: www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs.

7. The developer is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
8. 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.
9. 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).
10. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.
11. The applicant is advised that prior to the occupation of the development, adequate provision should be made for waste storage and collection. You are advised to contact the Council's Recycling and Cleansing team to discuss the required number and specification of wheeled bins on rc@reigate-banstead.gov.uk or on the Council's website at http://www.reigatebanstead.gov.uk/downloads/file/2579/making_space_for_waste.
12. The applicant is advised that the essential requirements for an acceptable communication plan forming part of a Method of Construction Statement are viewed as: (i) how those likely to be affected by the site's activities are identified and how they will be informed about the project, site activities and programme; (ii) how neighbours will be notified prior to any noisy/disruptive work or of any significant changes to site activity that may affect them; (iii) the arrangements that will be in place to ensure a reasonable telephone response during working hours; (iv) the name and contact details of the site manager who will be able to deal with complaints; and (v) how those who are interested in or affected will be routinely advised regarding the progress of the work. Registration and operation of the site to the standards set by the Considerate Constructors Scheme (<http://www.ccscheme.org.uk/>) would help fulfil these requirements.

Agenda Item 6

Planning Committee
4th September 2019

Agenda Item: 6
19/00784/F

13. Environmental Health would like to draw the applicant attention to the specifics of the contaminated land conditional wording such as 'prior to commencement', 'prior to occupation' and 'provide a minimum of two weeks notice'.

The submission of information not in accordance with the specifics of the planning conditional wording can lead to delays in discharging conditions, potentially result in conditions being unable to be discharged or even enforcement action should the required level of evidence/information be unable to be supplied. All relevant information should be formally submitted to the Local Planning Authority and not direct to Environmental Health.

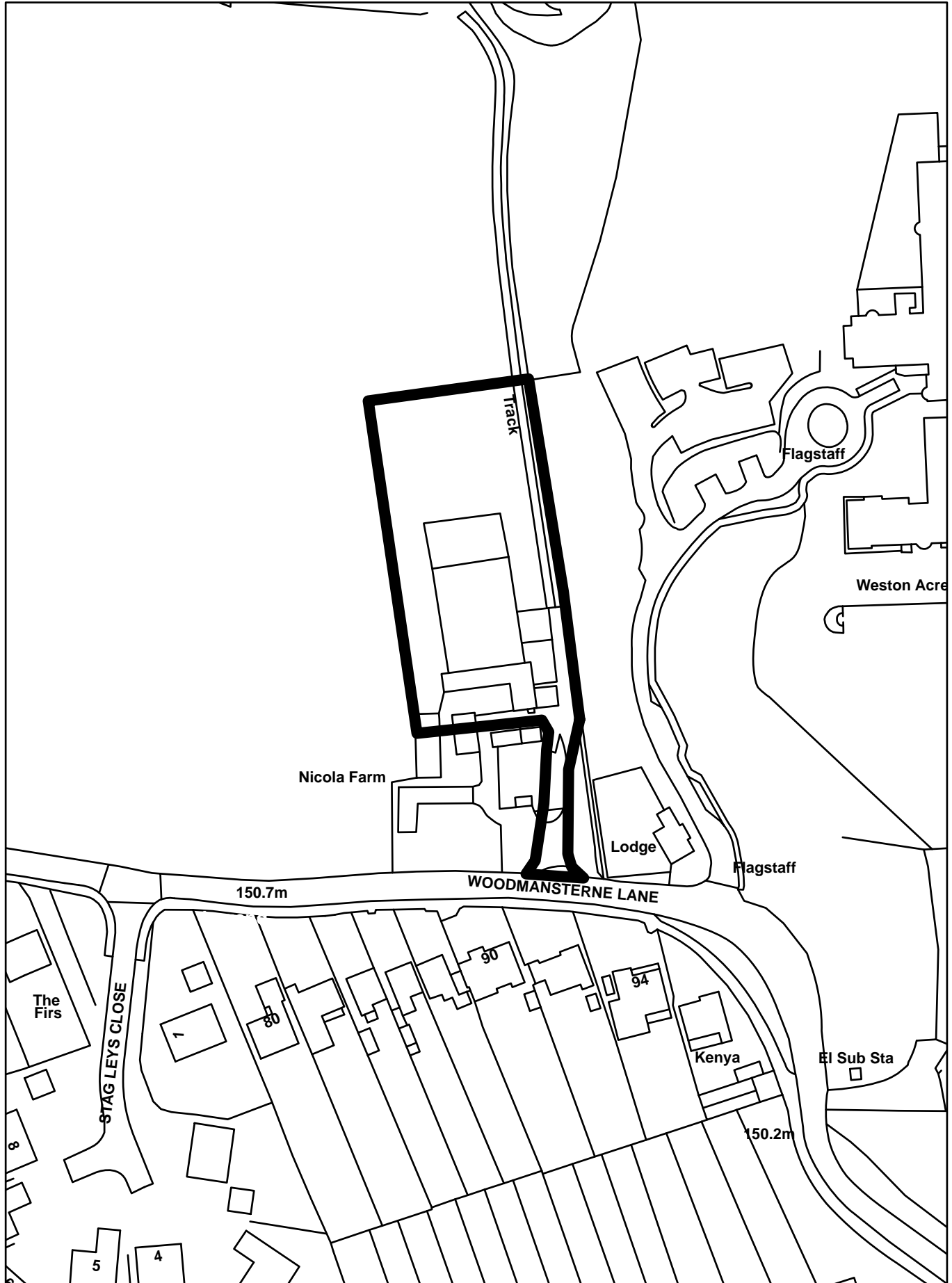
REASON FOR PERMISSION

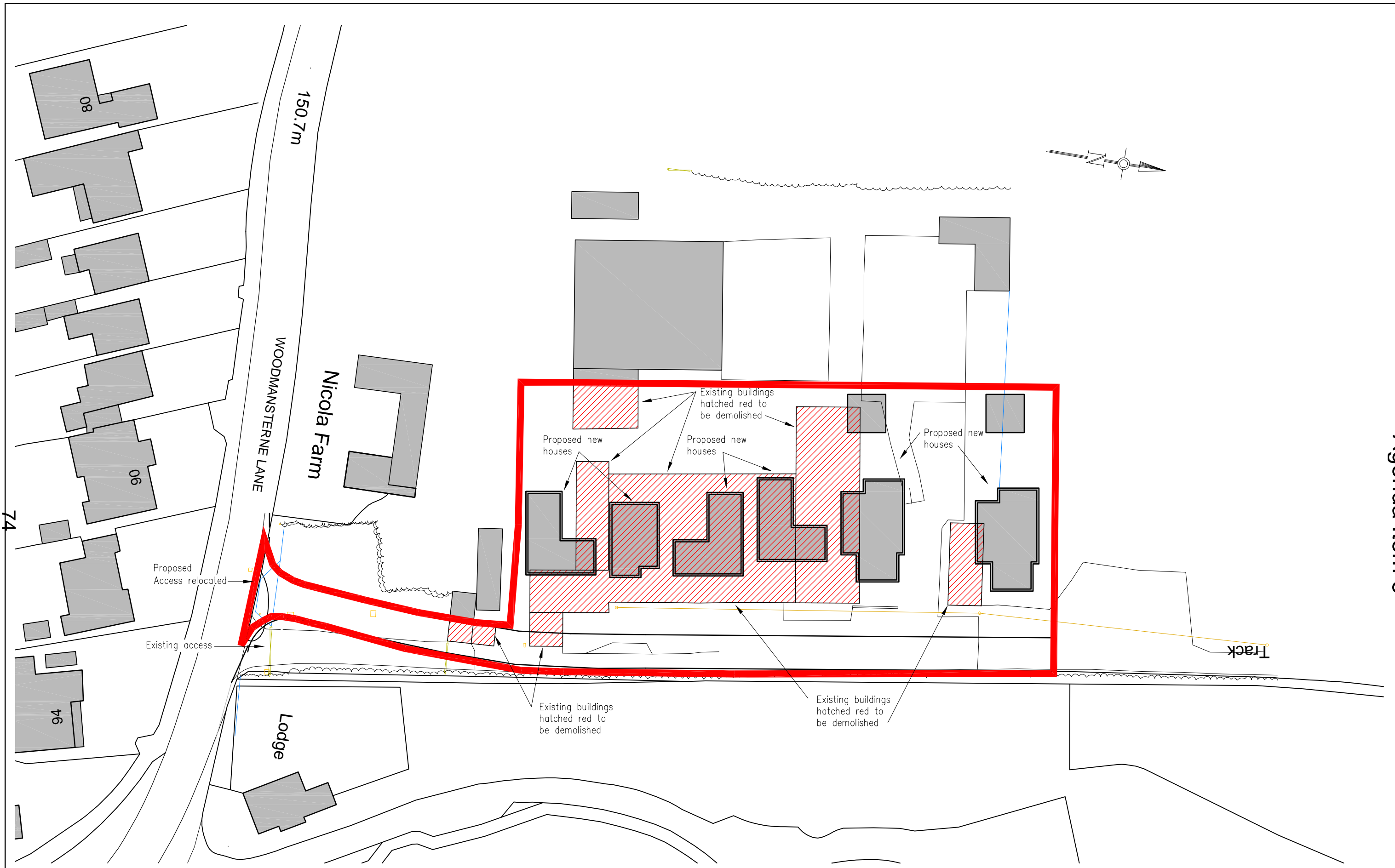
The development hereby permitted has been assessed against development plan policies Pc4, Pc8, Ho9, Ho13, Ho16, Mo5, Mo7, Mo13, CS1, CS4, CS10, CS11, CS12, CS13, CS14, CS15 and CS17 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

Proactive and Positive Statements

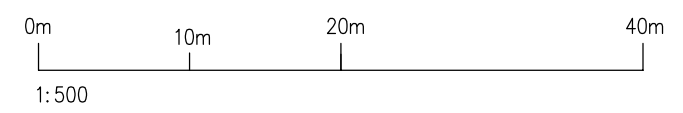
The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in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

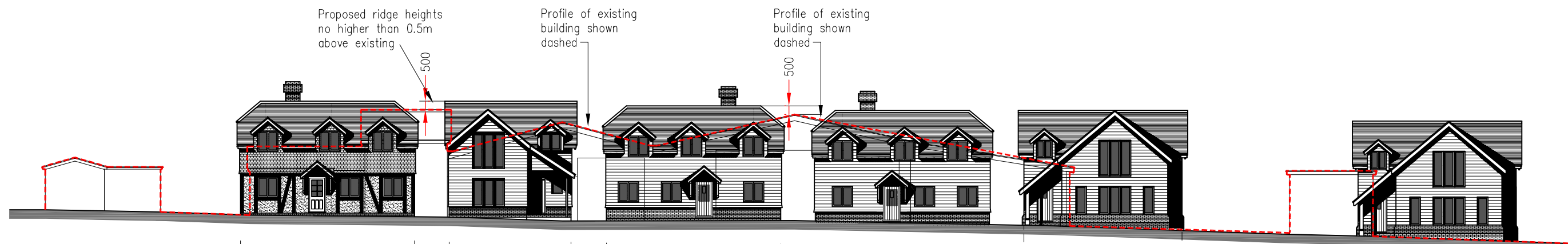
Agenda Item 6
19/00784/F - Nicola Farm, 37 Woodmansterne Lane,
Woodmansterne





Nicola Farm, Woodmansterne Lane, Banstead
Block Plan
1:500 @ A3
BNF:327/101a Rev:A Remove red hatch from buildings outside redline





Plot 1

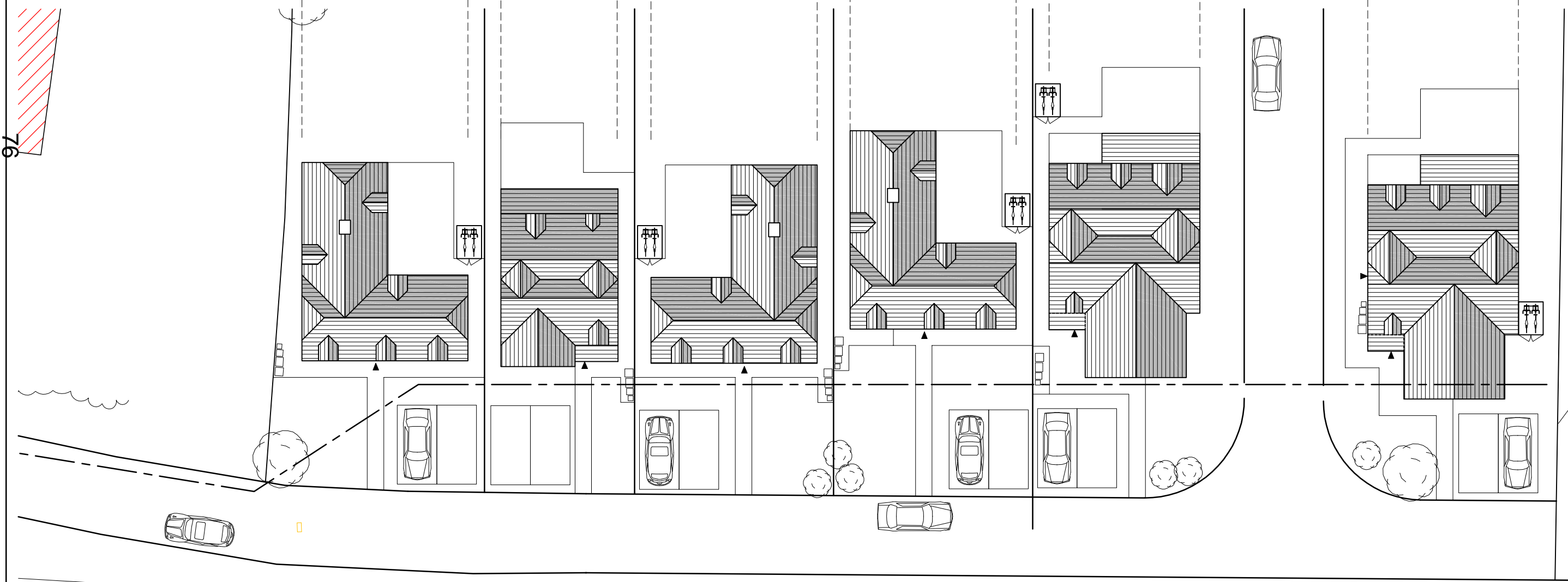
Plot 2

Plot 3

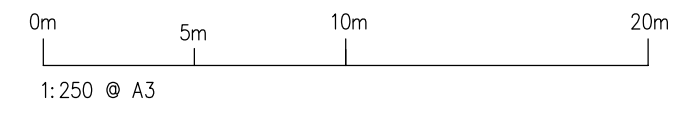
Plot 4

Plot 5

Plot 6



Nicola Farm, Woodmansterne Lane, Banstead
Context Elevation
1:250 @ A3
BNF:327/112

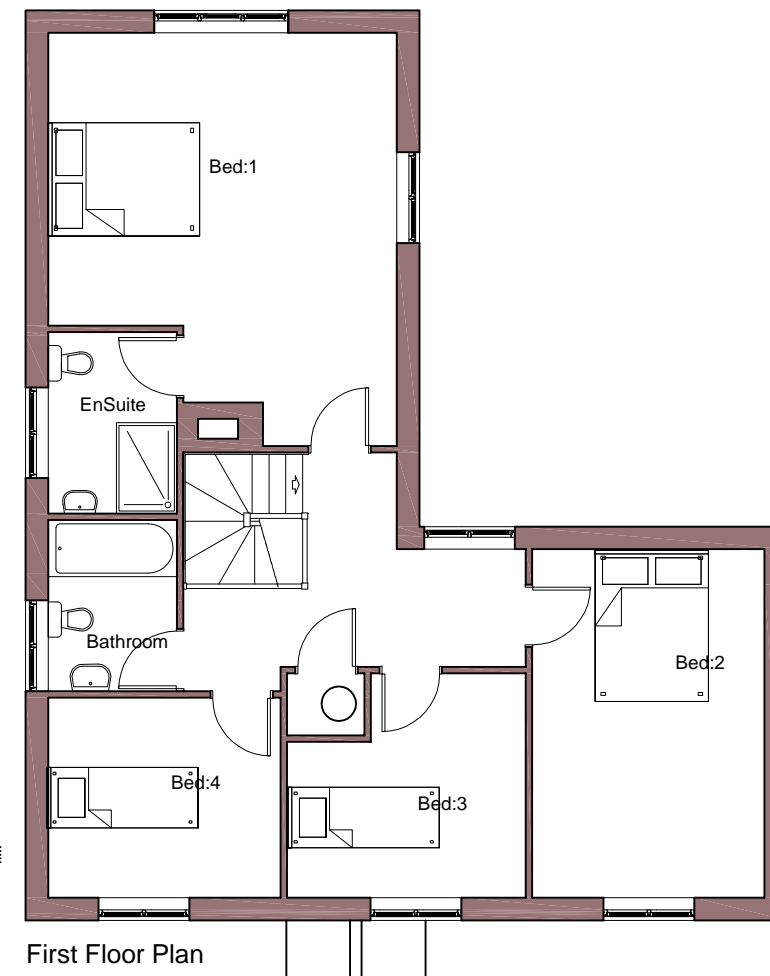




Front Elevation (East)



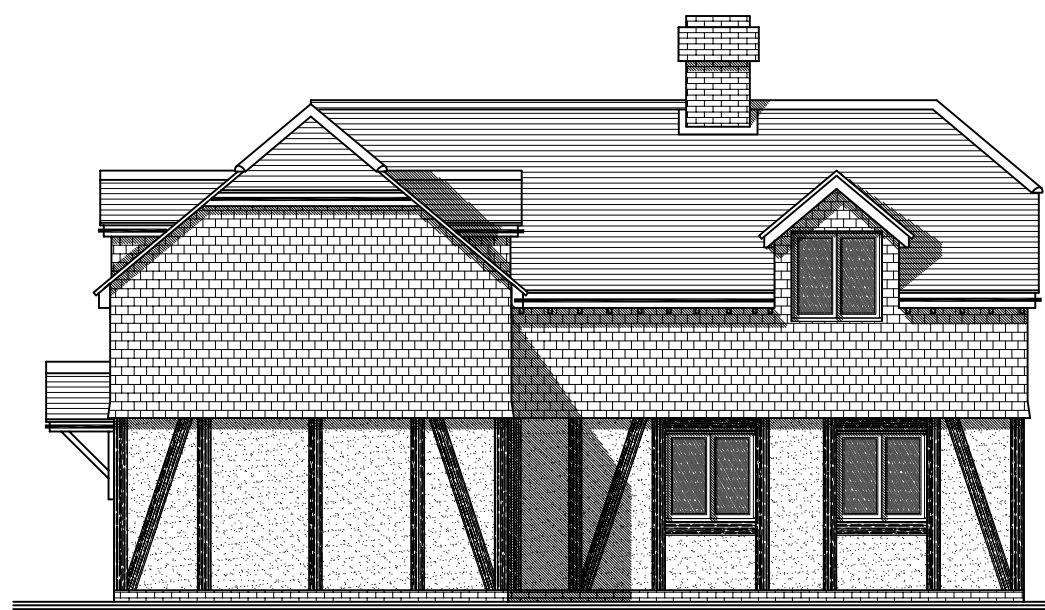
Side Elevation (South)



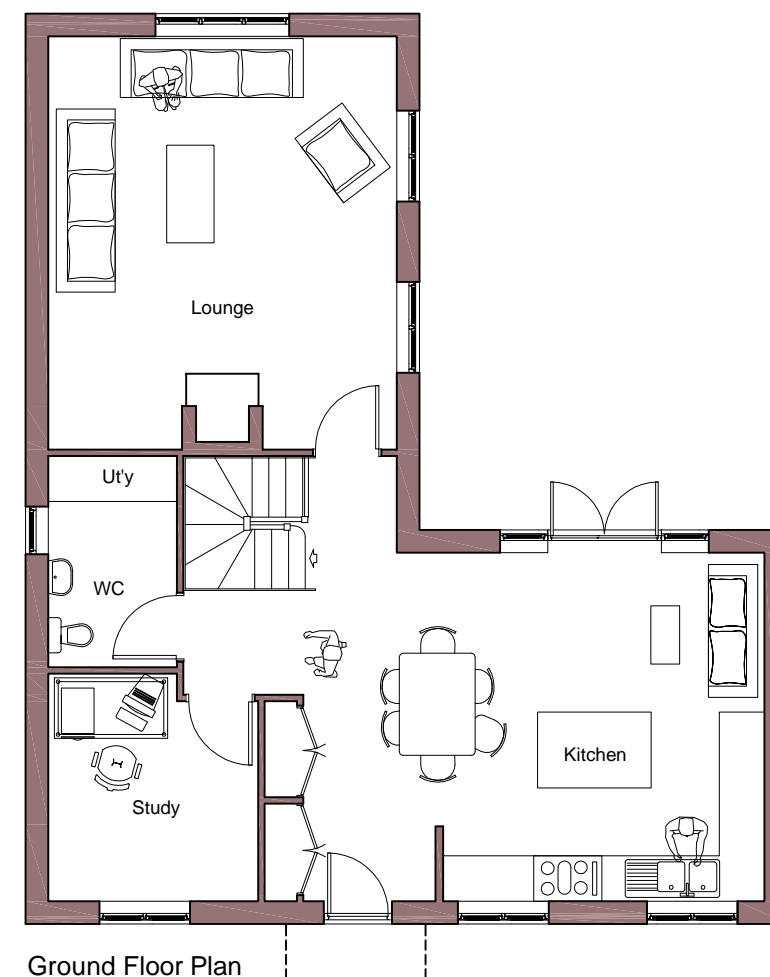
First Floor Plan



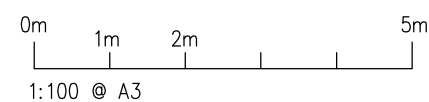
Rear Elevation (West)



Side Elevation (North)



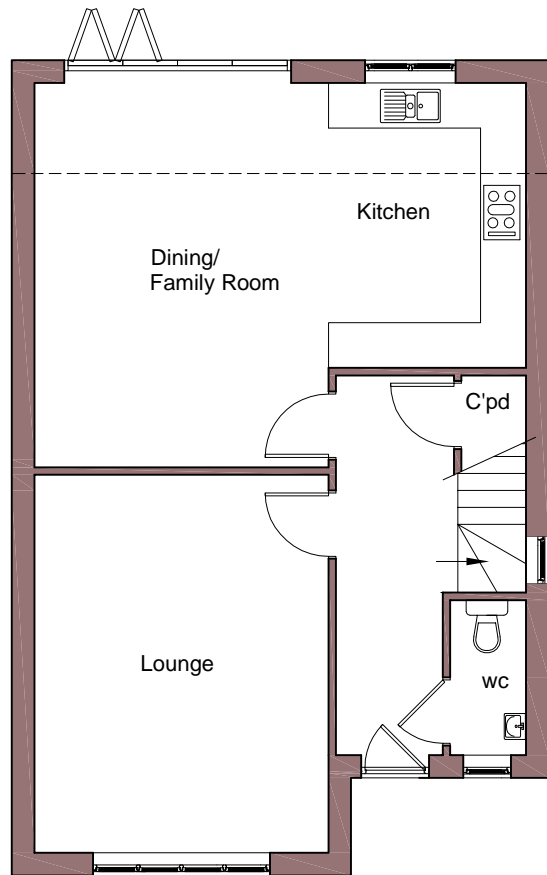
Ground Floor Plan



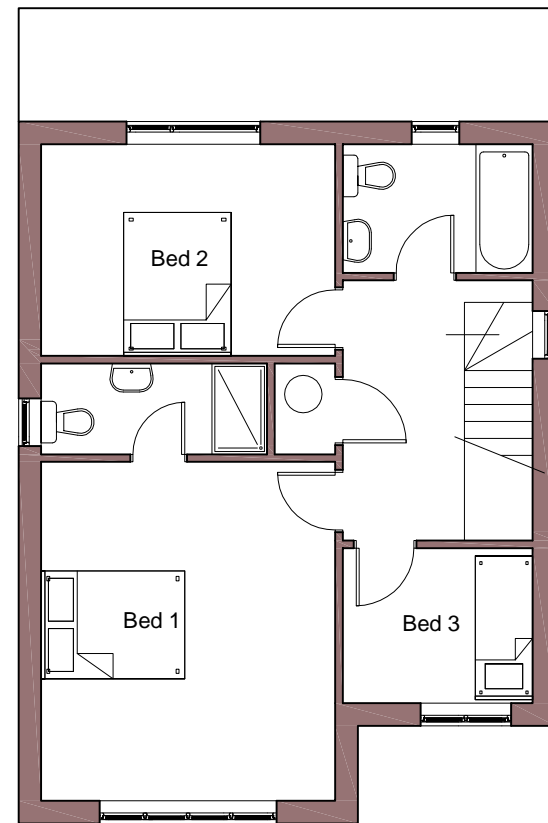
77

Nicola Farm, Woodmansterne Lane, Banstead
 Plot 1 Floor Plans & Elevations
 1:100 @ A3
 BNF:327/105

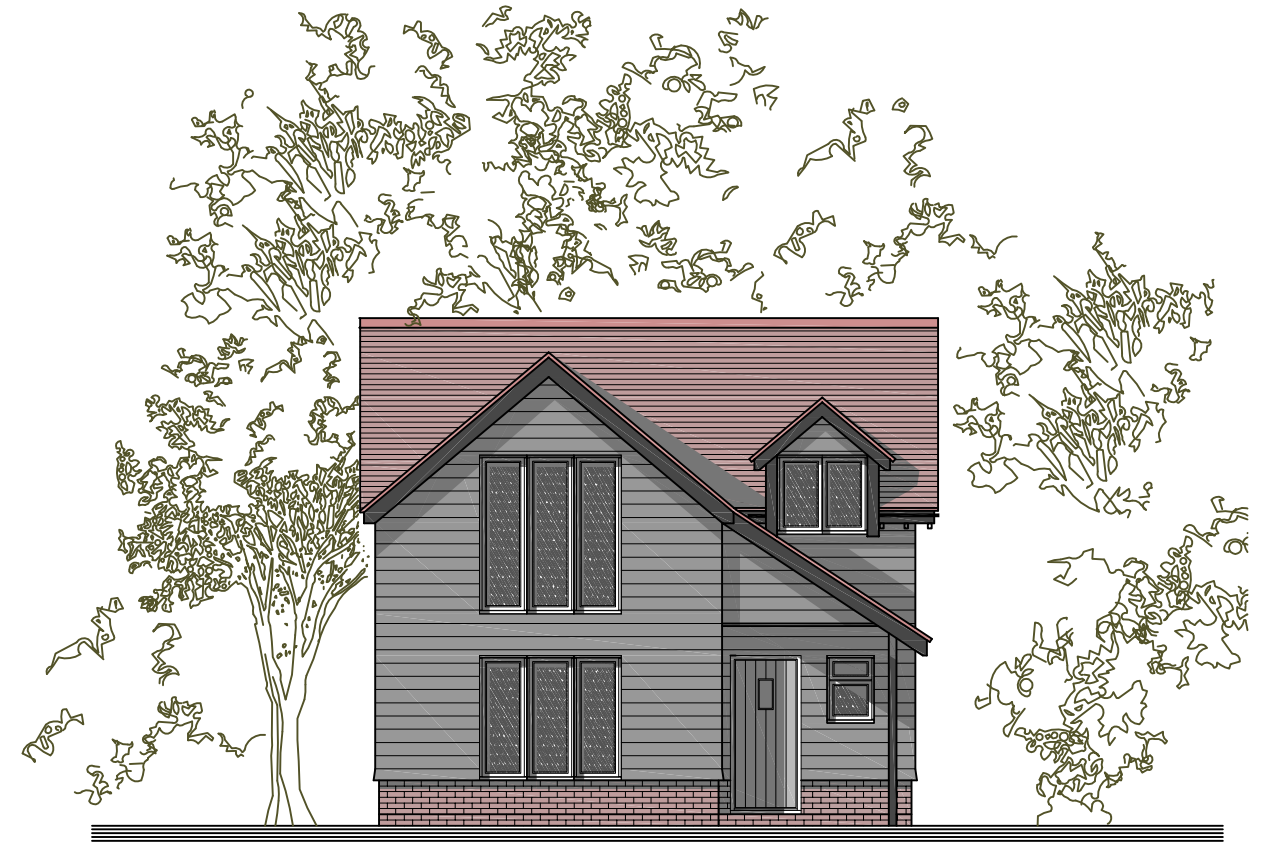
Agenda Item 6



Ground Floor Plan



First Floor Plan



Front Elevation (East)



Side Elevation (North)

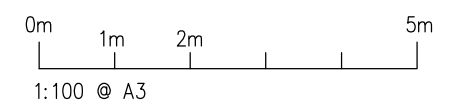


Side Elevation (South)



Rear Elevation (West)

Nicola Farm, Woodmansterne Lane, Banstead
 Plot 2 Floor Plans & Elevations
 1:100 @ A3
 BNF:327/106

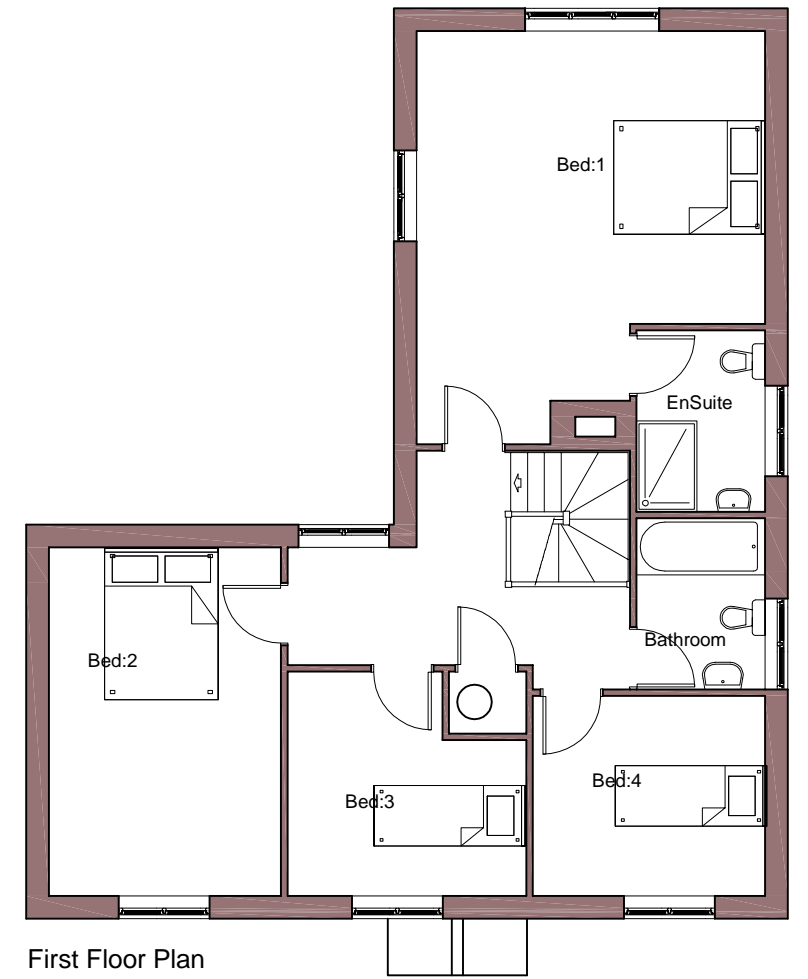




Front Elevation (East)



Side Elevation (South)



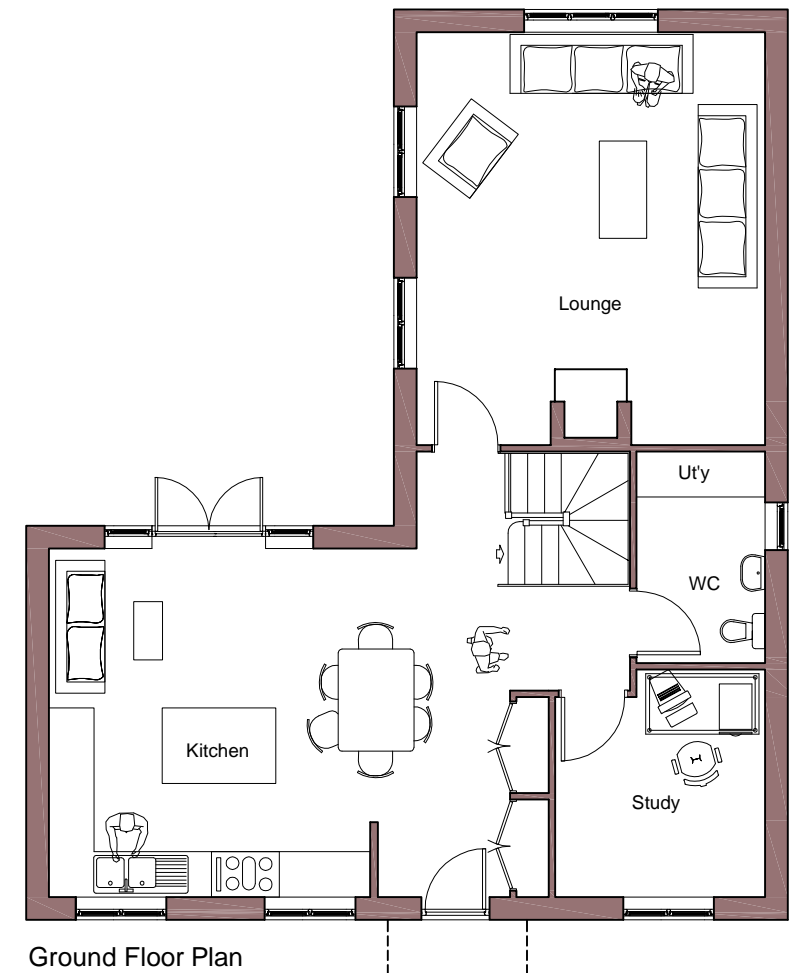
First Floor Plan



Rear Elevation (West)



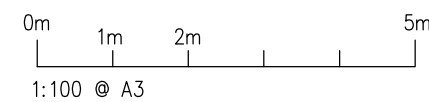
Side Elevation (North)



Ground Floor Plan

79

Nicola Farm, Woodmansterne Lane, Banstead
 Plot 3 Floor Plans & Elevations
 1:100 @ A3
 BNF:327/107

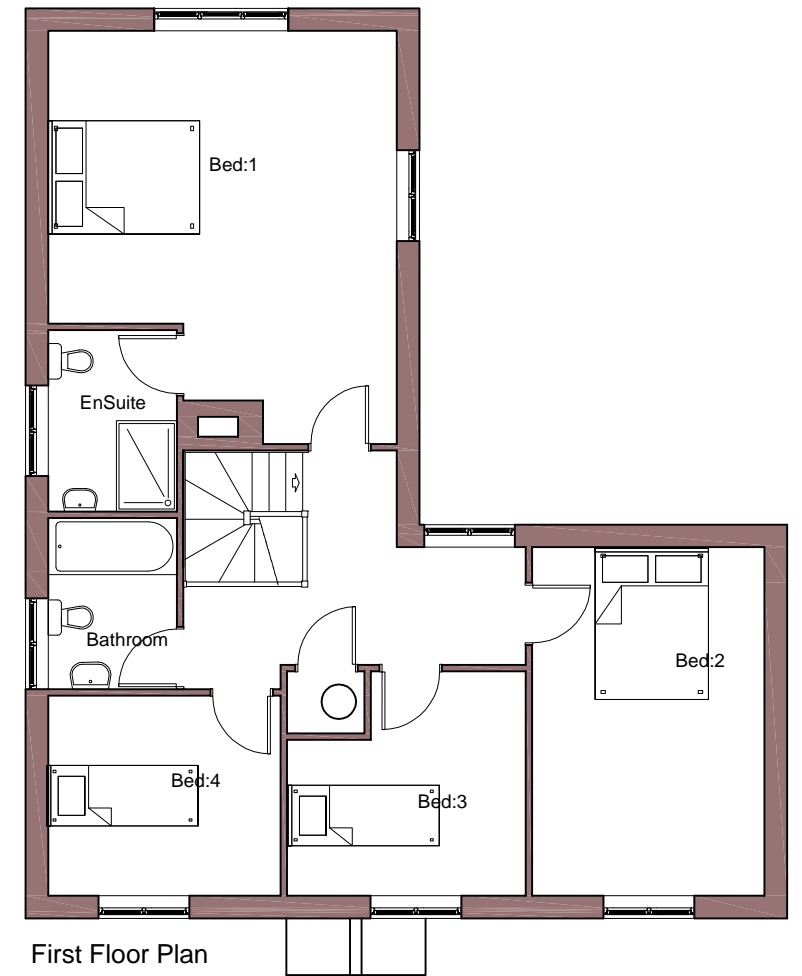




Front Elevation (East)



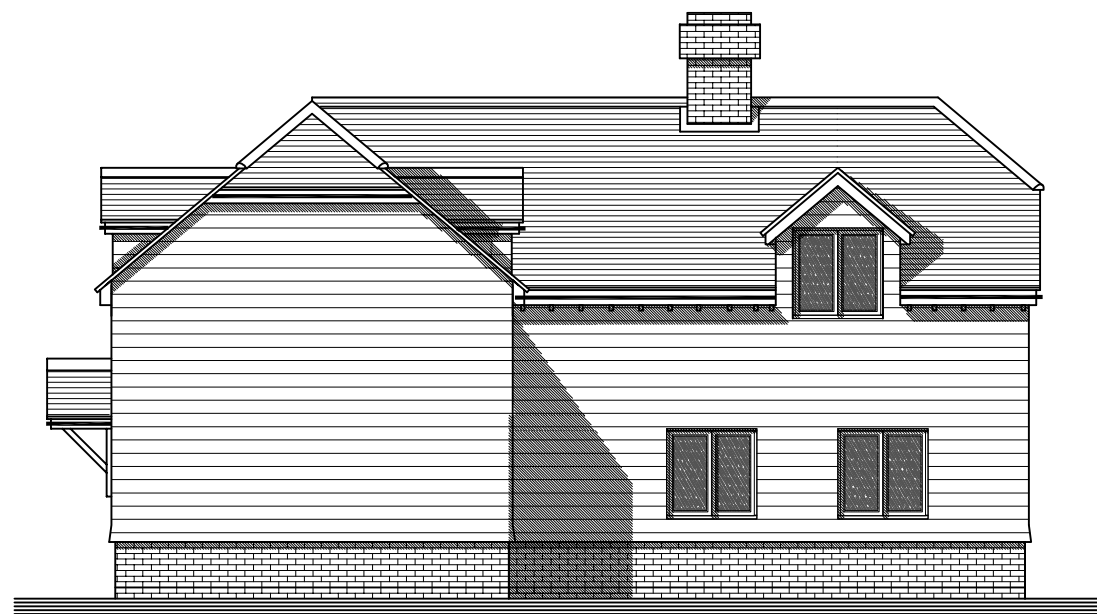
Side Elevation (South)



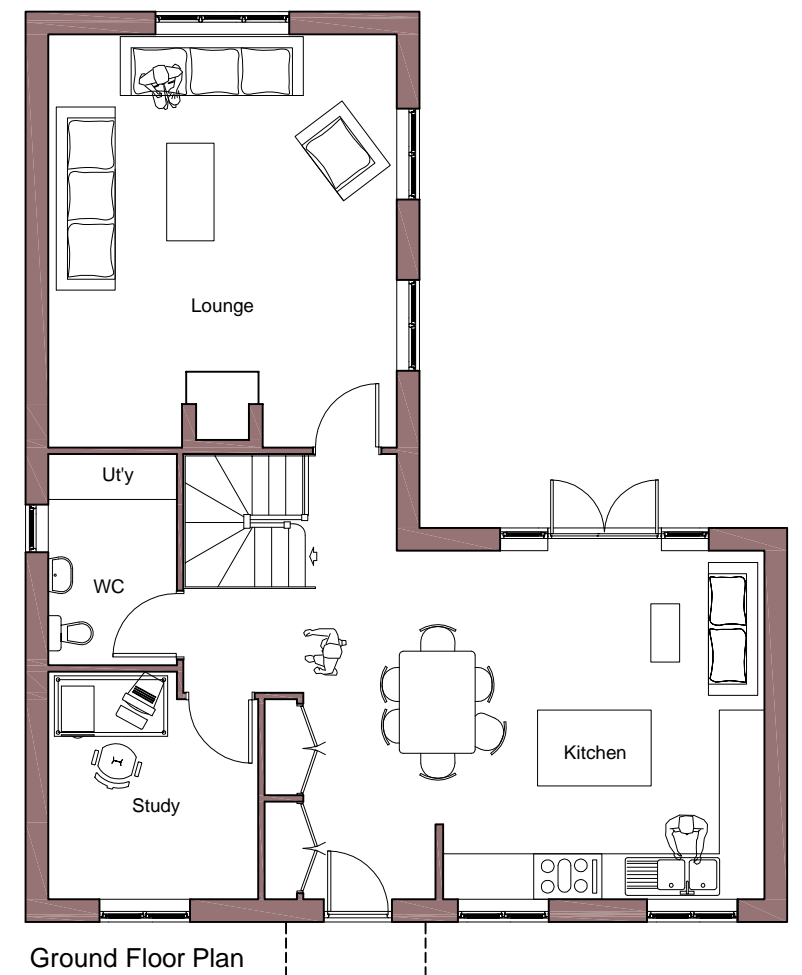
First Floor Plan



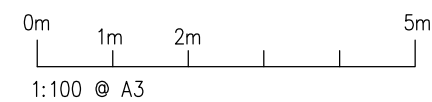
Rear Elevation (West)



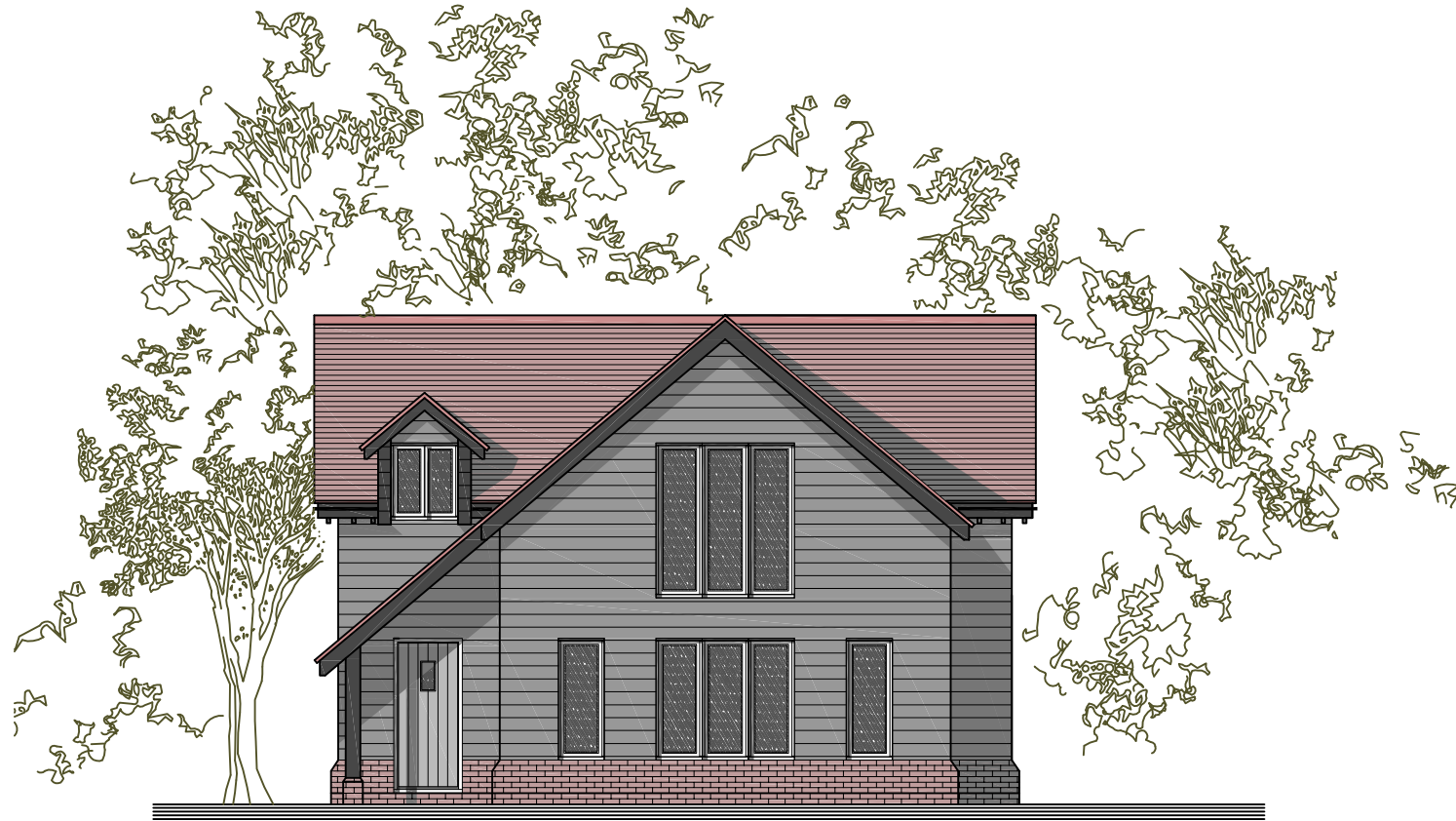
Side Elevation (North)



Ground Floor Plan



Nicola Farm, Woodmansterne Lane, Banstead
 Plot 4 Floor Plans & Elevations
 1:100 @ A3
 BNF:327/100



Front Elevation (East)



Side Elevation (North)

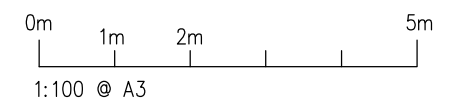


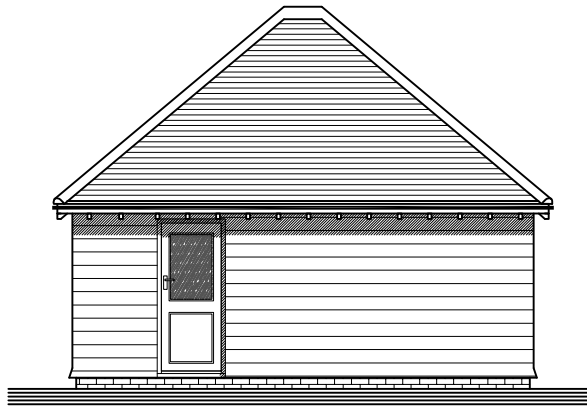
Side Elevation (South)



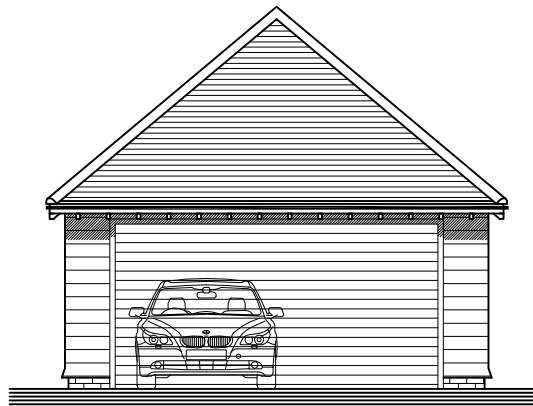
Rear Elevation (West)

Nicola Farm, Woodmansterne Lane, Banstead
Plot 5 & 6 Elevations
1:100 @ A3
BNF:327/109

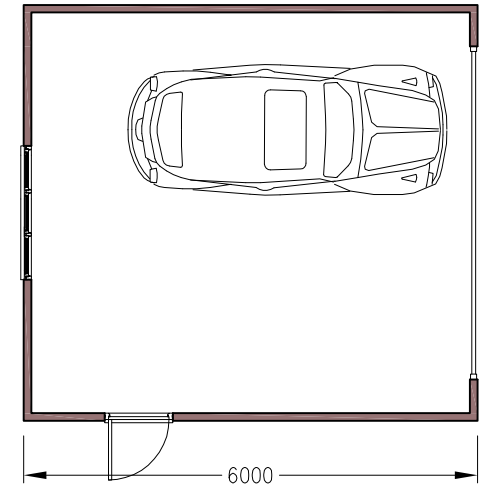




Side Elevation (West)



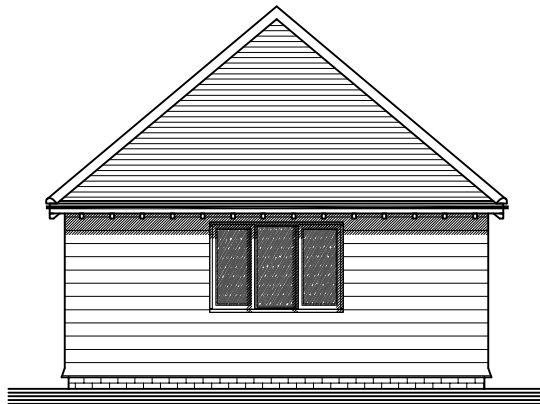
Front Elevation (North)



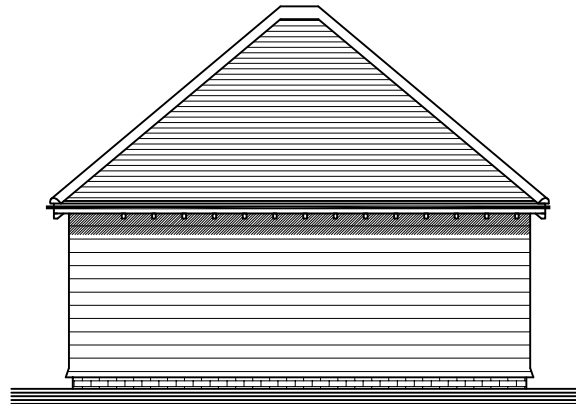
Floor Plan

Agenda Item 6

82

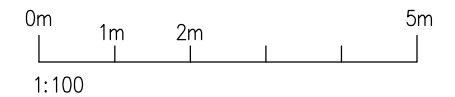


Rear Elevation (South)

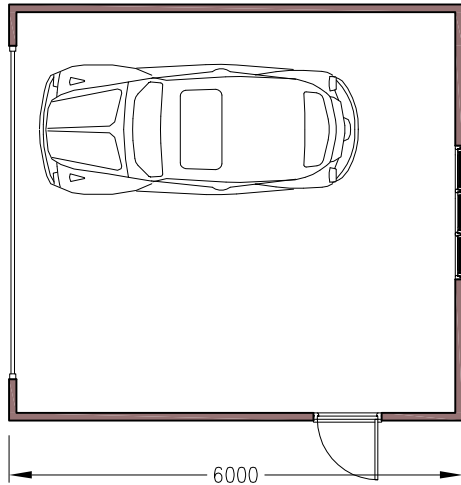


Side Elevation East

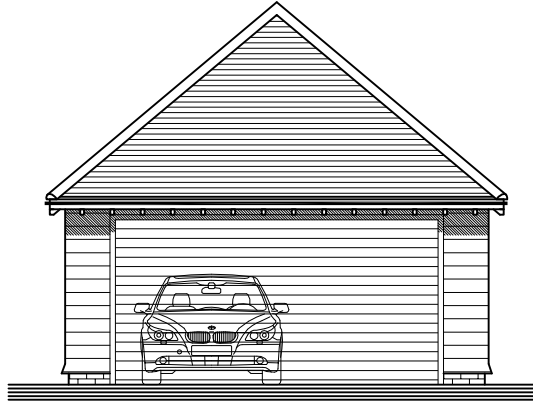
Nicola Farm, Woodmansterne Lane, Banstead
Garage Plot 5
1:100 @ A3
BNF:327/113A Rev:A Garage depth to 6m 21/9/19



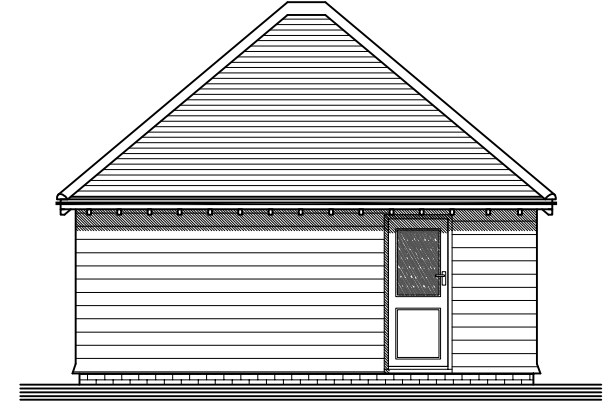
83



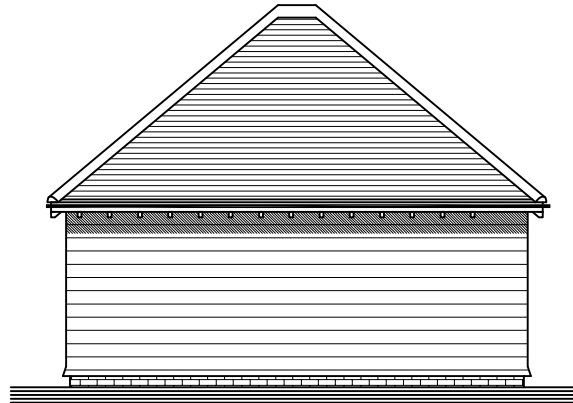
Floor Plan



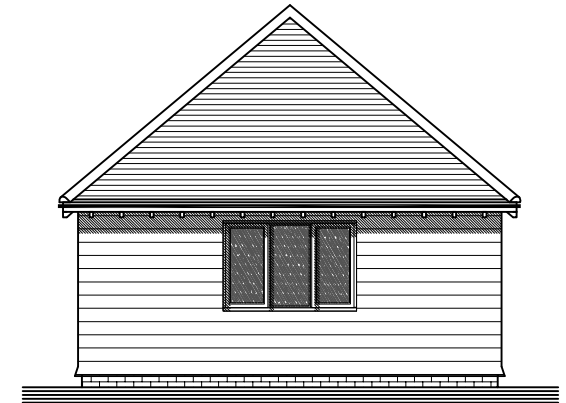
Front Elevation (South)



Side Elevation East

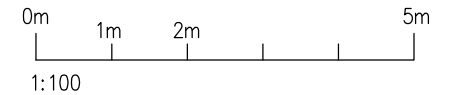


Side Elevation (West)



Rear Elevation (North)

Nicola Farm, Woodmansterne Lane, Banstead
 Garage Plot 6
 1:100 @ A3
 BNF:327/114A Rev:A Garage depth to 6m 21/9/19




Agenda Item 6



Agenda Item 7

Planning Committee
3^{1st} July 2019

Agenda Item: 7
19/00314/F

| | | |
|--|-------------------|---|
|  Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate | TO: | PLANNING COMMITTEE |
| | DATE: | 4 th September 2019 |
| | REPORT OF: | HEAD OF PLACES & PLANNING |
| | AUTHOR: | Matthew Sheahan |
| | TELEPHONE: | 01737 276514 |
| | EMAIL: | Matthew.sheahan@reigate-banstead.gov.uk |
| AGENDA ITEM: | 7 | WARD: Nork |

| | | | |
|---|---|---------------|---------------------|
| APPLICATION NUMBER: | 19/00314/F | VALID: | 15/02/2018 |
| APPLICANT: | Mr Tahir | AGENT: | Whiteman Architects |
| LOCATION: | 38 FIR TREE ROAD BANSTEAD SURREY SM7 1NG | | |
| DESCRIPTION: | Replacement of existing building C3 Dwelling House to allow for 5. No unit C3 residential flats. | | |
| All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/ referenced for detail. | | | |

SUMMARY

This is a full planning application for the demolition of an existing two storey detached dwelling house and its' replacement with building to provide five residential flats, consisting of 5x2 bedroom flats.

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

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

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

Agenda Item 7

Planning Committee
3^{1st} July 2019

Agenda Item: 7
19/00314/F

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

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

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

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

RECOMMENDATION(S)

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

Agenda Item 7

Planning Committee
3^{1st} July 2019

Agenda Item: 7
19/00314/F

Consultations:

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

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

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

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

Sutton and East Surrey Water: No comment received

Representations:

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

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

Agenda Item 7

Planning Committee
3^{1st} July 2019

Agenda Item: 7
19/00314/F

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

1.0 Site and Character Appraisal

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

2.0 Added Value

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

Agenda Item 7

Planning Committee
31st July 2019

Agenda Item: 7
19/00314/F

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

3.0 Relevant Planning and Enforcement History

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

| | | |
|------------|--|--------------------|
| 17/02787/F | Demolition of existing building previously used as C2 residential institution and erection of a 3 storey building to allow for 5 no. C3 residential flats. | Granted 22.02.2018 |
|------------|--|--------------------|

The above application 17/0282/F relates to the neighbouring property 40 Fir Tree Road.

4.0 Proposal and Design Approach

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

Agenda Item 7

Planning Committee
3^{1st} July 2019

Agenda Item: 7
19/00314/F

development. It expects applicants to follow a four-stage design process comprising:
Assessment;
Involvement;
Evaluation; and
Design.

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

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

4.6 Further details of the development are as follows:

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

5.0 Policy Context

5.1 Designation

Urban area

Agenda Item 7

Planning Committee
3^{1st} July 2019

Agenda Item: 7
19/00314/F

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)
CS10 (Sustainable Development),

5.3 Reigate & Banstead Borough Local Plan 2005

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

5.4 Other Material Considerations

National Planning Policy Framework

National Planning Practice Guidance

Emerging Development Management
Plan 2019

Supplementary Planning Guidance

Surrey Design

Local Distinctiveness Design Guide

A Parking Strategy for Surrey

Parking Standards for Development

Other

Human Rights Act 1998

Community Infrastructure Levy

Regulations 2010

6.0 **Assessment**

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

6.2 The main issues to consider are:

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

Design and Character

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

Agenda Item 7

Planning Committee
31st July 2019

Agenda Item: 7
19/00314/F

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

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

Amenity for Future Occupants

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

Agenda Item 7

Planning Committee
3^{1st} July 2019

Agenda Item: 7
19/00314/F

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

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

Impact on neighbouring residential amenity

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

Agenda Item 7

Planning Committee
3^{1st} July 2019

Agenda Item: 7
19/00314/F

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

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

Trees and Landscaping

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

Agenda Item 7

Planning Committee
31st July 2019

Agenda Item: 7
19/00314/F

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

Highway Impact, Access and parking

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

Agenda Item 7

Planning Committee
3^{1st} July 2019

Agenda Item: 7
19/00314/F

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

CIL

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

Affordable Housing

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

Agenda Item 7

Planning Committee
31st July 2019

Agenda Item: 7
19/00314/F

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

Other Matters

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

CONDITIONS

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

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

Reason:

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

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

Reason:

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

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

Agenda Item 7

Planning Committee
3^{1st} July 2019

Agenda Item: 7
19/00314/F

Reason: To ensure that a satisfactory external appearance is achieved of the development with regard to Reigate and Banstead Borough Local Plan 2005 policies Ho9 and Ho13.

4. No development shall take commence the developer obtains the Local Planning Authority's written approval of details of both existing and proposed ground levels and the proposed finished ground floor levels of the buildings. The development shall be carried out in accordance with the approved levels.

Reason: To ensure the Local Planning Authority are satisfied with the details of the proposal and its relationship with adjoining development and to safeguard the visual amenities of the locality with regard to Reigate and Banstead Borough Local Plan 2005 policy Ho9.

5. The first floor windows in the side elevations of the development hereby permitted shall be glazed with obscured glass which shall be fixed shut, apart from a top hung opening fanlight whose cill height shall not be less than 1.7 metres above internal floor level, and shall be maintained as such at all times.

Reason: To ensure that the development does not affect the amenity of the neighbouring property by overlooking with regard to Reigate and Banstead Borough Local Plan 2005 policy Ho9.

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

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

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

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

Agenda Item 7

Planning Committee
31st July 2019

Agenda Item: 7
19/00314/F

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

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

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

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

9. No development shall commence until a Construction Transport Management Plan, to include details of:

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) programme of works (including measures for traffic management)
- (e) provision of boundary hoarding behind any visibility zones
- (f) HGV deliveries and hours of operation
- (g) vehicle routing
- (h) measures to prevent the deposit of materials on the highway
- (i) on-site turning for construction vehicles has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005 and the objectives of the NPPF 2012.

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

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

Agenda Item 7

Planning Committee
3^{1st} July 2019

Agenda Item: 7
19/00314/F

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

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

12. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning area shall be retained and maintained for its' designated purposes.

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

13. The development hereby approved shall not be occupied unless and until at least 1 of the available parking spaces are provided with a fast charge socket (current minimum requirement 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

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

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

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

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

15. No development shall take commence the developer obtains the Local Planning Authority's written approval of details of both existing and proposed ground levels and the proposed finished ground floor levels of the buildings. The development shall be carried out in accordance with the approved levels.

Agenda Item 7

Planning Committee
3^{1st} July 2019

Agenda Item: 7
19/00314/F

Reason: To ensure the Local Planning Authority are satisfied with the details of the proposal and its relationship with adjoining development and to safeguard the visual amenities of the locality with regard to Reigate and Banstead Borough Local Plan 2005 policy Ho9.

16. The second floor rooflights in the eastern and western side elevations of the development hereby permitted shall be glazed with obscured glass which and shall be fitted with restrictors limiting opening to 10cm or less unless the cill height would be greater than 1.7 metres above internal floor level, and shall be maintained as such at all times.

Reason: To ensure that the development does not affect the amenity of the neighbouring property by overlooking with regard to Reigate and Banstead Borough Local Plan 2005 policy Ho9 and Ho13.

INFORMATIVES

1. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at www.firesprinklers.info.
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions.
3. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, a 140 litre wheeled bin conforming to British Standard BSEN840 and a 60 litre recycling box should be provided for the exclusive use of the occupants of that dwelling. Prior to the initial occupation of any communal dwellings or flats, wheeled refuse bins conforming to British Standard BSEN840, separate recycling bins for paper/card and mixed cans, and storage facilities for the bins should be installed by the developer prior to the initial occupation of any dwelling hereby permitted. Further details on the required number and specification of wheeled bins and recycling boxes is available from the Council's Neighbourhood Services on 01737 276501 or 01737 276097, or on the Council's website at www.reigate-banstead.gov.uk. Bins and boxes meeting the specification may be purchased from any appropriate source, including the Council's Neighbourhood Services Unit on 01737 276775.
4. You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:
 - (a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs Saturday and not at all on Sundays or any Public and/or Bank Holidays;
 - (b) The quietest available items of plant and machinery should be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels;
 - (c) Deliveries should only be received within the hours detailed in (a) above;
 - (d) Adequate steps should be taken to prevent dust-causing nuisance beyond the site boundary. Such uses include the use of hoses to damp

Agenda Item 7

Planning Committee
31st July 2019

Agenda Item: 7
19/00314/F

down stockpiles of materials, which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of bowsers and wheel washes;

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

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

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

5. The use of landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above relevant conditions. The planting of trees and shrubs shall be in keeping with the character and appearance of the locality. There is an opportunity to incorporate substantial sized trees into the scheme to provide for future amenity and long term continued structural tree cover in this area. It is expected that the replacement structural landscape trees will be of Extra Heavy Standard size with initial planting heights of not less than 4m with girth measurements at 1m above ground level in excess of 14/16cm.

The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority Local Highways Service Group (0300 200 1003) before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover or to install dropped kerbs.

Please see: www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs.

6. The developer is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
7. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
8. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing,

Agenda Item 7

Planning Committee
3^{1st} July 2019

Agenda Item: 7
19/00314/F

cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).

9. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.

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

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

REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies Pc4, Pc8, Ho9, Ho13, Ho16, Mo5, Mo7, Mo13, CS1, CS4, CS10, CS11, CS12, CS13, CS14, CS15 and CS17 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

Proactive and Positive Statements

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

Agenda Item 7
19/00314/F - 38 Fir Tree Road, Banstead





Notes
 Do not scale from drawing unless for planning purposes.
 All dimensions to be checked on site.
 All levels to be checked on site.
 All setting out must be checked on site.
 This drawing is copyright WhitemanDesign.
 This drawing must not be used onsite unless 'Issued for Construction'.

| | | |
|-----|----------|--------------------------------------|
| Rev | Date | Description |
| A | 26.04.19 | Amendment following planning comment |



Project
 38 Fir Tree Road, Banstead

Client
 Mr Afzal Tahir

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

Drawing Title
 Proposed Site Plan

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


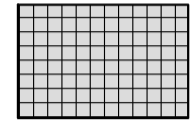

Drawing Status
 For Planning

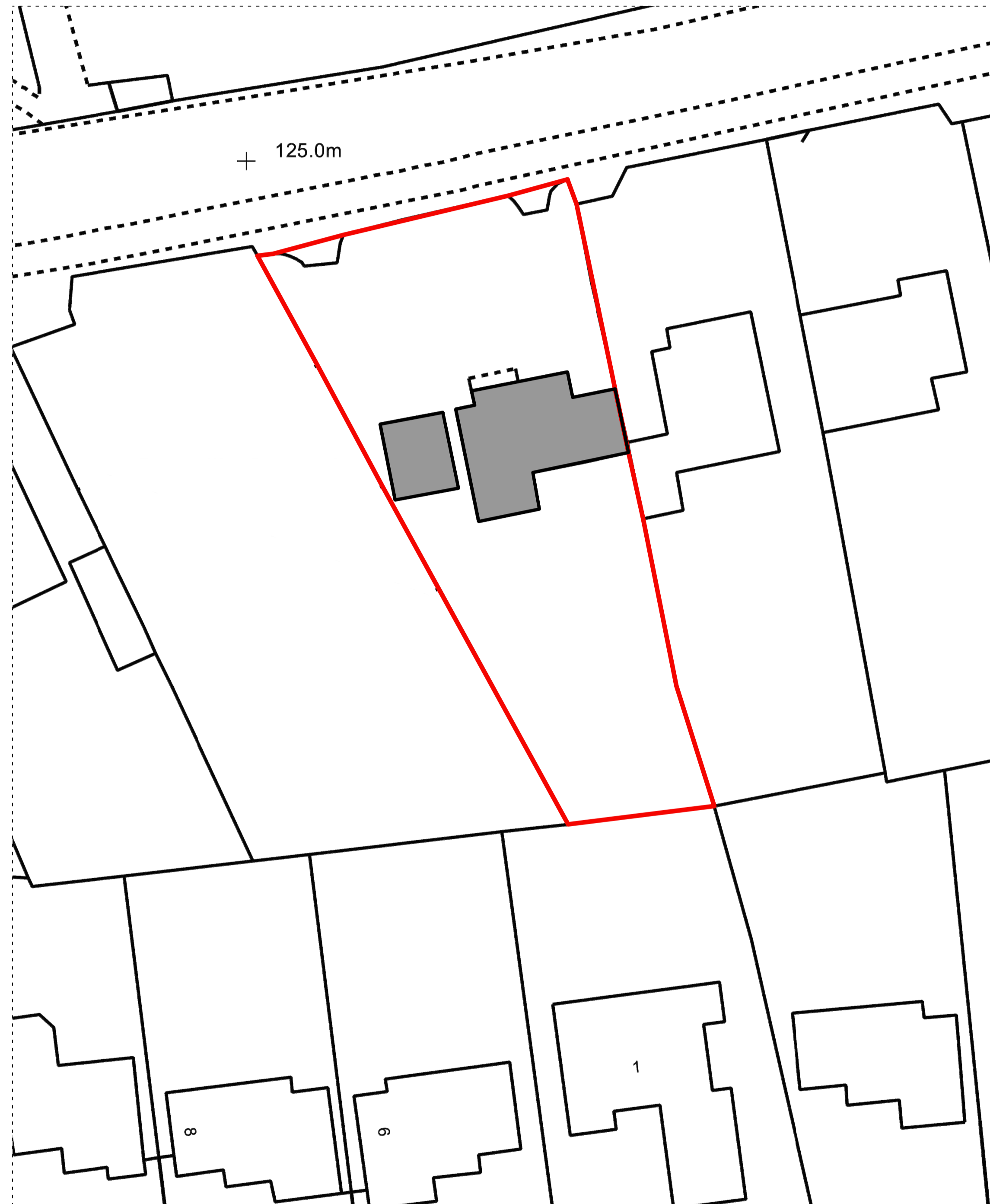
| Project | View | Drawing No. | Rev |
|---------|------|-------------|-----|
| 17139 | P | 075 | A |

52 Middle Lane
 Epsom, KT17 1DP
 Telephone
 +44 (0)7792337613

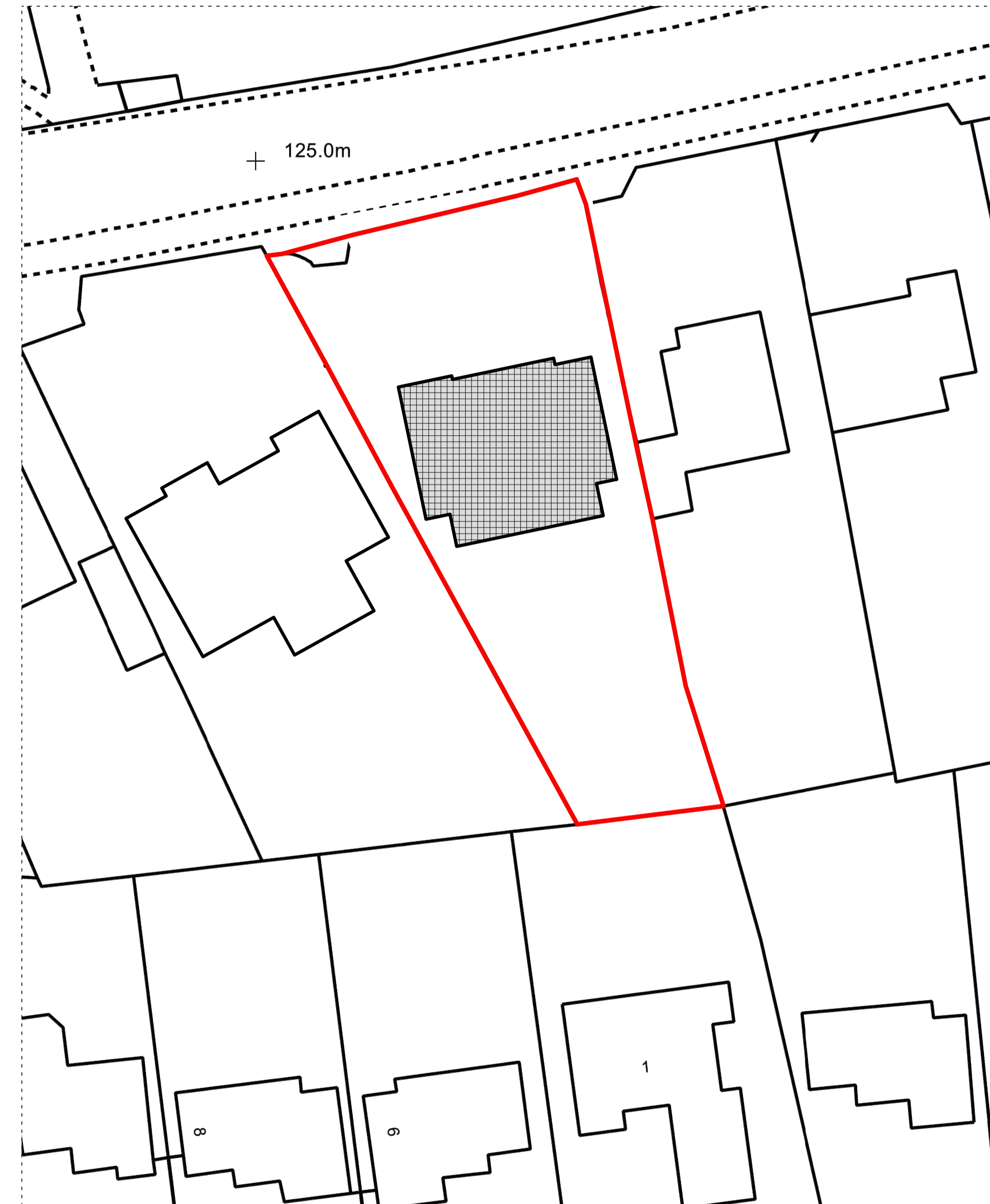
lee@whitemanarchitects.com
 www.whitemanarchitects.com

Notes
 Do not scale from drawing unless for planning purposes.
 All dimensions to be checked on site.
 All levels to be checked on site.
 All setting out must be checked on site.
 This drawing is copyright WhitemanDesign.
 This drawing must not be used onsite unless 'Issued for Construction'.

-  Existing Property
-  Proposed Works
-  Site Boundary



EXISTING BLOCK PLAN



PROPOSED BLOCK PLAN



Project
 38 Fir Tree Road, Banstead

Client
 Mr Afzal Tahir

Date 02/03/18 **Scale**

Drawing Title

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

Drawing Status
 For Planning

| Project | View | Drawing No. | Rev |
|---------|------|-------------|-----|
| 17139 | | | |

52 Middle Lane
 Epsom, KT17 1DP
 Telephone
 +44 (0)7792337613

lee@whitemanarchitects.com
 www.whitemanarchitects.com

WhitemanArchitects

Notes
 Do not scale from drawing unless for planning purposes.
 All dimensions to be checked on site.
 All levels to be checked on site.
 All setting out must be checked on site.
 This drawing is copyright WhitemanDesign.
 This drawing must not be used onsite unless 'Issued for Construction'.



EXISTING STREET ELEVATION



PROPOSED STREET ELEVATION

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



Project
 38 Fir Tree Road, Banstead

Client
 Mr Afzal Tahir

Date
 02/03/18

Scale
 1 : 200 at A3
 1 : 100 at A1

Drawing Title
 Street Elevations

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

Drawing Status
 For Planning

| Project | View | Drawing No. | Rev |
|---------|------|-------------|-----|
| 17139 | P | 302 | |

52 Middle Lane
 Epsom, KT17 1DP
 Telephone
 +44 (0)7792337613

lee@whitemanarchitects.com
 www.whitemanarchitects.com

WhitemanArchitects

Notes
 Do not scale from drawing unless for planning purposes.
 All dimensions to be checked on site.
 All levels to be checked on site.
 All setting out must be checked on site.
 This drawing is copyright WhitemanDesign.
 This drawing must not be used onsite unless 'Issued for Construction'.



PROPOSED ELEVATION C



PROPOSED ELEVATION D

108

Agenda Item 7

| | | |
|---|----------|--------------------------------------|
| C | 24.07.19 | Amendment following planning comment |
| B | 01.07.19 | Amendment following planning comment |
| A | 26.04.19 | Amendment following planning comment |

| Rev | Date | Description |
|-----|------|-------------|
| 0 | | |
| 1 | | |
| 2 | | |
| 3 | | |
| 4 | | |
| 5M | | |

Project
 38 Fir Tree Road, Banstead

Client
 Mr Afzal Tahir

Date
 02/03/18

Scale
 1 : 100 at A3
 1 : 50 at A1

Drawing Title
 Proposed Elevations

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

Drawing Status
 For Planning

| Project | View | Drawing No. | Rev |
|---------|------|-------------|-----|
| 17139 | P | 301 | C |

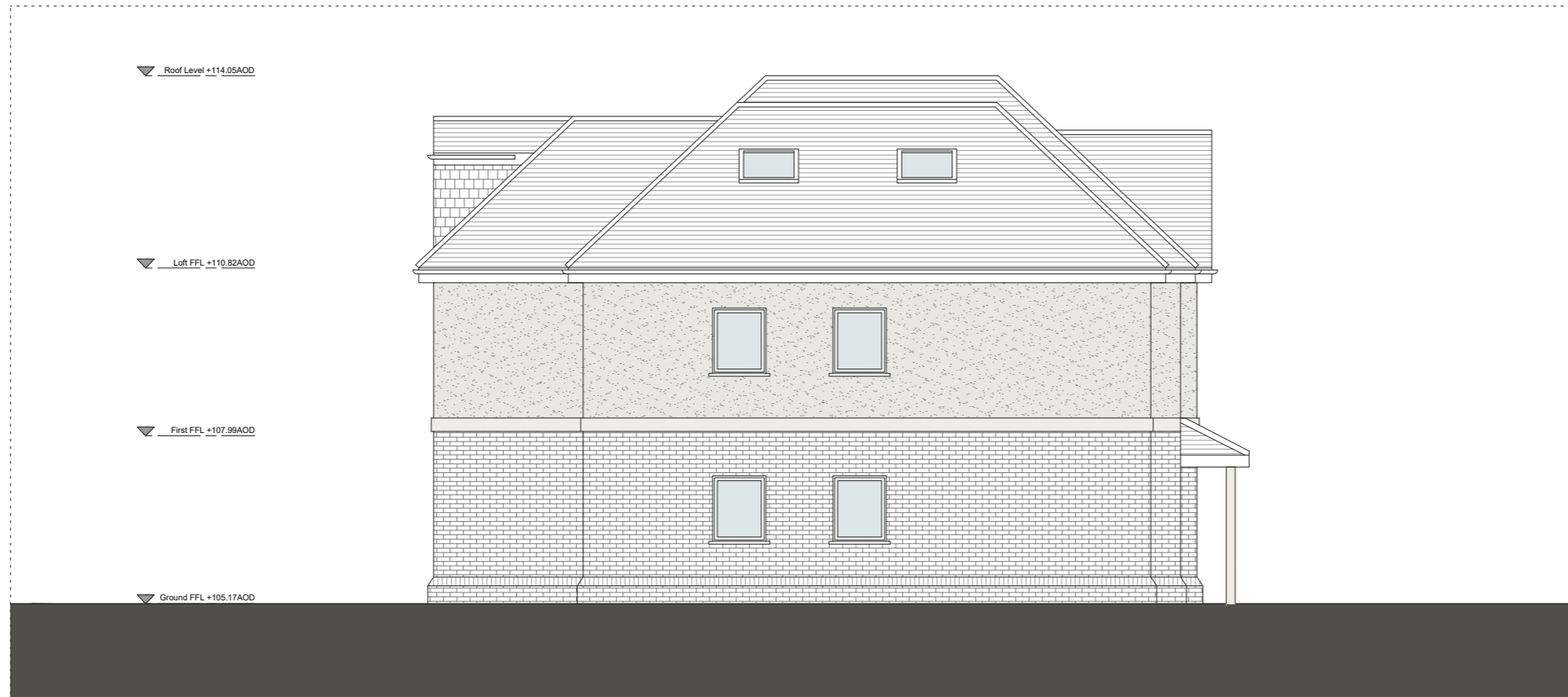
52 Middle Lane
 Epsom, KT17 1DP
 Telephone
 +44 (0)7792337613

lee@whitemanarchitects.com
 www.whitemanarchitects.com

WhitemanArchitects



PROPOSED ELEVATION A



PROPOSED ELEVATION B

Notes
 Do not scale from drawing unless for planning purposes.
 All dimensions to be checked on site.
 All levels to be checked on site.
 All setting out must be checked on site.
 This drawing is copyright WhitemanDesign.
 This drawing must not be used onsite unless 'Issued for Construction'.

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

Project
 38 Fir Tree Road, Banstead

Client
 Mr Afzal Tahir

Date
 02/03/18

Scale
 1 : 100 at A3
 1 : 50 at A1

Drawing Title
 Proposed Elevations

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

Drawing Status
 For Planning

| Project | View | Drawing No. | Rev |
|---------|------|-------------|-----|
| 17139 | P | 300 | B |

52 Middle Lane
 Epsom, KT17 1DP
 Telephone
 +44 (0)7792337613

lee@whitemanarchitects.com
 www.whitemanarchitects.com

Notes
 Do not scale from drawing unless for planning purposes.
 All dimensions to be checked on site.
 All levels to be checked on site.
 All setting out must be checked on site.
 This drawing is copyright WhitemanDesign.
 This drawing must not be used onsite unless 'Issued for Construction'.

110



Agenda Item 7

| Rev | Date | Description |
|-----|----------|--------------------------------------|
| A | 26.04.19 | Amendment following planning comment |

Project
 38 Fir Tree Road, Banstead

Client
 Mr Afzal Tahir

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

Drawing Title
 Proposed Ground Floor Plan

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

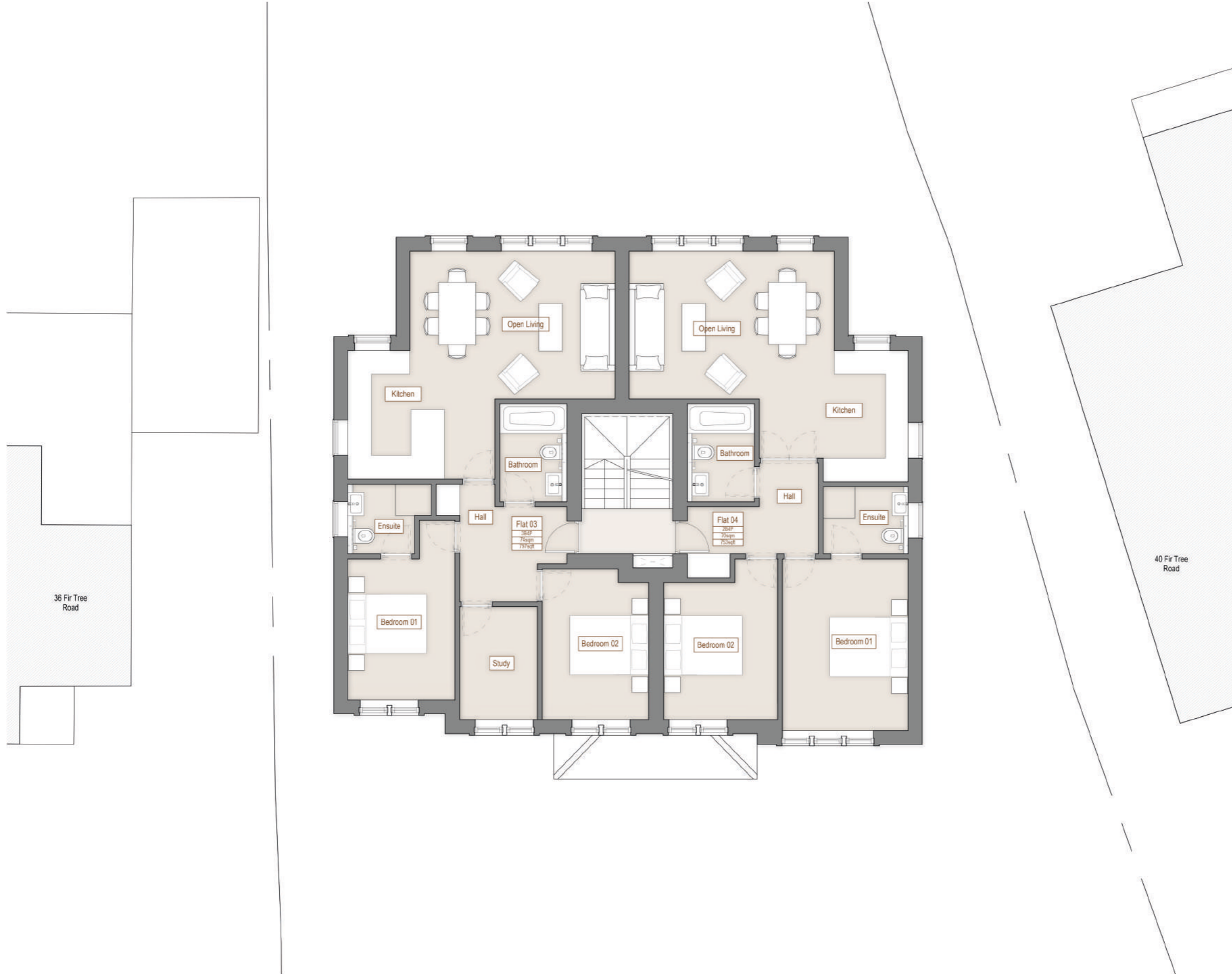
Drawing Status
 For Planning

| Project | View | Drawing No. | Rev |
|---------|------|-------------|-----|
| 17139 | P | 100 | A |

52 Middle Lane
 Epsom, KT17 1DP
 Telephone
 +44 (0)7792337613
 lee@whitemanarchitects.com
 www.whitemanarchitects.com

Notes
 Do not scale from drawing unless for planning purposes.
 All dimensions to be checked on site.
 All levels to be checked on site.
 All setting out must be checked on site.
 This drawing is copyright WhitemanDesign.
 This drawing must not be used onsite unless 'Issued for Construction'.

111



Agenda Item 7

| | | |
|-----|----------|--------------------------------------|
| Rev | Date | Description |
| A | 26.04.19 | Amendment following planning comment |

Project
 38 Fir Tree Road, Banstead

Client
 Mr Afzal Tahir

Date
 02/03/18

Scale
 1 : 100 at A3
 1 : 50 at A1

Drawing Title
 Proposed First Floor Plan

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

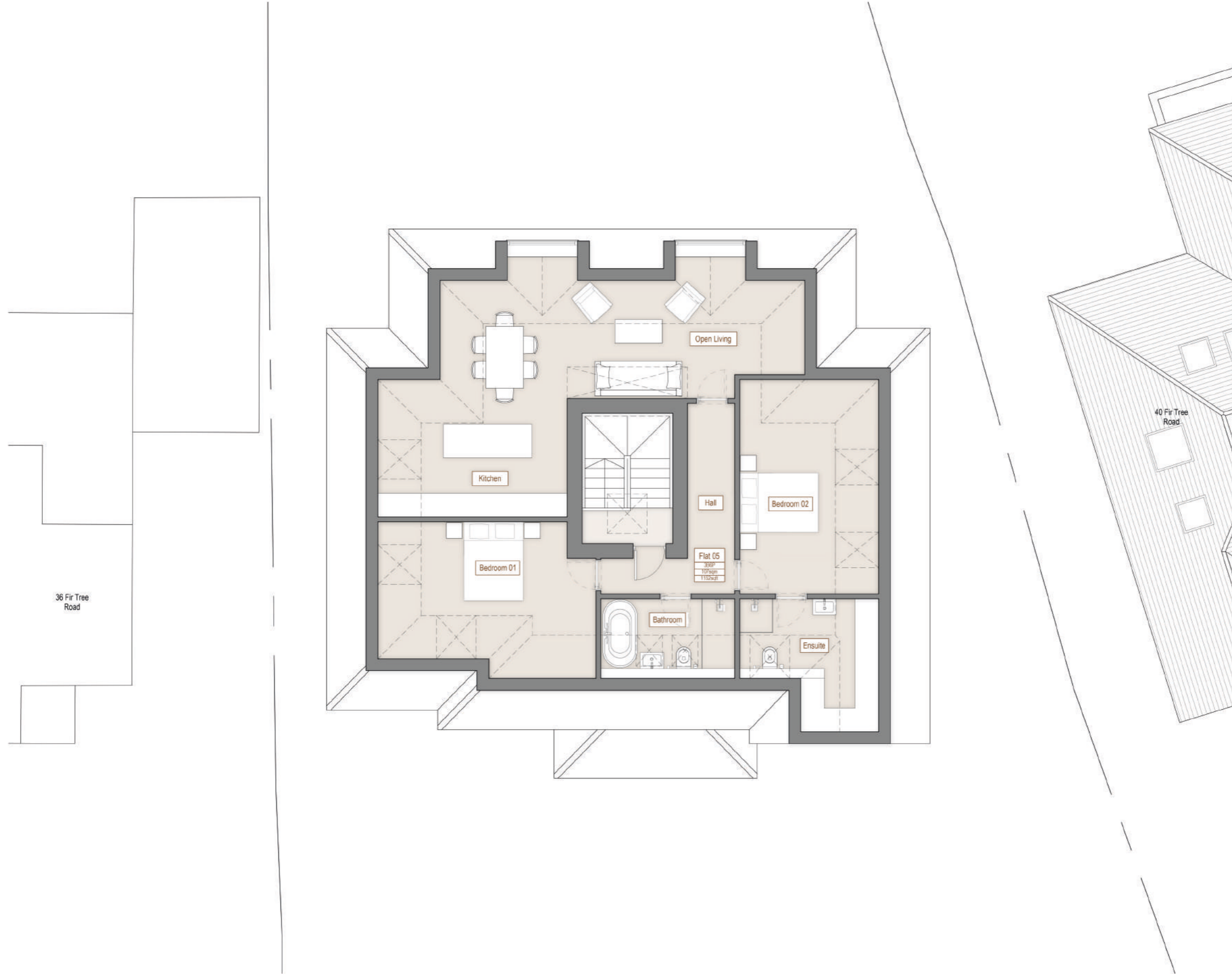
Drawing Status
 For Planning

| Project | View | Drawing No. | Rev |
|---------|------|-------------|-----|
| 17139 | P | 101 | A |

52 Middle Lane
 Epsom, KT17 1DP
 Telephone
 +44 (0)7792337613

lee@whitemanarchitects.com
 www.whitemanarchitects.com

WhitemanArchitects



Notes
 Do not scale from drawing unless for planning purposes.
 All dimensions to be checked on site.
 All levels to be checked on site.
 All setting out must be checked on site.
 This drawing is copyright WhitemanDesign.
 This drawing must not be used onsite unless 'Issued for Construction'.

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



Project
 38 Fir Tree Road, Banstead

Client
 Mr Afzal Tahir

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

Drawing Title
 Proposed Second Floor Plan

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

Drawing Status
 For Planning

| Project | View | Drawing No. | Rev |
|---------|------|-------------|-----|
| 17139 | P | 102 | C |


52 Middle Lane
 Epsom, KT17 1DP
 Telephone
 +44 (0)7792337613

lee@whitemanarchitects.com
 www.whitemanarchitects.com

Agenda Item 8

Planning Committee
4 September 2019

Agenda Item: 8
19/01516/CLP

| | | |
|--|-------------------|--|
|  <p>Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate</p> | TO: | PLANNING COMMITTEE |
| | DATE: | 4 September 2019 |
| | REPORT OF: | HEAD OF PLACES & PLANNING |
| | AUTHOR: | Clare Chappell |
| | TELEPHONE: | 01737 276004 |
| | EMAIL: | Clare.Chappell@reigate-banstead.gov.uk |
| AGENDA ITEM: | 8 | WARD: Meadvale and St Johns |

| | | | |
|--|--|---------------|-------------------|
| APPLICATION NUMBER: | 19/01516/CLP | VALID: | 02/08/2019 |
| APPLICANT: | Mrs Rosie Baker | AGENT: | - |
| LOCATION: | 32 SOUTH ROAD, REIGATE | | |
| DESCRIPTION: | Loft conversion incorporating hip to gable roof extension and dormer to rear. | | |
| All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail. | | | |

This application is referred to Committee in accordance with the Constitution as the applicant is a Reigate & Banstead Borough Council employee.

SUMMARY

This certificate of lawful development application seeks formal confirmation that the roof extension is permitted by the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) and thus does not require planning permission.

The planning merits of the proposed roof extension cannot be considered; instead whether the application conforms to “permitted development” criteria set out in the Order must be considered.

RECOMMENDATION(S)

The roof extension is permitted development.

Agenda Item 8

Planning Committee
4 September 2019

Agenda Item: 8
19/01516/CLP

Consultations:

None

Representations:

Letters were sent to neighbouring properties on 7 August 2019. These letters are sent for information purposes only. No representations have been received.

1.0 Site and Character Appraisal

- 1.1 The dwelling is a two storey, end-terrace Victorian house set in a modest corner plot, with St Mary's Road to the south and South Road to the west of the plot. The house appears on the 1896 historic map but not on the 1871 map.
- 1.2 The surrounding area is characterised by dwellings built at a similar time (late Victorian) and the more modern Woodlands Church on the opposite side of St Mary's road. There are no particular planning designations which cover the site.
- 1.3 The row of terrace houses has a staggered front elevation which broadly follows the curve of St Mary's Road and the houses are set back from the road by small front gardens. The natural ground level falls away towards the rear garden of the property, in the direction of South Road. There are no significant trees that would be affected by the proposal.

2.0 Added Value

- 2.1 The Council may only certify whether or not the proposal is permitted by the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). If permitted by the Order, the standard conditions in Schedule 2, Part 1, Classes B and C, set out at the end of this report, will apply.

3.0 Relevant Planning and Enforcement History

No planning or enforcement history

4.0 Proposal and Design Approach

- 4.1 This application seeks a certificate of lawfulness for a proposed use or development comprising a loft extension formed by a hip-to-gable enlargement and a rear 'box' dormer. This space would allow a bedroom plus a shower room in the roof space. There would be one Velux rooflight inserted in the front roof slope.

5.0 Policy Context

- 5.1 The application must be considered on the criteria of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), Schedule 2, Part 1, Classes B and C. Policy will only be relevant to the development if it is determined that it needs planning permission and a separate planning application is submitted for determination.

Agenda Item 8

Planning Committee
4 September 2019

Agenda Item: 8
19/01516/CLP

6.0 Assessment

- 6.1 This application seeks a certificate of lawfulness for a proposed use or development comprising a loft extension formed by a hip-to-gable enlargement and a rear 'box' dormer. This space would allow a bedroom plus a shower room in the roof space. There would be one Velux rooflight inserted in the front roof slope.
- 6.2 The proposed operation falls within the definition of development under Section 55 of the Town and Country Planning Act 1990, for which planning permission is required. The principal issue in this case is therefore whether permission is granted by reason of Article 3 and Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) ('permitted development').
- 6.3 Three steps are taken in determining whether the proposal would be permitted development:
1. any previous planning permissions are checked for planning conditions preventing the proposal;
 2. any Article 4 directions covering the site are checked;
 3. compliance with the Town and Country Planning (General Permitted Development) (England) Order 2015 Schedule 2, Part 1, Class B and Class C is assessed.
- 6.4 PLANNING CONDITIONS PREVENTING THE PROPOSAL
None
- 6.5 ARTICLE 4 DIRECTIONS
None
- 6.6 COMPLIANCE WITH GPDO 2015 Class B
The enlargement of a dwellinghouse consisting of an addition or alteration to its roof, being development within the curtilage of that dwellinghouse as such, is permitted under the General Permitted Development (England) Order 2015 provided that:
- a) permission to use the dwellinghouse as a dwellinghouse has been granted only by virtue of Class M, N, P, PA or Q of Part 3 of this Schedule (changes of use)
Answer: It is a bone fide dwellinghouse and hence complies.
 - b) No part of the dwellinghouse would, as a result of the works, exceed the height of the highest part of the existing roof.
Answer: It would not and hence complies.
 - c) No part of the dwellinghouse would, as a result of the works, extend beyond the plane of any existing roof slope which forms the principal elevation of the dwellinghouse and fronts a highway.
Answer: It would not and hence complies.
[Please note, the principal elevation is considered to be the south elevation facing St Mary's Road. This elevation is considered to be integral with the front

Agenda Item 8

Planning Committee
4 September 2019

Agenda Item: 8
19/01516/CLP

of the terrace as a whole; the terrace begins at the application property at one end and continues to no.37 St Mary's Road at the other end (comprising 12 houses in total). All the front elevations of the terraced properties (including the application house) have more or less the same, main architectural features (e.g. front bay windows) and so read as a collective. Hence, it is judged that the south elevation fronting St Mary's Road can reasonably be considered to be the principal elevation of the application property (rather than the west elevation fronting South Road).]

- d) It would not increase the cubic content of the resulting roof space by more than 40 cubic metres, in the case of a terrace house, or 50 cubic metres in any other case.

Answer: It would create an increase in roof volume of approximately 39.8 cubic metres. Hence it complies.

- e) It would not consist of or include the construction or provision of a veranda, balcony or raised platform or the installation, alteration or replacement of a chimney, flue or soil and vent pipe.

Answer: It would not and hence complies.

- f) The dwellinghouse is not on Article 2(3) land.

It is not and hence complies.

6.7 CONCLUSION

The proposal meets the criteria set out in the Town and Country Planning (General Permitted Development) (England) Order 2015 Schedule 2 Part 1 Class B and would be permitted development.

DEVELOPMENT IS PERMITTED BY CLASS B SUBJECT TO THE FOLLOWING CONDITIONS—

- a) the materials used in any exterior work shall be of a similar appearance to those used in the construction of the exterior of the existing dwellinghouse;

Answer: The proposal appears to comply with this.

- b) the enlargement must be constructed so that—

- (i) other than in the case of a hip-to-gable enlargement or an enlargement which joins the original roof to the roof of a rear or side extension—

(aa) the eaves of the original roof are maintained or reinstated; and

(bb) the edge of the enlargement closest to the eaves of the original roof is, so far as practicable, not less than 0.2 metres from the eaves, measured along the roof slope from the outside edge of the eaves; and

Answer: The proposal complies with this.

- (ii) other than in the case of an enlargement which joins the original roof to the roof of a rear or side extension, no part of the enlargement extends beyond the outside face of any external wall of the original dwellinghouse; and

Answer: The proposal complies with this.

Agenda Item 8

Planning Committee
4 September 2019

Agenda Item: 8
19/01516/CLP

- c) any window inserted on a wall or roof slope forming a side elevation of the dwellinghouse shall be—
 - (i) obscure-glazed, and
 - (ii) non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed.

Answer: The proposal complies with this.

6.8 COMPLIANCE WITH GPDO 2015 Class C

Any other alteration to the roof of a dwellinghouse is permitted provided that:

- a) permission to use the dwellinghouse as a dwellinghouse has been granted only by virtue of Class M, N, P, PA or Q of Part 3 of this Schedule (changes of use)

Answer: It is a bone fide dwelling house and hence complies with this.

- b) the alteration would not protrude more than 0.15m beyond the plane of the slope of the original roof when measured from the perpendicular with the external surface of the original roof;

Answer: The proposal complies with this.

- c) it would not result in the highest part of the alteration being higher than the highest part of the original roof; or

Answer: The proposal complies with this.

- d) it would not consist of or include—

- (i) the installation, alteration or replacement of a chimney, flue or soil and vent pipe, or

Answer: The proposal complies with this.

- (ii) the installation, alteration or replacement of solar photovoltaics or solar thermal equipment.

Answer: The proposal complies with this.

6.9 CONCLUSION

The proposal meets the criteria set out in the Town and Country Planning (General Permitted Development) (England) Order 2015 Schedule 2 Part 1 Class C and would be permitted development.

DEVELOPMENT IS PERMITTED BY CLASS C SUBJECT TO THE FOLLOWING CONDITION—

Any window located on a roof slope forming a side elevation of the dwellinghouse shall be-

- (a) obscure-glazed; and
- (b) non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed.

Answer: The proposal complies with this.

Agenda Item 8

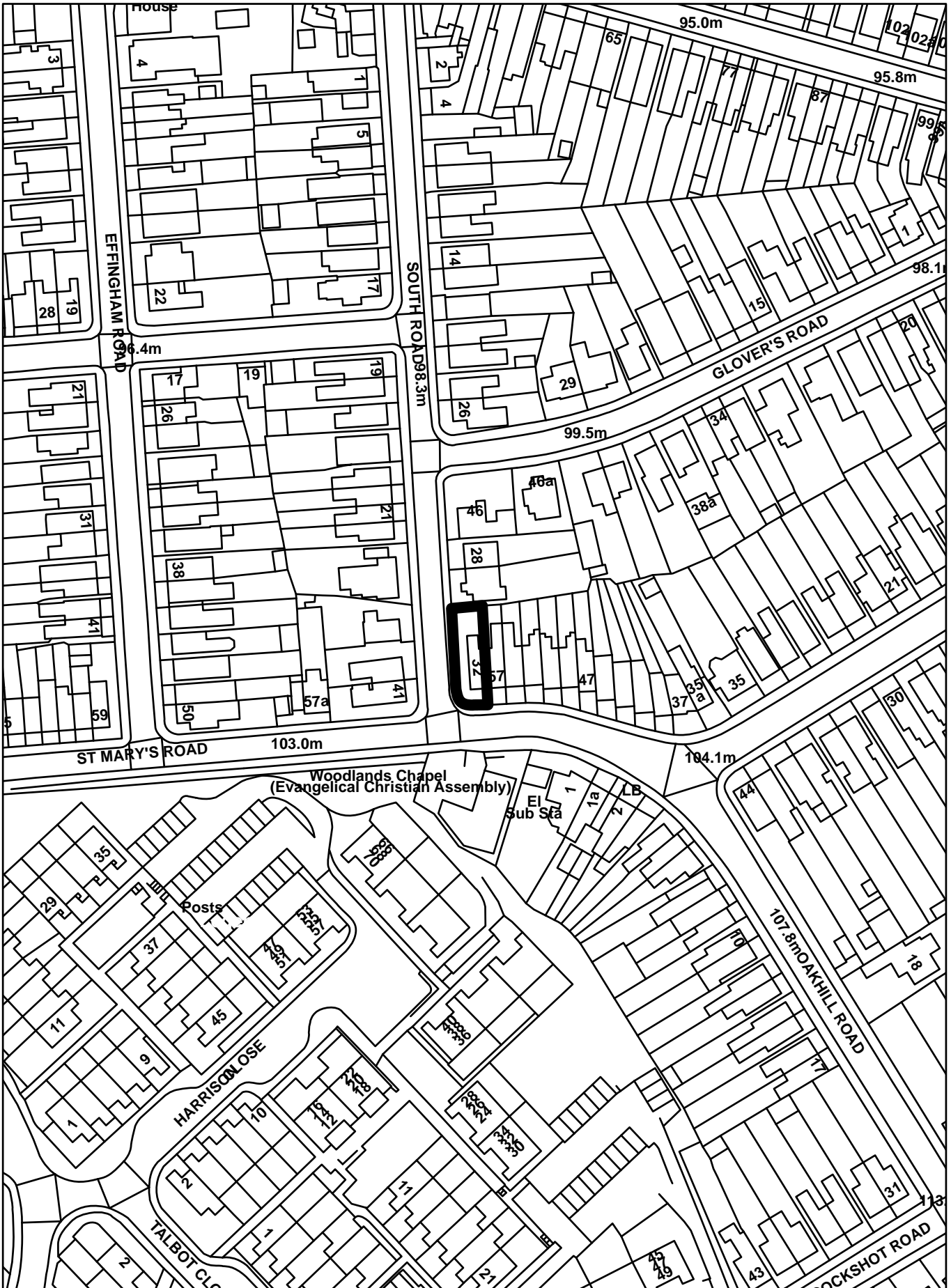
Planning Committee
4 September 2019

Agenda Item: 8
19/01516/CLP

7.0 REASON FOR PERMISSION

The proposal meets the criteria set out in the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) Schedule 2, Part 1, Classes B and C and is therefore permitted development.

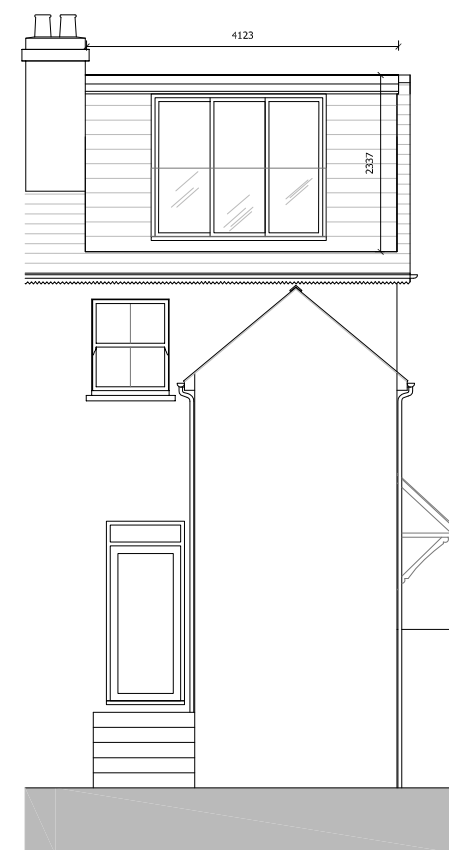
Agenda Item 8
19/01516/CLP - 32 South Road, Reigate



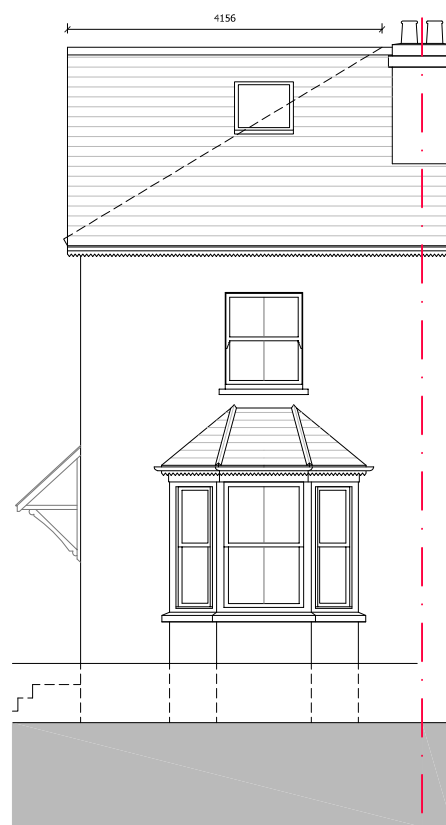
Do not scale from this drawing, except for planning purposes.
 Any discrepancies are to be reported to Alison Hawkins Architect
 Refer to Structural Engineers details for structural design criteria.
 This drawing remains the copyright of Alison Hawkins Architect



West Elevation 1:100



North Elevation 1:100



South Elevation 1:100

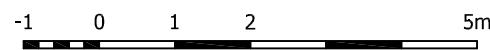


East Elevation 1:100

120

Agenda Item 8

1:100 scale bar



| date | rev | revision |
|----------|-----|-----------------------|
| 31.07.19 | A | Alterations to dormer |

| | | | |
|-------|----------|------------------|----------------------------------|
| date | July 19 | purpose of issue | Planning |
| scale | 1:100@A3 | project | 32 South Road Reigate RH2 7LB |

aeh architect
 drawing Proposed Elevations

| |
|---|
| alison@aeh-architect.com www.aeh-architect.com |
| drawing no PL251/05 ^{rev} A |