

Agenda

Planning Committee

Wednesday, 28 October 2020 at 7.30 pm

Remote meeting via video link



This meeting will be held **remotely**. Committee Members will be provided with the details of how to connect to the meeting one day before the meeting.



Members of the public may observe the proceedings live on the Council's [YouTube](#) channel.

For information about speaking at meetings of the Planning Committee, visit our [website](#).

Members:

S. Parnall (Chairman)

M. S. Blacker
J. S. Bray
P. Harp
J. Hudson
F. Kelly
J. P. King
S. A. Kulka

S. McKenna
R. Michalowski
R. Ritter
K. Sachdeva
C. Stevens
R. S. Turner
S. T. Walsh

Substitutes:

Conservatives: K. Foreman, N. C. Moses, C. M. Neame, J. Paul and S. J. G. Rickman

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

Green Party: H. Brown, J. C. S. Essex and S. Sinden

Liberal Democrats D. A. Ross

Mari Roberts-Wood, Interim Head of Paid Service

For enquiries regarding this agenda;

Contact: 01737 276182

Email: democratic@reigate-banstead.gov.uk

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

1. Minutes (Pages 7 - 10)

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. 20/00789/F - Land Adjacent to 86-100 Chilberton Drive, Merstham (Pages 11 - 50)

Erection of 2 x semi-detached 3 bedroom houses and associated driveways and private gardens. Provision of public open space, repositioning of driveway, replacement car parking and associated landscaping and other works. As amended on 05/06/2020, 11/06/2020, 08/09/2020, 16/09/2020, 29/09/2020 and on 01/10/2020.

6. 20/01224/F - 12 and Land to the Rear of 6 to 16 Carlton Road, Redhill, Surrey (Pages 51 - 90)

Demolition of 12 Carlton road, creation of an access road and new frontage dwelling and construction of 8 additional dwellings with associated parking and landscaping on land to the rear of 6 to 16 Carlton road. As amended on 13/07/2020, 17/07/2020, 20/07/2020, 05/08/2020, 11/09/2020 and on 08/10/2020.

7. 20/00861/F - Little Thorns, London Road, Redhill, Surrey (Pages 91 - 126)

Demolition of a detached house and garaging, and construction of a block of 8 no. Apartments including parking and landscaping. As amended on 05/06/2020, 30/06/2020, 27/07/2020, 01/10/2020 and on 05/10/2020.

8. 20/01611/F - 24 Epsom Lane North, Epsom Downs, Surrey (Pages 127 - 152)

Re-development of former industrial site to provide four detached houses along with associated vehicular accesses, car parking and landscaping. As amended on 01/09/2020.

9. 20/01071/F - Asda, Reigate Road, Burgh Heath, Surrey (Pages 153 - 172)

Home shopping improvements, side extension, van loading canopy and amendment to site layout. As amended on 05/08/2020 and on 12/10/2020.

10. 20/01008/F - East Surrey Hospital, Canada Avenue, Redhill, Surrey (Pages 173 - 188)

Demolition of an existing building enclosure and construction of a replacement two storey building and enclosure to house the new energy facilities and facilitate the relocation of ground floor storage/office to first floor. The energy facilities will include the removal of existing steam boilers and installation of 2x 3,000kg/h steam boiler, the installation of a new CHP plant comprising 1.5 MWe natural gas plant and 1x 2400kg/h composite boiler, the installation of 2x standby oil tanks and a new Transformer Enclosure and associated works. As amended on 27/08/2020 and on 11/09/2020.

11. 20/00829/F - 8 Brighton Road, Hooley, Surrey (Pages 189 - 222)

Demolition of existing dwelling and erection of two buildings comprising 10 new homes with associated access, parking and landscaping. As amended on 24/06/2020 and on 30/06/2020.

12. 20/01805/F and 20/01806/LBC - Weston Acres, Belvedere House, Woodmansterne Lane, Woodmansterne, Surrey (Pages 223 - 250)

Planning application for the extension and refurbishment of The Royal Alfred Seafarers' Society; to reorganise and enlarge the first floor bedroom suits by extending two areas of the first floor over existing single storey ground floor areas. Small additional garden room at ground floor of 14m². All existing and proposed use class will remain as C2 and there will be no change to total bedroom numbers.

13. 20/01732/F - 2 Parkhurst Road, Horley, Surrey (Pages 251 - 270)

Construction of two new dwellings and alteration addition of rear dormer to existing dwelling.

14. Development Management Quarter 2 Performance (Pages 271 - 274)

To inform members of the 2020/21 Quarter 2 Development Management performance against a range of indicators.

15. Any other urgent business

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



Our meetings

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



Streaming of meetings

Meetings are broadcast live on the internet and are available to view online for six months. A recording is retained for six years after the meeting. In attending any meeting, you are recognising that you may be filmed and consent to the live stream being broadcast online, and available for others to view.



Accessibility

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



Notice is given of the intention to hold any part of this meeting in private for consideration of any reports containing "exempt" information, which will be marked accordingly.

BOROUGH OF REIGATE AND BANSTEAD

PLANNING COMMITTEE

Minutes of a meeting of the Planning Committee held virtually on 30 September 2020 at 7.30 pm.

Present: Councillors M. S. Blacker (Vice-Chair), P. Harp, J. Hudson, F. Kelly, J. P. King, S. A. Kulka, S. McKenna, S. Parnall (Chairman), K. Sachdeva, S. T. Walsh, H. Brown (Substitute) and C. T. H. Whinney (Substitute).

48. MINUTES

RESOLVED that the minutes of the previous meeting held on 2 September 2020 be approved as a correct record.

49. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Bray (substituted by Councillor Whinney), Councillor Michalowski, Councillor Ritter (substituted by Councillor Brown) and Councillor Turner.

50. DECLARATIONS OF INTEREST

There were none.

51. ADDENDUM TO THE AGENDA

RESOLVED that the addendum be noted.

52. 19/01623/F 102 HORLEY ROAD, REDHILL, SURREY, RH1 5AA

The Committee considered an application at 102 Horley Road, Redhill, for the demolition of the existing residential unit and workshops and 5 detached, semi-detached and terrace two storey dwellings with new access, parking and amenity areas.

A motion to refuse planning permission was proposed by Councillor McKenna and seconded by Councillor Whinney whereupon the Committee voted and the motion was not carried.

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

53. 20/00737/F TESCO EXPRESS, 73 CANALSIDE, REDHILL, SURREY

The Committee considered an application for the erection of a roof extension to create a 4x 1 bedroom flats and 4x 2 bedroom flats. As amended on 27/05/2020, 29/05/2020 and on 11/06/2020.

A motion to refuse the application was proposed and seconded and upon a vote it was **RESOLVED** that the application be **REFUSED** on the grounds that:

The proposed development would be located in an area of low accessibility and would provide insufficient off street parking, as set out in the

Agenda Item 1

Planning Committee
30 September 2020

Minutes

Development Management plan 2019, resulting in additional on street parking in the local area to the detriment of the amenities of the local area contrary to the provisions of Policies CS1 and CS10 of the Reigate and Banstead Local Plan Core Strategy and Policies DES1, TAP1 and Annexe 4 of the Reigate and Banstead Local Plan Development Management Plan 2019.

54. 19/01605/F KINGSFIELD BUSINESS CENTRE, PHILANTHROPIC ROAD, REDHILL, SURREY

The Committee considered an application at Kingsfield Business Centre, Philanthropic Road, Redhill for the demolition of buildings A, B, C and J and erection of 29 residential units with associated access, landscaping and parking including provision of parking space adjacent to 1 the Parade as amended 18.2.20 and 29/5/20.

A motion to refuse planning permission was proposed by Councillor McKenna and seconded by Councillor Whinney whereupon the Committee voted and the motion was not carried.

RESOLVED that, subject to completion of a S106 legal agreement, planning permission be **GRANTED** with conditions, as per the recommendation and addendum changes.

55. 20/01116/F 35 HOLMETHORPE AVENUE, REDHILL, SURREY

The Committee considered an application at 35 Holmethorpe Avenue, Redhill for the demolition of existing commercial premises and construction of new commercial unit.

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

56. 20/00789/F LAND ADJACENT TO 86-100 CHILBERTON DRIVE, MERTSHAM, SURREY

This item was withdrawn from the agenda and was not considered by the Committee.

57. 20/01141/F BANSTEAD AMBULANCE STATION, THE HORSESHOE, BANSTEAD, SURREY

The Committee considered an application at Banstead Ambulance Station, The Horseshoe, Banstead for the demolition of the existing ambulance Regional HQ, fleet workshop and associated buildings to provide a new purpose built Regional HQ facility incorporating a Make Ready Centre (MRC). As amended on 01/09/2020.

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

58. 20/01409/F REIGATE COLLEGE, CASTLEFIELD ROAD, REIGATE, SURREY

The Committee considered an application at Reigate College, Castlefield Road, Reigate for the construction of a new first floor on the single storey Refectory Building and a two storey extension to part of the north and south elevations.

RESOLVED that the Committee be **MINDED TO GRANT** planning permission with conditions as per the recommendation and addendum changes and to **DELEGATE** the decision upon whether to grant planning permission or not to the Head of Planning subject to the expiry of the notification period and consideration of any further representations received by the Head Of Planning in consultation with the Planning Committee Chairman and Ward Councillors.

59. 20/01025/HHOLD 18 WINDERMERE WAY, REIGATE, SURREY

The Committee considered an application at 18 Windermere Way, Reigate for a two storey side extension and single storey rear extension to form annexe and mezzanine deck to existing master bedroom. As amended on 08/09/2020.

RESOLVED that planning permission be **GRANTED** with conditions as per the recommendation with an additional informative recommending fire sprinklers.

60. ANY OTHER URGENT BUSINESS

There was none.


The Meeting closed at 10.22 pm

This page is intentionally left blank

Agenda Item 5

Planning Committee
28th October 2020

Agenda Item: 5
20/00789/F

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	28 th October 2020
	REPORT OF:	HEAD OF PLANNING
	AUTHOR:	James Amos
	TELEPHONE:	01737 276188
	EMAIL:	james.amos@reigate-banstead.gov.uk
AGENDA ITEM:	5	WARD: <i>Hooley, Merstham And Netherne</i>

APPLICATION NUMBER:	20/00789/F	VALID:	11/06/2020
APPLICANT:	Mr M Mangal	AGENT:	Mr T Tanner
LOCATION:	LAND ADJACENT TO 86- 100 CHILBERTON DRIVE, MERSTHAM		
DESCRIPTION:	Erection of 2 x semi-detached 3 bedroom houses and associated driveways and private gardens. Provision of public open space, repositioning of driveway, replacement car parking and associated landscaping and other works. As amended on 05/06/2020, 11/06/2020, 08/09/2020, 16/09/2020, 29/09/2020 and on 01/10/2020.		
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.			

SUMMARY

This is a full planning application for the erection of 2 semi-detached two storey dwellings with associated access, parking and hard and soft landscaping and for the provision of replacement public open space, repositioning of an existing driveway to neighbouring properties, replacement car parking and associated landscaping. The site was previously the subject of an application for 3 houses in 2006 which was refused and dismissed at appeal on grounds of loss of open space and harm to character.

The site currently comprises a small area of open space in the residential area. The application is supported by an Open Space Assessment which demonstrates that the application site is of limited value as an amenity area, and that there are other areas of open space within the local area which perform these functions better than the application site. The proposed residential development would occupy approximately half of the existing open space area and that the remainder would be re-provided as an amenity area, albeit of a lesser size. The opportunity exists through the provision of enhanced landscaping to provide a higher quality area. Furthermore, following the withdrawal of the previous Local Plan and adoption of the new Development Management Plan, areas of urban space which are not designated are not offered any protection in policy. Therefore, the principle of

Agenda Item 5

Planning Committee
28th October 2020

Agenda Item: 5
20/00789/F

development and the loss of the open space is considered acceptable and represents a significant change since the previous appeal scheme.

The area round the site is characterised by two storey terraced and semi-detached dwellings of consistent design and appearance, all resulting from a comprehensive redevelopment of the area in the 1960's with later infill developments. The proposed layout of the two dwellings would be reflective of the spatial characteristics of the area. Plot sizes in the vicinity of the site vary in size and width, but the two resulting plots would not be dissimilar to others in Chilberton Drive. The proposed dwellings would be setback from the street frontage enables the provision of on-street car parking in front or to the side of each property.

The proposed dwellings would be designed to be of a similar form, scale and external appearance as neighbouring existing properties. The submitted drawings indicate that similar materials would also be used with brick elevations and tiled roofs. It is considered that this would provide a form of development which would be characteristic and sympathetic towards the character of the area.

The proposed dwellings would have an acceptable relationship with neighbouring and nearby properties and would not have a harmful impact on the amenities of neighbouring properties.

It is proposed that the existing parking on the site is re-provided although the number of spaces would be six compared to the seven that are currently available. One space is proposed at the front of the site on Chilberton Road and five to the rear. The applicants have provided a parking stress survey which found that on-street parking was at capacity but that the 4 unallocated spaces on the site were not used. The re-provision of 5 spaces within the site would therefore partly provide compensatory parking for those spaces lost at the front of the site.

Although a number to established trees would be removed, the applicants have submitted a detailed landscaping scheme which shows replacement tree and hedge planting. The Council's tree officer considers that this would be acceptable mitigation for the loss of the trees. On balance with the planting and reprovided area of open space, the proposal is considered to sufficiently respect the character of the area and provide a visual gap as referenced by the previous appeal inspector.

RECOMMENDATION

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

Consultations:

Highway Authority: The County Highway Authority has assessed the application on safety, capacity and policy grounds and is satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway with respect of access, net additional traffic generation and parking. The County Highway Authority therefore has no highway requirements subject to conditions as noted below.

Environmental Health (Contaminated Land): There is some potential for contamination to be present and in close proximity to the application site. As such a condition to deal with contaminated land and an informative to provide additional guidance is recommended.

Representations:

Letters were sent to neighbouring properties on 15th May 2020 and a site notice was posted 21st May 2020. Letters notifying residents of revised plans were sent on 6th October (14 days response period).

19 responses have been received raising the following issues:

Issue	Response
Inadequate parking	See paragraph 6.27
Noise & disturbance	See paragraph 6.21 – 6.26
Inconvenience during construction	See paragraph 6.24
Out of character with surrounding area	See paragraph 6.12 – 6.20
Increase in traffic and congestion	See paragraph 6.27
Overdevelopment	See paragraph 6.12 – 6.20
Hazard to highway safety	See paragraph 6.27
Harm to Conservation Area	The site is not located in a Conservation Area
Overlooking and loss of privacy	See paragraph 6.21 – 6.62
Overshadowing	See paragraph 6.21 – 6.26
Overbearing relationship	See paragraph 6.21 – 6.26
Health fears	See paragraph 6.35 – 6.37
Poor design	See paragraph 6.12 – 6.20
Loss of/harm to trees	See paragraph 6.29 – 6.34

Agenda Item 5

Planning Committee
28th October 2020

Agenda Item: 5
20/00789/F

Harm to wildlife habitat	See paragraph 6.41
Drainage/sewage capacity	See paragraph 6.39
Flooding	See paragraph 6.39
Possible subsidence	See paragraph 6.40
Harm to Green Belt/countryside –	The site is not located within the green belt / countryside
Loss of buildings	There are no buildings on the site
Property devaluation	This is not a material planning consideration
No need for development / alternative location or proposal preferred –	Each application must be assessed on its own merits
Loss of private view	This is not a material planning consideration

1.0 Site and Character Appraisal

- 1.1 The site is located on the eastern side of Chilberton Drive and is bounded by the plot of 84 Chilberton Drive to the south west, by Green Belt to the east, by houses to the south and by 86 to 100 Chilberton Drive to the north. The driveway serving 86 to 92a Chilberton Drive runs through the site. Just to the north of the access point are three off-street parking spaces with direct access from Chilberton Drive. The driveway leads to the open land at the rear which includes four unallocated parking spaces, a turning head and also provides access to the 4 parking spaces outside nos 86-92A, Chilberton Drive. The site provides an amenity area incidental to the surrounding residential estate.
- 1.2 The neighbourhood is predominantly residential, characterised by two storey detached, semi-detached and terraced properties, principally dating from the late twentieth century. There are a number of young trees on the site, particularly in front of 92 to 100 Chilberton Drive and heavy vegetation to the Green Belt boundary. The site is reasonably flat.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: The applicant entered into pre-application discussions with the Council (PAM/19/00548). Advice was provided regarding the loss of the open space, and the need in any application to provide justification for the loss of the open space against relevant adopted planning policies, the loss or mitigation of the loss of car

parking, the impact of the development on the open area and trees on the site and advice about the layout and form of development.

2.3 Further improvements could be secured through the use of conditions.

3.0 Relevant Planning and Enforcement History

3.1	00P/0928/F	Construction of 12 x 3 bedroom houses with associated landscaping and parking, land at Chilberton Drive	Granted 6 th December 2000
3.2	05/01803/F	Erection of four x 3 bedroom houses with access and parking	Refused 5 th October 2005
3.3	06/00116/OUT	Erection of two semidetached and one detached four bedroom houses together with access roadway and related parking	Refused 27 th March 2006 Appeal dismissed 18 th October 2006

3.4 The application under ref: 06/00116/OUT for the erection of two semi-detached and one detached four bedroom houses together with access roadway and related parking was refused for the following reasons:

1. *The proposed development, by reason of its congested and incongruous siting of dwellings and parking dominated layout, would result in a cramped, overdeveloped and unacceptable form of development that would be out of keeping with and detrimental to the character of the area. It would thereby conflict with Policy SE4 of the Surrey Structure Plan 2004 and policies Ho9, Ho13 and Ho14 of the Reigate and Banstead Borough Local Plan 2005.*
2. *The proposal, by reason of its siting on a former sand quarry and brick works means that there is a significant potential for contamination to be present. In the absence of any qualified information to demonstrate that it would not be adversely affected by a local source of pollution, would fail to comply with Policy SE1 of the Surrey Structure Plan 2004.*
3. *In its current form, the site makes a significant contribution to the recreational, community and amenity value of the surrounding area and meets the development plan definition of "other open land within urban areas". The proposed development would substantially reduce these beneficial characteristics and therefore be detrimental to the quality of life and harmful to the character of the area. It would therefore be contrary to policy LO2 of the Surrey Structure Plan 2004 and policy Pc6 of the Reigate & Banstead Borough Local Plan 2005 and guidance in PPG3 "Housing".*

Agenda Item 5

Planning Committee
28th October 2020

Agenda Item: 5
20/00789/F

- 3.5 The subsequent appeal was dismissed on 18 October 2006. With regards to the first reason for refusal, the Inspector considered that the site provided sufficient space to accommodate the construction of three houses. He considered that the development would reflect the prevailing density of the estate without appearing cramped or affecting neighbour's living conditions. However, he considered that the site provided an important visual relief in the surrounding built-up area and its loss would detract from the visual qualities of the area.
- 3.6 With regards to the second reason for refusal, the inspector considered that this issue could have been dealt with by an appropriate condition requiring an assessment of ground conditions to be provided prior to the commencement of development.
- 3.7 On the third issue, the Inspector considered that the site offered scope for informal recreation, particularly for small children, and that it made a small but significant contribution to local recreational needs. The proposed development would result in the loss of this facility and would have prejudiced the Council's aim of maintaining a supply of open land within urban areas.

4.0 Proposal and Design Approach

- 4.1 This is a full application for the erection of a pair of 2 storey semi-detached properties, each with car parking and private amenity space, together with the repositioning of a driveway to neighbouring properties, replacement car parking and replacement landscaping.
- 4.2 The proposed dwellings would be two storeys in height and of a traditional design utilising a mixture of brick and render to the elevations and clay tiles to the roof. Each property would be provided with 2 off-street parking spaces and a private rear garden.
- 4.3 The existing driveway into the site would be repositioned and access to the parking outside nos. 86-92A, Chilberton Drive would be maintained. A further 5 parking spaces would be provided within the site from the realigned access road and a turning head. At the front of the site, on land which is owned by Surrey County Council, as the Highways Authority, the parking would be re-arranged to provide one space.
- 4.4 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:
Assessment;
Involvement;
Evaluation; and
Design.
- 4.5 Evidence of the applicant's design approach is set out below:

Assessment	The character of the surrounding area is assessed as being predominantly residential in use, characterised by mainly two storey semi-detached and terraced properties with brick elevations and tiled roofs.
	Site features meriting retention are listed as a number of trees on then site and areas of open space.
Involvement	Community views were not sought by the applicants.
Evaluation	No other development options were considered by the applicants.
Design	The applicant's reasons for choosing the proposal from the available options were based on the planning history of the site.

4.6 Further details of the development are as follows:

Site area	0.14 ha
Existing use	Open space and parking
Proposed use	Residential, open space and parking
Existing parking spaces	7
Proposed parking spaces	10
Parking standard	2 per dwelling + 7 (re-provision) – Total 11
Number of affordable units	0
Net increase in dwellings	2
Existing site density	0
Proposed site density	14 dpha
Density of the surrounding area	30 dpha

5.0 Policy Context

5.1 Designation

Urban area

5.2 Reigate and Banstead Core Strategy

Agenda Item 5

Planning Committee
28th October 2020

Agenda Item: 5
20/00789/F

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

5.3 Reigate and Banstead Development Management Plan 2019

DES1 (Design of New development)
DES4 (Housing Mix)
DES5 (Delivering High Quality Homes)
DES8 (Construction Management)
DES9 (Pollution and Contaminated Land)
OSR1 (Urban Open Space)
TAP1 (Access, Parking and Servicing)
CCF1 (Climate Change Mitigation)
NHE3 (Protecting trees, woodland areas and natural habitats)
INF3 (Electronic communication networks)

5.4 Other Material Considerations

National Planning Policy Framework
National Planning Practice Guidance
Supplementary Planning Guidance

Surrey Design
Local Distinctiveness Design Guide
Vehicle and Cycle Parking
Guidance 2018

Other

Human Rights Act 1998
Community Infrastructure Levy
Regulations 2010

6.0 **Assessment**

6.1 The application site is within the urban area, where there is a presumption in favour of sustainable development and where the principle of residential development is acceptable. There are, however, a number of issues that any future application would have to address, including the loss of the open space, design and character, highways issues including car parking, neighbour amenity and any potential contamination on the site.

6.2 The main issues to consider are:

- Loss of Open Space
- Design appraisal
- Neighbour amenity
- Highway matters

- Impact on Trees
- Site contamination
- Community Infrastructure Levy

Loss of Open Space

- 6.3 Core Strategy Policy CS12 relates to Infrastructure Delivery. Part 5 of the policy seeks to resist the loss of existing leisure and community facilities (including sport, recreation and cultural) and open spaces, unless it can be demonstrated that:
- a. the existing use is surplus to requirements, or
 - b. equivalent or better provision in terms of quantity and quality, or some wider community benefits, will be made in a suitable location.
- 6.4 Within the previous Borough Local Plan was a policy which protected designated open spaces as well as those that were not designated but provided wider benefit. This policy was superseded by Policy OSR1 of the Development Management Plan (DMP) which only relates to designated Urban Open Space. This site is not designated as Urban Open Space in the Development Plan and as such is not offered any protection by Policy OSR1 or other policies relating to open space within the DMP. Where there is conflict between policies in the Core Strategy and the DMP, the DMP effectively takes precedence over the relevant CS policies given it post-dates them. As such any protection to the loss of open space previously afforded by Core Strategy Policy CS12 is also lost through the adoption of DMP Policy OSR1. The reason being, the DMP took a different approach to urban open space, by reviewing all parcels of open urban land, no matter their size, and assessing their value before making a determination as to whether they should be designated or not. This differed from the previous Local Plan approach of only considering larger parcels of land, hence the need for added protection of non-designated parcels through policies Pc6 in the Borough Local Plan and CS12 in the Core Strategy.
- 6.5 However, in support of the proposals, an Open Space Needs Assessment has been undertaken which provides an assessment of the site's quality, accessibility and the quantity of open space in the area.
- 6.6 The Assessment considers that the quality of the site is mixed with positive and negative scoring attributes. The site is considered to have only a limited function due to its small size and lack of ancillary facilities, and that there are other areas of open space within close reach (e.g. Merstham Recreation Ground, Mercer's Lake and Crossways Garden). The site is assessed as having good quality attributes for:
- grassed areas
 - provision of bins for rubbish/litter
 - general cleanliness/maintenance (partly rated as very good)
- 6.7 The site receives poor quality attributes for:

Agenda Item 5

Planning Committee
28th October 2020

Agenda Item: 5
20/00789/F

- planted and vegetation areas (trees, shrubs, floral areas)
- information and signage

- 6.8 It is considered that the site is predominantly used as a visual amenity. Its relatively small size (0.10 hectares) means it is unlikely to offer any meaningful recreational uses. For instance, it would be impossible to use the site for informal recreational use such as kicking a ball or going for a walk. The site also lacks any noticeable ancillary facilities (e.g. seating, signage, play equipment etc). This is considered to limit its recreational offer and level of use.
- 6.9 In terms of quantity, existing provision of amenity greenspace in the area is assessed as being equivalent to 2.28 hectares per 1,000 population. This is noted in the report as being considerably greater than the comparable quantitative figures provided by the Council and other national organisations such as FIT. The report also notes that the site is covered by the catchment area of one other amenity greenspace site in proximity (i.e. Merstham Recreation Ground). It is also covered by the catchment areas of other types of open space such as parks (i.e. Crossway Garden) and natural and semi-natural greenspace (i.e. Mercer's Lake).
- 6.10 The Assessment concludes that the site is not of high quality, is in an area where there are other areas of undesignated open space and is covered by the catchment areas of three other open space sites (each with the ability to offer the same activities as Chilberton Drive).
- 6.11 The Assessment demonstrates that the application site is of limited value as an amenity area, and that there are other areas of open space within the local area which perform these functions better than the application site. It should also be noted that the proposed residential development would occupy approximately half of the existing open space area and that the remainder would be re-provides as an amenity area, albeit of a lesser size. The opportunity exists through the provision of enhanced landscaping to provide a higher quality area. As a result, the site is considered as being surplus to requirements as an area of open space, and the proposals therefore accord with Core Strategy Policy CS12 and DMP Policy OSR1. The re-provision of a smaller area of open space, which through enhanced landscaping, could be of a higher quality, would also meet the requirements of DMP Policy OSR1. In the event that planning permission is granted, a condition requiring a full landscaping scheme to be submitted is proposed.

Design appraisal

- 6.12 DMP Policy DES1 relates to the Design of New Development and requires new development to be of a high quality design that makes a positive contribution to the character and appearance of its surroundings. New development should promote and reinforce local distinctiveness and should respect the character of the surrounding area. The policy states that new development will be expected to use high quality materials, landscaping and

building detailing and have due regard to the layout, density, plot sizes, building siting, scale, massing, height, and roofscapes of the surrounding area, the relationship to neighbouring buildings, and important views into and out of the site.

- 6.13 The area around the site is characterised by two storey terraced and semi-detached dwellings of consistent design and appearance, all resulting from a comprehensive redevelopment of the area in the 1960's with later infill developments.
- 6.14 The proposed layout of the two dwellings would be reflective of the spatial characteristics of the area. Plot sizes in the vicinity of the site vary in size and width, but the two resulting plots would not be dissimilar to others in Chilberton Drive. The proposed dwellings would be setback from the street frontage enables the provision of on-street car parking in front or to the side of each property. At the previous appeal, the Inspector considered that the development (of 3 dwellings) would reflect the prevailing density of the estate without appearing cramped or affecting neighbour's living conditions.
- 6.15 However, he considered that the site provided an important visual relief in the surrounding built-up area. It is considered that the deeper set back now proposed, in comparison with the previous proposal, retains an open frontage and that the proposed dwellings would be partially screened from view by the neighbouring dwellings to the south-west and to the north. Views of the site from the west and north along Chilberton Drive, would in general terms, see the open frontage and the car parking and access road retained. The setback dwellings would become apparent in closer views and would be softened with landscaping and tree planting at the front.
- 6.16 The proposed dwellings would be designed to be of a similar form, scale and external appearance as neighbouring existing properties. The submitted drawings indicate that similar materials would also be used with brick elevations and tiled roofs. It is considered that this would provide a form of development which would be characteristic and sympathetic towards the character of the area.
- 6.17 DMP Policy DES4 relates to Housing Mix and requires new development proposals that propose up to 20 homes, at least 20% of market housing should be provided as smaller (one and two bedroom) homes. In this case, only 2 three bedroom houses are proposed, and it would not be practical, nor possible for the proposal to provide accommodation which accords in full with the policy. Given that the site is located in an areas which is characterised by two storey dwellings which contain between 3 and 4 bedrooms, it is considered that the development would be in keeping with the character of the surrounding area.
- 6.18 DMP Policy DES5 relates to the delivery of high quality homes and requires, *inter alia*, that as a minimum, all new residential development (including conversions) must meet the relevant nationally described space standard for each individual units except where the Council accepts that an exception to

Agenda Item 5

Planning Committee
28th October 2020

Agenda Item: 5
20/00789/F

this should be made in order to provide an innovative type of affordable housing that does not meet these standards. In addition, the policy also requires all new development to be arranged to ensure primary habitable rooms have an acceptable outlook and where possible receive direct sunlight.

- 6.19 The proposed dwellings in terms of their layout, size, accessibility and access to facilities are considered acceptable. The proposed dwellings would have an acceptable amount of floor space which would accord with the Nationally Describe Space Standards and the units would have access to private amenity space. When judged from a living standard perspective the proposal is considered acceptable.
- 6.20 Overall, it is considered that the proposed development would be of appropriate scale and design and would not be unduly detrimental to the street scene of Chilberton Drive or the character of the wider locality. It therefore complies with policy DES1 in this respect.

Neighbour amenity

- 6.21 While the proposed dwellings would be apparent from the front of properties at 86-100 Chilberton Drive, a significant separation distance of approximately 21 metres would be retained. The presence of tree planting and other landscaping, details of which will be secured by condition, would further soften any visual impact. In view of this, it is not considered that loss of light would occur to these properties, or that the dwellings would appear unduly overbearing.
- 6.22 The proposed dwelling would be located alongside the flank elevation of no.84, Chilberton Drive, but set back from the front elevation. There would be a gap of approximately 3m between the proposed dwelling and the flank wall of no.84. Given this separation, the additional set back would not result in an impact at the rear of the property. The submitted drawings show that the proposed dwellings would not break a 45 degree line drawn from the mid-point of the closest window on the rear elevation of no 84, thus demonstrating the proposals would not lead to a loss of daylight or sunlight or overshadowing. Furthermore, such a relationship exists opposite at 49 and 51 Chilberton Drive with their neighbours to either side setback a similar distance with similar separation and demonstrates that this is considered an acceptable relationship with regards light and overbearing impact.
- 6.23 The rear elevations would have windows at ground and first floors with bedroom windows facing towards the south-east. A single window is proposed at ground floor level in the flank elevations. Given the separation distances and the boundary planting, it is not considered that the proposals would give rise to any undue overlooking or loss of privacy to the occupants of neighbouring properties.
- 6.24 Representations have been received regarding noise and disturbance and inconvenience during the construction period. The addition of two dwellings is not considered to result in an unsatisfactory level of disturbance. Whilst there

may be a degree of inconvenience and disturbance during the construction phase, the proposal would not warrant refusal on this basis and statutory nuisance legislation exists to control any significant levels of disturbance. A condition requiring the submission and approval of a construction transport management plan would be included on any grant of permission.

- 6.25 Objections have been received due to the loss of private views, but this is not a material planning consideration. Concern has been raised from neighbouring properties regarding fear of crime, flooding and drainage/sewage. The proposal would result in the redevelopment of an existing area of open space within the urban area and additional boundary enclosures would be provided through a planning condition.
- 6.26 Overall, whilst giving rise to a degree of change in the relationship between buildings, the proposed development would not adversely affect the amenities of neighbouring properties, and therefore complies with DMP Policy DES1 in this respect

Highway matters

- 6.27 The proposed development has been assessed by the County Highway Authority who do not raise any objections to the development. They note that the developer is proposing parking spaces to replace the lost bays. A total of 7 unallocated car parking spaces are currently available on the site and on the site frontage. There are 3 on the site frontage and a further 4 within the site. The applicants originally proposed the re-provision of 7 spaces with 5 new spaces within the site and 2 on the site frontage.
- 6.28 The CHA raised a concern with regards to the provision of the parking space numbered 6 on the plans. They stated that this would interfere with the sight lines to the north of the access because they would be affected by that car parking space. The CHA recommended that a condition requiring the developer to remove parking space numbered six and to replace it by moving the footway along the parking space's northern edge so that it is extended south to the northern edge of the access be imposed. The applicants were advised of these concerns and submitted a revised plan to show the removal of parking space no.6. This has resulted in the re-provision of only 6 spaces which is one less than originally proposed.
- 6.29 In support of the application, a Parking Stress survey was undertaken on 2 weeknights in March 2020 (before lockdown) in accordance with the well-established Lambeth Methodology. The survey found that the streets surrounding the site were at capacity with parking stress in excess of 100% (due to half-on, half-off footway parking on narrow and curved sections of the carriageway and parking across dropped kerbs). Parking was also observed within the application site itself on the site visits. The only parking observed was in the 3 x spaces adjoining the public highway, and that the 3 parking spaces were occupied by just 2 vehicles, a large van and a large SUV. The 4 spaces within the site were unoccupied.

Agenda Item 5

Planning Committee
28th October 2020

Agenda Item: 5
20/00789/F

- 6.30 The continued availability of the spaces within the site, where 5 spaces would be re-provided would partially compensate for the loss of two spaces on the site frontage. At both the visits undertaken for the parking Stress Survey and at the case officer's site visit, no cars were parked on the 4 spaces at the rear of the site. The continued availability of these spaces would maintain sufficient on and off-street parking in the area for existing properties. Given the circumstances noted above, it is considered that the re-provision of 6 spaces as part of the application proposals would provide sufficient unallocated parking on the site.
- 6.31 With regards to the car parking for the proposed dwellings, each dwelling would be provided with 2 spaces. Given the location of the site in an area which is assessed as being on the cusp between the medium and low accessibility scores, the provision of 2 spaces for each 3 bedroom dwelling is considered acceptable.
- 6.32 In light of these comments it is considered that the proposals accord with the provisions of DMP policy TAP1.

Impact on Trees

- 6.33 The Council's tree officer has undertaken a desk top review of the proposed development and has previously provided advice at the pre application stage in respect of the potential loss and impact on trees and vegetation located at the application site.
- 6.34 As originally submitted the Tree Officer queried the omission of an Arboricultural Implications Assessment (AIA), arboricultural method statement (AMS) or a Tree Protection Plan (TPP) to demonstrate that the development can be achieved in respect of the identified arboricultural matters and that loss of tree T17 can be adequately mitigated by replacement planting. He noted that submitted arboricultural information provides the base data including the categorisation of trees which have been assessed in accordance with the guidelines, advice and recommendations contained within section 4 and table 1 of British Standard 5837:2012 Trees in relation to design, demolition and construction -Recommendations and sufficient data is available to produce the required (minimum) AIA information to enable an informed and balanced decision in respect of the arboricultural and landscape issues to be taken on this application. He therefore requested the submission of an AMS and TPP.
- 6.35 Following the submission of these documents, the Tree officer notes that the proposal results in the loss of 5 category B trees, which undoubtedly will result in some loss of visual amenity currently provided to the immediate locality. The loss would be mainly due to the proximity of trees to the proposed dwellings and direct loss of trees as a result of the construction processes and activities.
- 6.36 It is also noted that much of the supplied arboricultural information within the AMs appears to be generic but if planning permission is granted, a detailed finalised AMS and TPP would be required as details of services and drainage

routing are unknown at this time and these engineering details are normally designed post decision. This could be secured with a planning condition.

- 6.37 The tree officer notes that the loss of the 5 category B trees would be contrary to the adopted Local Plan policy NHE3 (2) which states that permission will be refused unless the benefits of development clearly outweigh the losses. It is considered that the removal of trees within the application site would need to be addressed, if the application is deemed acceptable, by substantial replacement planting. Further details of landscaping would be required to demonstrate that the loss of the trees can be mitigated, and a full landscape condition is suggested.
- 6.38 In response to these comments, the applicants have provided further details of the landscaping of the site. The Tree officer has commented that the selection of species and the inclusion of the native hedging is considered to be broadly acceptable. He does, however, suggest a minor revision in respect of the use of the specified *Carpinus betulus* 'Fastigiata' which should be substituted for *Carpinus betulus* 'Frans Fontaine' which is a cultivar with a tighter and more uninformed crown system. He considers that this substitution would reduce the risk of any future light restriction and shading issues that could be experienced with the fastigate hornbeam, which generally has a larger more spreading crown system despite its name the revision is minor.
- 6.39 The applicants have made this change to the landscape specification and the tree officer is now comfortable with a compliance condition. A suitable condition is recommended in the event that permission is to be granted.

Site Contamination

- 6.40 Although the previous application was refused partly due to the location of the site on a former sand quarry and brick works, where it was considered that there was a significant potential for contamination to be present. At that time, and in the absence of any qualified information to demonstrate that it would not be adversely affected by a local source of pollution, the proposal was considered to be in conflict with adopted policy.
- 6.41 The Inspector who considered the subsequent appeal noted the previous use of the site and acknowledged that there may be some contamination present which could be harmful to future occupiers. He also noted that there was a requirement on the part of developers to provide an appropriate assessment of ground conditions where contamination is suspected but considered that this issue could be addressed by the attachment of an appropriate condition in the event that permission is granted.
- 6.42 The current application has been reviewed by the Council's Contaminated Land officer who notes that contamination could be present and recommends that conditions be imposed to require the submission of a contaminated land assessment prior to the commencement of development.

Agenda Item 5

Planning Committee
28th October 2020

Agenda Item: 5
20/00789/F

Community Infrastructure Levy (CIL)

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

Other issues

- 6.44 The development is not considered to cause crime issues. The site is not located within a flood zone and sewage capacity would be assessed at building control stage. The proposal is considered to have a satisfactory impact with regards flooding and drainage/sewerage capacity. It is noted a condition could be applied to a grant of permission to ensure that sustainable drainage is present on the site and an appropriate surface water drainage scheme implemented.
- 6.45 Concerns have been raised with regards to the potential for subsidence on the site. In the event that planning permission is granted, the developers would need to ensure that the building work is carried out in accordance with the Building Regulations.
- 6.46 Concern has been raised regarding the potential for harm to wildlife. Bats and their roosts are protected by law and the protected species legislation applies independently of planning permission. Whilst the proposal would result in the redevelopment of an area of open land and some tree felling, it is not considered likely to result in significant impact on existing wildlife habitats and may provide opportunities to incorporate features into the design which are beneficial. Measures to enhance biodiversity within the site could be designed into the development in accordance with para 118 of the NPPF and could be secured by a planning condition. A condition is recommended to seek further details.
- 6.47 With regards to sustainability issues, the application is not accompanied by an energy statement. However, in the event that planning permission was to be granted, a condition would be imposed requiring the submission of further details relating to energy efficiency and reductions in water usage in accordance with DMP policy CCF1.

CONDITIONS

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

Agenda Item 5

Planning Committee
28th October 2020

Agenda Item: 5
20/00789/F

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

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

Plan Type	Reference	Version	Date
Location Plan	439-IM/001	R9	01/10/2020
Block Plan	439-IM/002	R9	01/10/2020
Block Plan	439-IM/003	R9	01/10/2020
Proposed Plans	439-IM/004	R9	01/10/2020
Floor plans	439-IM/005	R6	17/04/2020
Roof plan	439-IM/006	R6	17/04/2020
Elevation plan	439-IM/007	R6	17/04/2020
Block plan	439-IM/008	R6	17/04/2020
Section Plan	439-IM/009	R6	17/04/2020
Landscaping plan	439-IM/011	R9	01/10/2020
Other plan	439-IM/012	R6	05/05/2020
Tree protection plan	TPP01		05/06/2020
Tree protection plan	AIA01		05/06/2020
Landscaping plan	PJC-0966-001	A	16/09/2020
Landscaping Spec	PJC-0966-002	A	16/09/2020

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

3. No development shall take place above slab level until written details 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 the Local Planning Authority are satisfied with the details of the proposal and its relationship with adjoining development and to safeguard the visual amenities of the locality with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

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

Agenda Item 5

Planning Committee
28th October 2020

Agenda Item: 5
20/00789/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 Development Management Plan 2019 policy DES1.

5. All hard and soft landscape shall be implemented in strict accordance with the approved landscape scheme compiled by PJC Consultancy drawing number PJC-0966-001 rev A received on 16/09/2020 and the landscape specification Ref: PJC0966-002-rev A titled Landscape specification.

All hard and soft landscaping work shall be completed in full accordance with the approved scheme, prior to first occupation or the approved development 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, and shrubs of the same size and species.

Reason: To ensure good arboricultural and landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies NHE3 and DES1 of the Reigate and Banstead Borough Local Plan 2019, All relevant British Standards relating to hard and soft landscaping operations including British Standards BS8545:2014 and British Standard 5837:2012

6. No development shall take place until a Preliminary Ecological Assessment has been completed to show the presence or absence of protected species and a report containing the results and details of appropriate mitigation measures (as appropriate) has been submitted to and approved in writing by the Council. The development shall only be completed in accordance with the measures approved by the Council.

Reason: To protect the important species on the site in accordance with Policy NHE2 of the Reigate and Banstead Borough Development Management Plan 2019, Natural England standing advice and the provisions of the NPPF.

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) programme of works (including measures for traffic management)
 - (e) measures to prevent the deposit of materials on the highway
 - (f) provision of boundary any hoarding behind visibility zones
 - (g) vehicle routing
 - (h) measures to prevent the deposit of materials on the highway

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: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policies DES1 and TAP1 Parking, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

8. No part of the development shall be occupied unless and until the proposed vehicular access to Chilberton Drive has been constructed in accordance with the approved plan numbered 439 IM 003 R10.

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

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 plan numbered 439 IM 003 R9 for a minimum of 10 cars to be parked. Thereafter the parking area shall be retained and maintained for its designated purpose.

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

10. The development hereby approved shall not be commenced unless and until a pedestrian inter-visibility splay measuring 2m by 2m has been provided at the access to Chilberton Drive the depth measured from the back of the footway (or verge) and the width outwards from the edge of the access in accordance with a scheme to be submitted to and approved in writing with the Local Planning Authority. No obstruction to visibility between 0.6 and 2.0 metres in height above ground level shall be erected within the area of such splays.

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

11. The development shall not be occupied until a plan indicating the positions, design, materials and type of boundary treatment to be erected has been submitted to and approved in writing by the Local Planning Authority. The

Agenda Item 5

Planning Committee
28th October 2020

Agenda Item: 5
20/00789/F

boundary treatment shall be completed before the occupation of the development hereby permitted.

Reason: To preserve the visual amenity of the area and protect neighbouring residential amenities with regard to the policy DES1 of the Reigate and Banstead Development Management Plan 2019.

12. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, (or any Order revoking and re-enacting that Order with or without modification), no first floor windows, dormer windows or rooflights other than those expressly authorised by this permission shall be constructed.

Reason: To preserve the visual amenity of the area and protect neighbouring residential amenities with regard to the policy DES1 of the Reigate and Banstead Development Management Plan 2019.

13. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no extensions permitted by Classes A B and C of Part 1 of the Second Schedule of the 2015 Order shall be constructed.

Reason: To preserve the visual amenity of the area and protect neighbouring residential amenities with regard to the policy DES1 of the Reigate and Banstead Development Management Plan 2019.

14. The development hereby approved shall not be occupied unless and until each dwelling has been 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) and a further 6 of available spaces to be provided with power supply to provide additional fast charge socket 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: To ensure that the development supports the efficient use of resources and minimises carbon emissions with regard to Policy CS10 of the Reigate & Banstead Core Strategy 2014 and Policy CCF1 of the Reigate & Banstead Development Management Plan 2019

15. The development hereby approved shall not be first occupied unless and until an Energy and Water Efficiency Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall detail how the development will:
- Ensure that the potential water consumption by occupants of each new dwelling does not exceed 110 litres per person per day
 - Achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations

The development shall be carried out in accordance with the approved details and any measures specific to an individual dwelling(s) shall be implemented, installed and operational prior to its occupation.

Reason: To ensure that the development supports the efficient use of resources and minimises carbon emissions with regard to Policy CS10 of the Reigate & Banstead Core Strategy 2014 and Policy CCF1 of the Reigate & Banstead Development Management Plan 2019.

16. All dwellings within the development hereby approved shall be provided with the necessary infrastructure to facilitate connection to a high speed broadband. Unless otherwise agreed in writing with the Local Planning Authority, this shall include as a minimum:
- a) A broadband connection accessed directly from the nearest exchange or cabinet
 - b) Cabling and associated installations which enable easy access for future repair, replacement or upgrading.

Reason: To ensure that the development promotes access to, and the expansion of, a high quality electronic communications network in accordance with Policy INF3 of the Reigate & Banstead Development Management Plan 2019.

17. 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 Core Strategy CS10 and the provisions of the NPPF

18. Prior to the commencement of development, in follow-up to the environmental desktop study report, 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

Agenda Item 5

Planning Committee
28th October 2020

Agenda Item: 5
20/00789/F

commenced on site. Following approval, the Local Planning Authority shall be given a minimum of two weeks written notice of the commencement of site investigation works.

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 Core Strategy CS10 and the provisions of the NPPF

19. 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 Core Strategy CS10 and the provisions of the NPPF

- 20a. 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.
- 20b. 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 be in accordance with CIRIA C735 guidance document entitled 'Good practice on the resting 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 Core Strategy CS10 and the provisions of the NPPF

21. 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 Core Strategy CS10 and the provisions of the NPPF.

INFORMATIVES

1. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at www.firesprinklers.info.
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions.
3. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, to contact the Council's Neighbourhood Services team to confirm the number and specification of recycling and refuse bins that are required to be supplied by the developer. The Council's Neighbourhood Services team can be contacted on 01737 276292 or via the Council's website at http://www.reigate-banstead.gov.uk/info/20085/planning_applications/147/recycling_and_waste_developers_guidance
4. You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:
 - (a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs Saturday and not at all on Sundays or any Public and/or Bank Holidays;

Agenda Item 5

Planning Committee
28th October 2020

Agenda Item: 5
20/00789/F

- (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 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.
6. The applicant is advised that the Borough Council is the street naming and numbering authority and you will need to apply for addresses. This can be done by contacting the Address and Gazetteer Officer prior to construction commencing. You will need to complete the relevant application form and upload supporting documents such as site and floor layout plans in order that official street naming and numbering can be allocated as appropriate. If no application is received the Council has the authority to allocate an address. This also applies to replacement dwellings. If you are building a scheme of more than 5 units please also supply a CAD file (back saved to 2010) of the development based on OS Grid References. Full details of how to apply for addresses can be found http://www.reigatebanstead.gov.uk/info/20277/street_naming_and_numbering

7. 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'.
8. 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.
9. 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 native hedging shall be in keeping with the character and appearance of the locality. There is an opportunity to incorporate structural landscape trees into the scheme to provide for future amenity and long term continued structural tree cover in this area. It is expected that the replacement structural landscape trees will be minimum of Advanced Nursery Stock sizes with initial planting heights of not less than 4.5m with girth measurements at 1m above ground level in excess of 16/18cm.
10. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
11. 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 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 and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that 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/floodingadvice.
12. 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).

Agenda Item 5

Planning Committee
28th October 2020

Agenda Item: 5
20/00789/F

13. 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.

14. 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.

REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies CS1, CS2, CS10, CS11, CS12, CS14, CS17, DES1, DES4, DES5, DES8, DES9, OSR1, TAP1, CCF1, NHE3, INF3 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

Proactive and Positive Statements

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

Scale 1:200 @A3
Date 14/08/2020

Roberto Tripi
Architect

ARB registration no. 092927A
RIBA Member no. 20029314

ARB Architects
Registration
Board

RIBA Chartered Architect

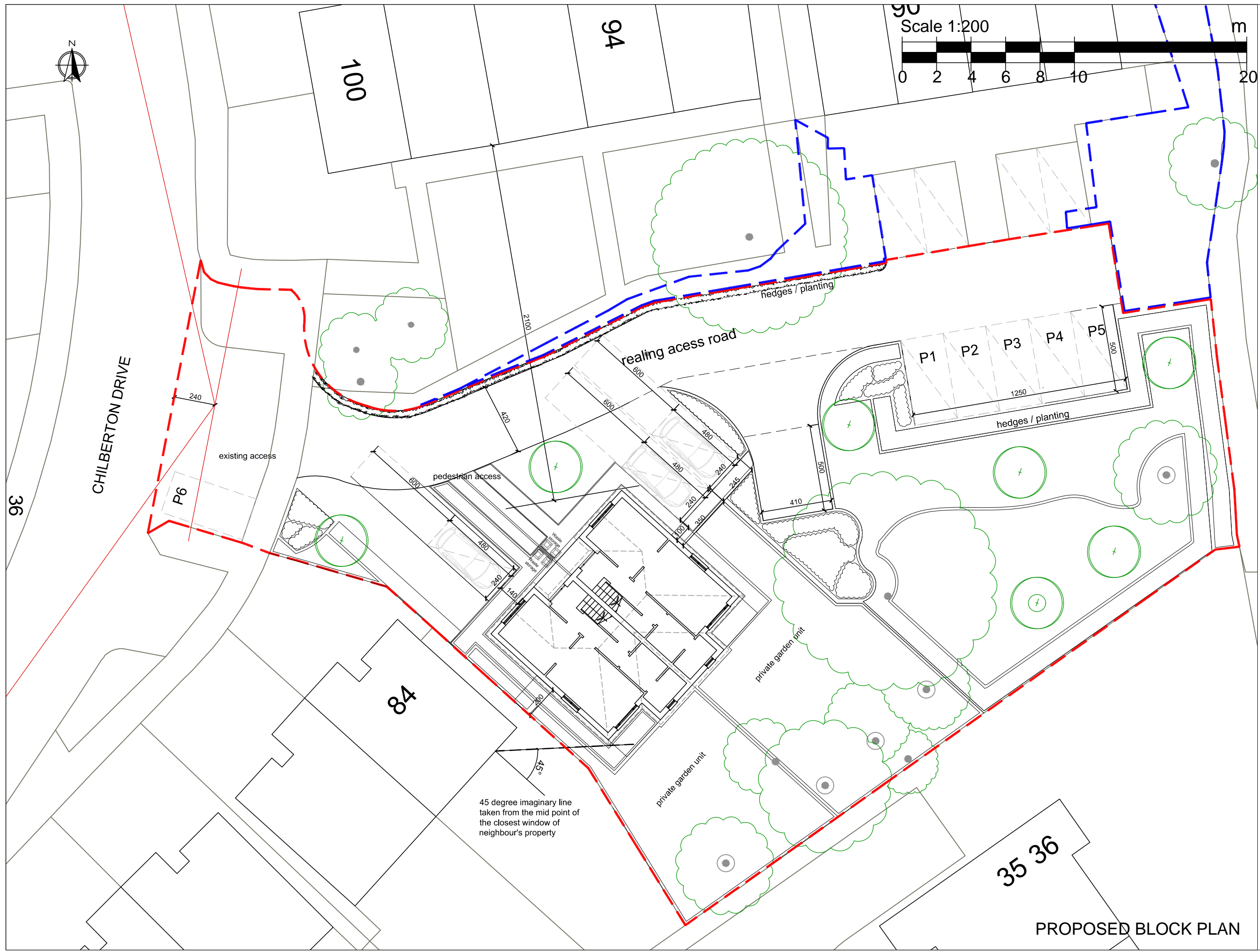
pentastudio ARCHITECTS

Rome
Piazzale Asia, 21
00165 RM
tel. +39 0668809803

Croydon
1 Laud Street
CR0 1ST
Tel. +44 (0) 20 3728 9964

tripi@pentastudio.com
www.pentastudio.com

Drawing No.	Rev.
439-M/003	R9



PROPOSED BLOCK PLAN

Utility apparatus

Underground utility apparatus
Mechanical trenching for the installation of underground apparatus and drainage severs any roots present and can change the local hydrology in a way that adversely affects the health of the tree. For this reason, particular care should be taken in the route and methods of installation of all underground apparatus. Wherever possible, apparatus should be routed outside of RPAs. Where this is not possible, it is preferable to keep apparatus together in common ducts, all inspection chambers should be sited outside of the RPAs.

Where underground apparatus is to pass within the RPAs, detailed plans showing the proposed route should be drawn up in conjunction with the project arboriculturist. In such cases trenchless insertion methods should be used with entry and retrieval pits being located outside of the RPAs. If this option is not feasible and providing roots can be retained and protected excavations should be undertaken using hand held tools (air-spade, forks, shovels) or a combination of trenchless and manual excavation (broken trench).

Any design and installation should be undertaken in accordance with the National Joint Utilities Guidelines (NJUG).

Above-ground utility apparatus
Above-ground apparatus (including CCTV cameras and lighting) should be sited to avoid the need for detrimental tree pruning, as such the current and future crown size of the tree should be assessed. Tree branches can be pruned back with care to provide space, though it is not appropriate for repetitive and significant tree work to bear initial design solution unless this is a suitable management outcome for the tree. Any pruning should be undertaken in accordance with BS3998:2010

'No Dig' Surfacing

Trees can be affected by construction within the RPAs either through the direct damage caused by the removal of roots, compaction of the rooting environment or secondary damage such as poisoning through leaks and spills (oil, fuels, etc.) or through de-icing (road salt, etc.).

Proposed hard surfacing within the RPAs of retained trees is to be designed so that it can be situated above the existing soil level and to minimise any adverse impact upon the tree RPAs, as the use of traditional foundations can result in excessive root loss through direct removal of roots during excavation and by compaction of the soil beneath the excavation, as such this 'traditional' type of foundation should be avoided.

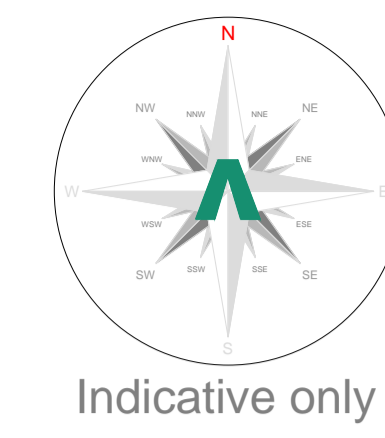
When designing hard surfacing that is to be situated within RPAs, the design team need to pay particular attention to the proposed usage (pedestrian, domestic traffic, delivery vans, Emergency vehicles, HGVs etc.), the existing and proposed levels of hard surfacing and finished floor levels, edging types and details, proximity to tree trunks and surface rooting, contamination capture, SUDs, etc.

Possible sub-bases (foundations systems) for hard surfacing situated within the RPAs of retained trees could include:

- A proprietary system such as a multi-dimensional confinement system (Cellweb TRP or similar);
- Engineered solution such as a road deck, bridge, etc.

An engineered solution is likely require a level of excavation for site specific investigations to locate roots to aid in foundation design so that a suitable foundation can be designed to avoid roots and for the installation the structure.

NB: The use of a multi-dimensional confinement systems and or an engineered solution will affect the finished level of the hard surfacing by raising the levels and needs to be taken into consideration when designing foundations and setting the finished floor levels of adjacent buildings.



Arboricultural Impacts

Impacts	Nos. of trees
Trees to be removed	8
Groups / Hedges to be removed (Partial removal of groups)	0 (0)
Trees with proposed incursions into RPAs	3
Groups / Hedges with proposed incursions into RPAs	0
Trees that will require pruning	1
Groups / Hedges that will require pruning	0
Trees to be transplanted	0
Groups / Hedges to be transplanted	0

Tree Work Schedule

No.	Species	Proposed structure	Incursion
7	Birch	Hard Surfacing	RPAs
8	Hornbeam	Fence	RPAs
13	Hornbeam	Fence	RPAs

All tree work is to be undertaken in accordance with British Standard BS 3998:2010 Tree work - Recommendations. All arising's are to be removed and the site is to be left as found. Care is to be taken of the ground around retained trees to make sure that it does not become compacted as a result of tree surgery operations. No equipment or vehicles such as timber lorries, tractors, excavators or cranes shall be parked or driven beneath the crowns of any retained trees, to prevent subsequent compaction and root death.

No. of individual trees to be removed

U	A	B	C
0	0	5	3

No. of groups / hedges to be removed

U	A	B	C
0 (0)	0 (0)	0 (0)	0 (0)

() = Partial removal of a groups

Arboricultural Method Statement

All tree work is to be undertaken in accordance with British Standard BS 3998:2010 Tree work - Recommendations. Please refer to Arbttech Consulting Ltd. Tree Schedule, Arboricultural Method Statement and Tree Protection Plan, for full details of all surveyed trees and how all aspects of the development may be implemented without detriment to retained trees.



Project: Land Adjacent To 86-100, Chilberton Drive, Merstham, RH1 3HP

Client: Nasim Mangal

Drawing: Arboricultural Impact Assessment

Based on: CHD Proposed Block Plan

Drawing No: Arbttech AIA 01

Date: June 2020 **Scale:** 1:150 @ A1 **Drawn:** AJN

Key:

Tree Nos.: 2	Tree Canopies:	Trunks:	
RPAs: Category 'B' trees:	Category 'C' trees:		
Existing Site:	Proposed Site:	Incursion - Hard surfacing:	

All dimensions should be checked on site. No dimensions are to be scaled from this drawing. Please notify us of any discrepancies from Arbttech Consulting Ltd. cannot be held responsible for incorrect dimensions. This drawing is designed to reflect the principles of the layout or design only, and relates only to the protection of trees. This drawing is not to be read as a definitive part of the engineering or construction design or method statement. An arboriculturist or structural engineer should be consulted over any matters of construction, detailing or specification for any standards or regulatory requirements relating to proposed structures, hard surfacing or underground services. This drawing was produced in colour - a monochrome copy should not be relied upon. © Arbttech Consulting Ltd. 2019



Issue: Proposed hard surfacing situated within RPA of tree 13.
Solution: Proposed surfacing to be designed in conjunction with an arboriculturist so that it can be constructed entirely above the existing soil level.

Issue: Proposed boundary fencing situated within the RPAs of trees 7 & 8.
Solution: Excavations of posts locations within RPAs are to be undertaken manually under arboricultural supervision; posts will need to be relocated if roots in excess of 25mm diameter will be affected.

Scale 1:200 @A3
Date 07/09/2020

Roberto Tripi
Architect

ARB registration no. 092927A
RIBA Member no. 20029314

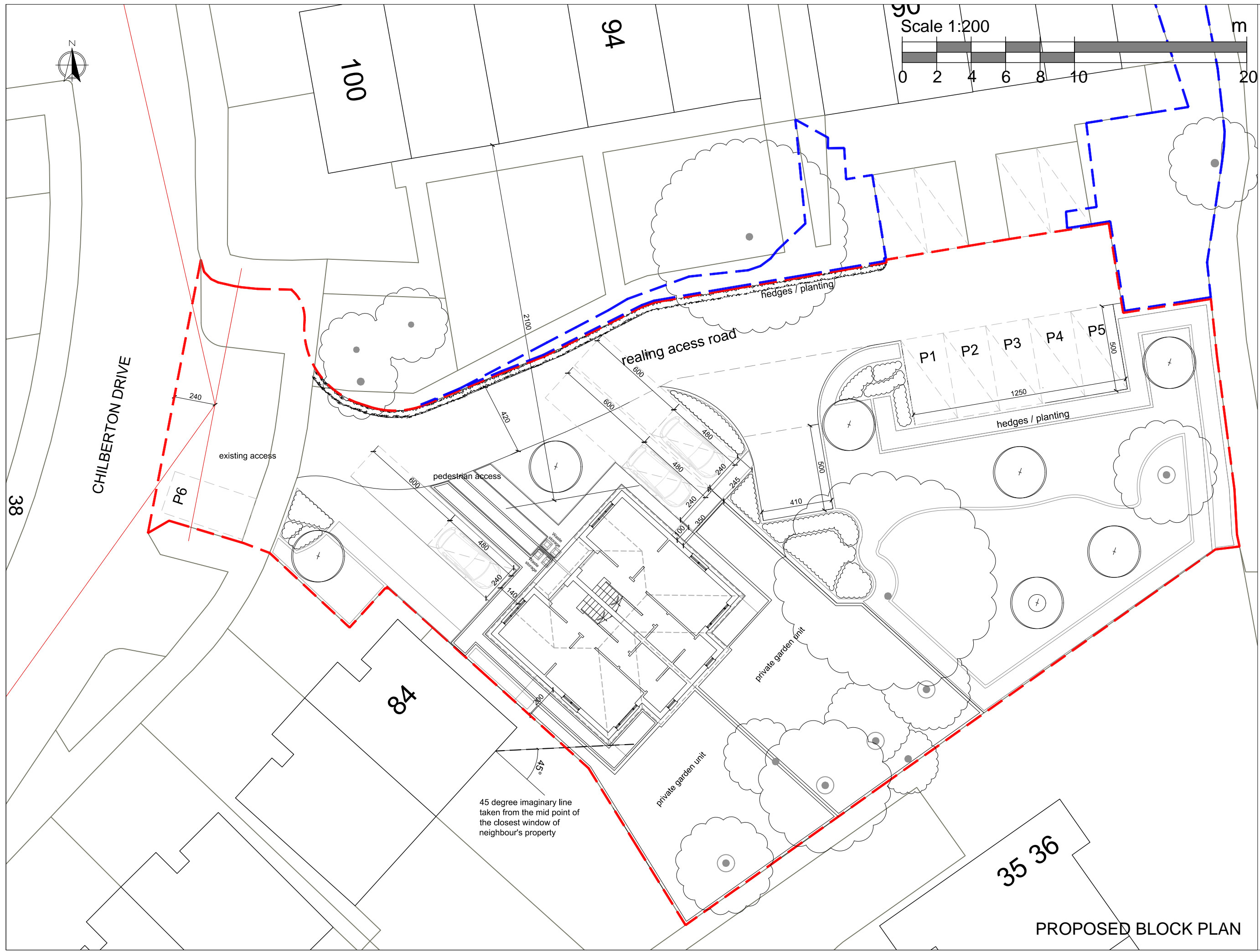


Rome
Piazzale Asia, 21
00165 RM
tel. +39 0668809803

Croydon
1 Laud Street
CR0 1ST
Tel. +44 (0) 20 3728 9964

tripi@pentastudio.com
www.pentastudio.com

Drawing No.	Rev.
439-IM/003	R10



PROPOSED BLOCK PLAN

PLANT SCHEDULE

TREES
Planted at marked position each with two post and timber crossbar installed with arb strapping and clear spiral rabbit guard.

QUANTITY	SPECIES	HEIGHT cm	GIRTH cm	FORM	TYPE
2 No.	Acer campestre 'Streetwise'	450-500	16-18	Std	CG/120t
2 No.	Betula pendula Swiss Glory	500-600	20-25	Std	CG/220t
1 No.	Carpinus betulus 'Frans Fontaine'	450-500	18-20	Std	CG/130t
2 No.	Tilia cordata 'Greenspire'	350-400	16-18	Std	CG/180t

HEDGE
Planted in a triple staggered row with approx. 8 plants per linear metre. Each plant guarded with clear spiral guard and supported with cane.

QUANTITY	SPECIES	HEIGHT cm	SIZE	TYPE	SPACING
36 No.	Hebe Mrs Winder	20-30	2t	CG	(Double staggered row - 3 per metre)
7 No.	Lonicera nidica	20-30	2t	CG	(Double staggered row - 3 per metre)
17 No.	Photinia x fraseri 'Red Robin'	60-75	3t	CG	(Double staggered row - 3 per metre)

NATIVE MIXED HEDGE
Hedge planting in a triple staggered row with approx. 8 plants per linear metre. Each plant guarded with clear spiral guard and supported with cane.

PERCENTAGE	QUANTITY	SPECIES	HEIGHT cm	SIZE	TYPE
10%	80 No.	Acer campestre	90-120	-	BR
5%	40 No.	Carpinus betulus	90-120	-	BR
10%	80 No.	Corylus avellana	90-120	-	BR
60%	480 No.	Crataegus monogyna	90-120	-	BR
5%	40 No.	Ilex aquifolium	30-40	2t	CG
2%	40 No.	Malus sylvestris	40-60	-	BR
5%	40 No.	Rosa canina	40-60	-	BR
Total: 800 No. (Double staggered row - 8 per metre)					

SHRUBS & HERBACEOUS PERENNIALS

QUANTITY	SPECIES	HEIGHT cm	SIZE	TYPE	SPACING
11 No.	Bergenia cordifolia 'Silberlicht'	30-40	2t	CG	400
3 No.	Choysya ternata	30-40	3t	CG	800
9 No.	Cornus alba Ivory Halo	40-60	3t	CG	800
3 No.	Cornus sanguinea Mid-Winter Fire	40-60	3t	CG	800
10 No.	Epimedium youngianum Roseum	20-30	2t	CG	400
5 No.	Geranium hybrid Johnsons Blue	15-20	2t	CG	400
3 No.	Pittosporum tenuifolium Tom Thumb	40-60	3t	CG	800
3 No.	Pittosporum tobiana Nanum	30-40	3t	CG	600
5 No.	Rosa Kent	30-40	3t	CG	800
7 No.	Sarcococca hookeriana var. humilis fragrant mountain	20-30	3t	CG	600
7 No.	Sedum Autumn Joy	20-30	2t	CG	400

FERNS

QUANTITY	SPECIES	HEIGHT cm	SIZE	TYPE	SPACING
5 No.	Cytidium tortuosum	30-40	3t	CG	600
1 No.	Polystichum setiferum	40-60	3t	CG	800

GRASSES

QUANTITY	SPECIES	HEIGHT cm	SIZE	TYPE	SPACING
12 No.	Anemanthella lessorianana	40-60	2t	CG	800

GRASSWORKS

GENERAL LANDSCAPE TURF

Total Turf Areas Combined: Approx. 437 m² (see measured individual areas)

Pro Turf 3 (With Ryte economy) - DLF TRIFOLIUM - or similar approved

30% Strawinsky - perennial ryegrass
45% Rosariane - strong creeping red fescue
25% Wagner

WILDFLOWER TURF

Total Wildflower Turf Areas Combined: Approx. 125 m² (see measured individual areas)

Product code: WF-Turf-Landscape-34 - Wildflower Turf Ltd (wildflower@wildflowerturf.co.uk)

Mix made up of 34 UK native wildflowers and grasses, minimum 75% wildflowers.

Species Mix

Grasses	Sheep's Fescue (Festuca ovina)
3 No. Crested Dogtail (Cynosurus cristatus)	
8 No. Horn Hawkbit (Scorzoneroides autumnalis)	
8 No. Birdfoot Trefoil (Lotus corniculatus)	
3 No. Cats Ear (Hypochaeris radicata)	
Common Sorrel (Rumex acetosa)	
Common Toadflax (Linaria vulgaris)	
Field Scabious (Knautia arvensis)	
Lady's Bedstraw (Galium verum)	
Meadow Cranesbill (Geranium pratense)	
Musk Mallow (Malva moschata)	
Perforate St. Johns Wort (Hypericum perforatum)	
Red Campion (Silene dioica)	
Saint Burnet (Sanguisorba minor)	
Tufted Vetch (Vicia cracca)	
Wild Marjoram (Origanum vulgare)	
White Campion (Silene latifolia)	
Yellow Rattle (Pteranthus minor)	
Betony (Stachys officinalis)	
Bladder Campion (Silene vulgaris)	
Common Knopweed (Centaurea nigra)	
Common Vetch (Vicia sativa ssp. segetalis)	
Cowslip (Primula veris)	
Greater Hawkbit (Leontodon hispidus)	
Meadow Buttercup (Ranunculus acris)	
Meadowweet (Filipendula ulmaria)	
Or Eye Daisy (Leucanthemum vulgare)	
Ragged Robin (Lychnis flos-cuculi)	
Ribwort Plantain (Plantago lanceolata)	
Self-heal (Prunella vulgaris)	
Wild Carrot (Daucus carota)	
Wild Red Clover (Trifolium pratense)	
Yarrow (Achillea millefolium)	

Installation:
Prepare the site by spraying off the area with Glyphosate systemic herbicide (e.g. Roundup). Allow time for the chemical to work.
Do not rotovate or cultivate the soil surface to ensure you do not stimulate the existing weed seed burden in the soil.
Lay the Wildflower Earth™ on the soil surface to a depth of 25mm and rake level. Accuracy of depth gives optimum seed and nutrient distribution.
Once laid a light roll will help to consolidate the seed bed.
Installation time is best between March to May, and August to September.

Maintenance:
Cutting Cycle: Cut to 25mm height and remove every autumn (a summer cut to a height of 150mm is optional).
Watering: Ensure the area is well watered right through to the soil beneath and kept watered/moist until seedlings have established.

TREE PIT SUNDRIES / SPECIFICATION

Tree pit ancillaries available from Green Blue Urban: <http://www.greenblue.com/gbu/> (or similar)

7 x Large kits required in total.

Staking System
7 x Double round stake kits with half round cross bar, rubber Arb block and strapping.

Tree Pit Irrigation System
7 x RootRain Urban: The RootRain Urban is a large capacity irrigation system with a fixed grid inlet, particularly suited to open space and roadside verge tree planting in softscape.

Spec: Length: 3m Diameter: 60mm Inlet (Stainless Steel) 80mm Weight: 1kg.

Root Control System
4 x RootDirector RD640A: Rigid, one-piece construction for directing tree roots into intended rooting zones and away from buildings, pavement and utilities.

CHILBERTON DRIVE

existing access

92A 90

94

100

11

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

31

32

33

34

35

36

37

38

39

40

41

42

43

44

45

46

47

48

49

50

51

52

53

54

55

56

57

58

59

60

61

62

63

64

65

66

67

68

69

70

71

72

73

74

75

76

77

78

79

80

81

82

83

84

85

86

87

88

89

90

91

92

93

94

95

96

97

98

99

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

KEY soft landscape

EXISTING RETAINED TREES
Retained trees and canopy boundary of existing trees, shrubs & hedges as positioned following topographical survey of the existing site and Arboricultural Assessment & Method Statement.

TREES TO BE REMOVED
Existing trees, shrubs & hedges to be removed as positioned following topographical survey of the existing site and Arboricultural Assessment & Method Statement.

PROPOSED TREE PLANTING
Minimum 900mm depth of specific purpose free draining topsoil to BS 3882:2015 for tree planting

PLANTING BEDS
Minimum 450mm depth of specific purpose free draining topsoil to BS 3882:2015 for shrub planting etc.

HEDGE PLANTING
Staggered double rows. 3 plants per linear metre for container grown stock & Triple staggered rows. 8 plants per linear metre for bareroot grown stock. Minimum 450mm depth of specific purpose free draining topsoil to BS 3882:2015 for hedges

GRASSWORKS - PROPOSED LANDSCAPE TURF
Areas of proposed amenity grass turf installed upon a minimum of 150mm depth of specific purpose free draining topsoil to BS 3882:2015. Soil leveled and prepared to a fine tilth prior to turf laying.

GRASSWORKS - PROPOSED WILDFLOWER MEADOW TURF
Areas of proposed Wildflower turf installed upon a minimum of 50mm depth of specific purpose free draining topsoil to BS 3882:2015. Soil leveled and prepared to a fine tilth prior to turf laying.

ROOT CONTROL - LANDSCAPE ROOT DEFLECTOR
Product: Root Director, RD640A - Green Blue Urban
Product: Root Barrier (ReRoot 600), RR600 - Green Blue Urban
Approx. positioning of root barrier dependant on local ground conditions and services. M&E engineer & site contractor to have final positioning.

hard landscape

HARD LANDSCAPE - PROPOSED BLOCK PAVING TO PRIVATE PATHWAYS & REAR PATIO AREAS. (Permeable)
Proposed Tobermore Hydropave Tegula Duo - or similar approved
Finish: Heather
Size: 173 x 173 x 60mm & 208 x 173 x 60mm

HARD LANDSCAPE - PROPOSED BLOCK EDGE
PRIVATE PATHWAYS & REAR PATIOS
Proposed Tobermore Hydropave Tegula 240 - or similar approved
Finish: Bracken
Size: 240 x 120 x 80mm

HARD LANDSCAPE - PROPOSED TARMAC
Proposed tarmac access drive.
Finish: Blacktop
To Structural Engineer specification

boundary treatment

F1 - 1.8m treated timber Closeboard fence system with timber post & gravel board

G1 - 1.75 x 0.9m treated timber Closeboard pedestrian gate

F2 - 1.2m treated timber Closeboard fence system with timber post & gravel board

root protection

PROPOSED HARD SURFACE TREATMENT WITHIN RPA's
Proposed tarmac
Finish: Blacktop
Surface Treatment To Structural Engineer specification & designed in conjunction with arboricultural method statement / specification and with supervision as required during excavation / construction.

All works to conform to BS 5837:2012 Trees in relation to design, demolition and construction. Plus conforming to arboricultural method statements.
BS 4428:1989 Code of practice for general landscape operations (excluding hard surfaces)
BS 8545:2014 Trees: from nursery to independence in the landscape. Recommendations
ASTM D5268 - 13
Standard Specification for Topsoil Used for Landscaping Purposes

NOTE:
This drawing indicates design arrangement only. All works to be undertaken in accordance with best practice and all current BS & Building Regulations. Do not scale from drawing. Use figured dimensions only after checking.

Rev.	Description	Date/Specified
B.	Boundary arrangement change at No. 84	25.08.2020
A.	Proposed tree planting substitution from Carpinus betulus 'Fransfontaine' to Carpinus betulus 'Frans Fontaine'	16.08.2020
Rev.	Description	Date/Specified

PJC Consultancy
Rocks Yard
Victoria Road
Herstmonceux
Hailsham
East Sussex, BN27 4TQ
t: 01323 832120
w: www.pjcconsultancy.com

Client
NASIM MANGAL

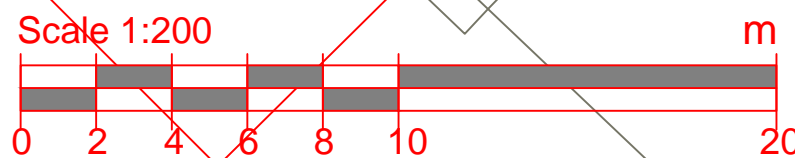
Project Name
**LAND ADJACENT TO 86
100 CHILBERTON DRIVE
MERTHAM
SURREY**

Drawing No.	Scale	Revision
PJC-0966-001	A2 - 1:200	B
Drawn	Signed	Date
TR	TR	25.08.2020
Designed	TR	25.08.2020

Scale (m)
0 1 2 3 4 5 6 7 8 9 10 15 20



- Trees**
DEC: Deciduous
- Existing
 - Existing removed
 - New
 - Native plants
- Pavements**
- Driveway Asphalt
 - Draining natural stone - Alvanley Pavers by Marshalls
 - Grass
 - Flowered garden
- Issue:**
proposed hard surfacing situated within RPA of tree 13
Solution:
proposed surfacing to be designed in conjunction with an arboriculturalist so that it can be constructed entirely above the existing soil level
- Issue:**
proposed boundary fencing situated within the RPAs of trees 7 & 8
Solution:
excavations of posts locations within RPAs are to be undertaken manually under arboricultural supervision; posts will need to be relocated if roots in excess of 25mm diameter will be affected



PROPOSED LANDSCAPE PLAN

Scale 1:200 @A3
Date 03/06/2020

Roberto Tripi
Architect
ARB registration no. 092927A
RIBA Member no. 20029314

arb
Architects
Registration
Board

RIBA
Chartered Architect

pentastudio

Rome
Piazzale Asia, 21
00165 RM
tel. +39 0668809803

Croydon
1 Laud Street
CR0 1ST
Tel. +44 (0) 20 3728 9964

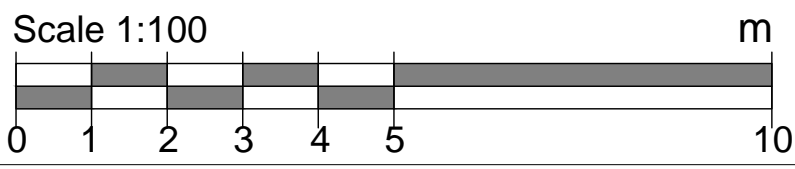
tripi@pentastudio.com
www.pentastudio.com

Drawing No.	Rev.
439-IM/011	R7

41



EXISTING FRONT ELEVATION



PROPOSED FRONT ELEVATION

PROPOSED STREET SCENE

Scale 1:100 @A3
Date 06/04/2020

Roberto Tripi
Architect
ARB registration no. 092927A
RIBA Member no. 20029314

ARB Architects
Registration
Board

RIBA Chartered Architect

pentastudio

Roma
Piazzale Asia, 1
00165 RM
tel. +39 0668809803

Croydon
1 Laud Street
CR0 1
Tel. +44 (0) 20 3728 9999

tripi@pentastudio.com
www.pentastudio.com

Drawing No.	Rev.
439-M/010	R6

Agenda Item 5

Scale 1:100 @A3
Date 06/04/2020

Roberto Tripi
Architect
ARB registration no. 092927A
RIBA Member no. 20029314



Rome
Piazzale Asia, 21
00165 RM
tel. +39 0668809803

Croydon
1 Laud Street
CR0 1ST
Tel. +44 (0) 20 3728 9964

tripi@pentastudio.com
www.pentastudio.com

Drawing No.	Rev.
439-M/007	R6

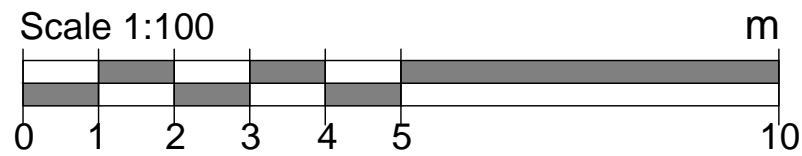


PROPOSED REAR ELEVATION

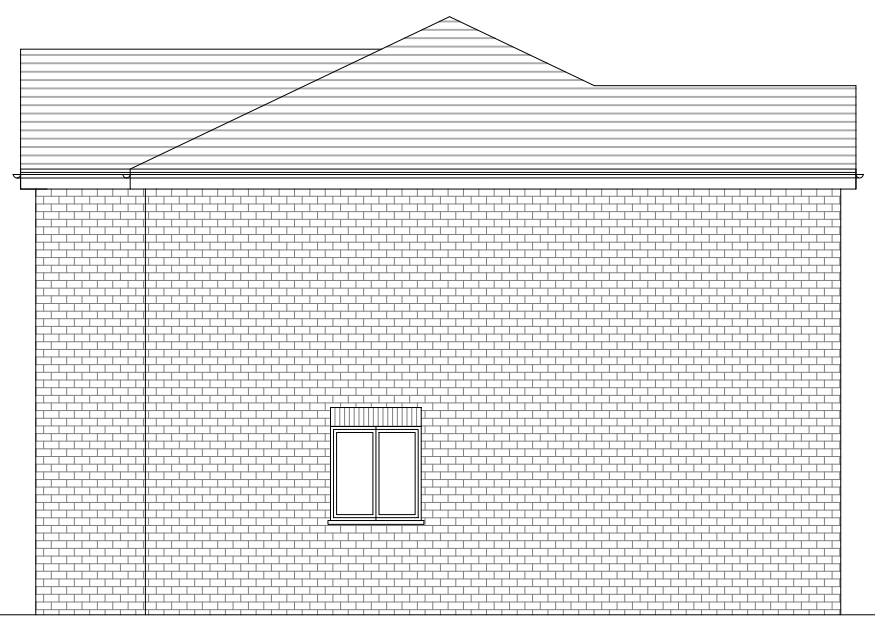


PROPOSED FRONT ELEVATION

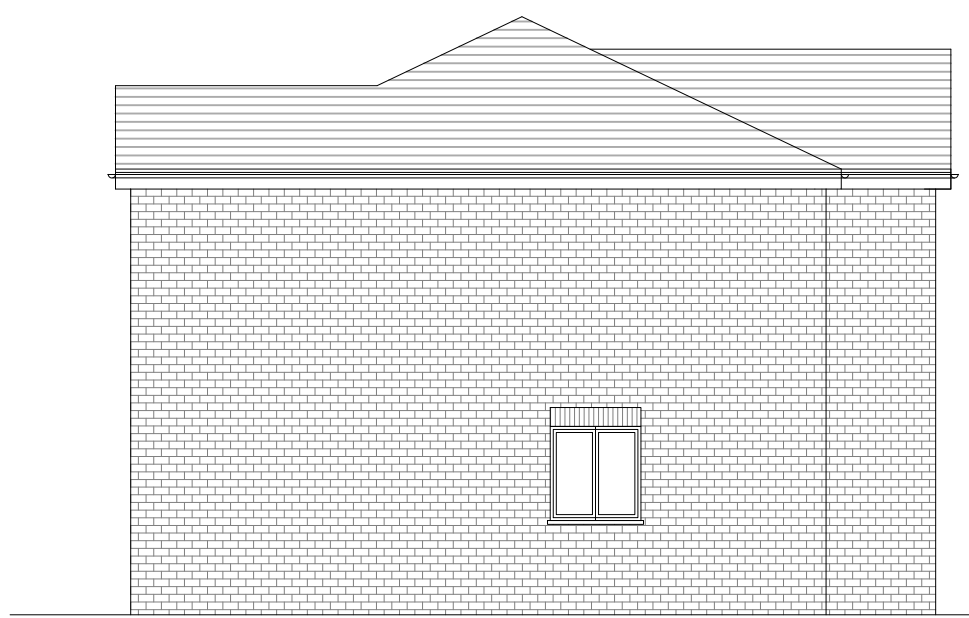
42



PROPOSED ELEVATIONS



PROPOSED LEFT SIDE ELEVATION



PROPOSED RIGHT SIDE ELEVATION

43

Scale 1:100 @A3
Date 06/04/2020

Roberto Tripi
Architect
ARB registration no. 092927A
RIBA Member no. 20029314

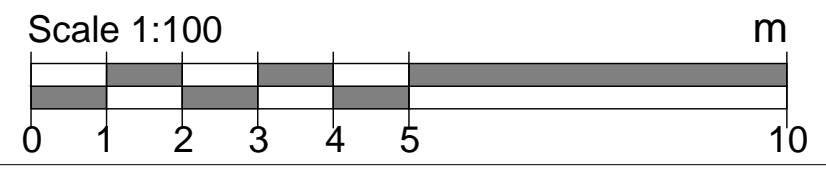


Roma
Piazzale Asia, 1
00165 RM
tel. +39 0668809803

Croydon
1 Laud Street
CR0 1
Tel. +44 (0) 20 3728 9991

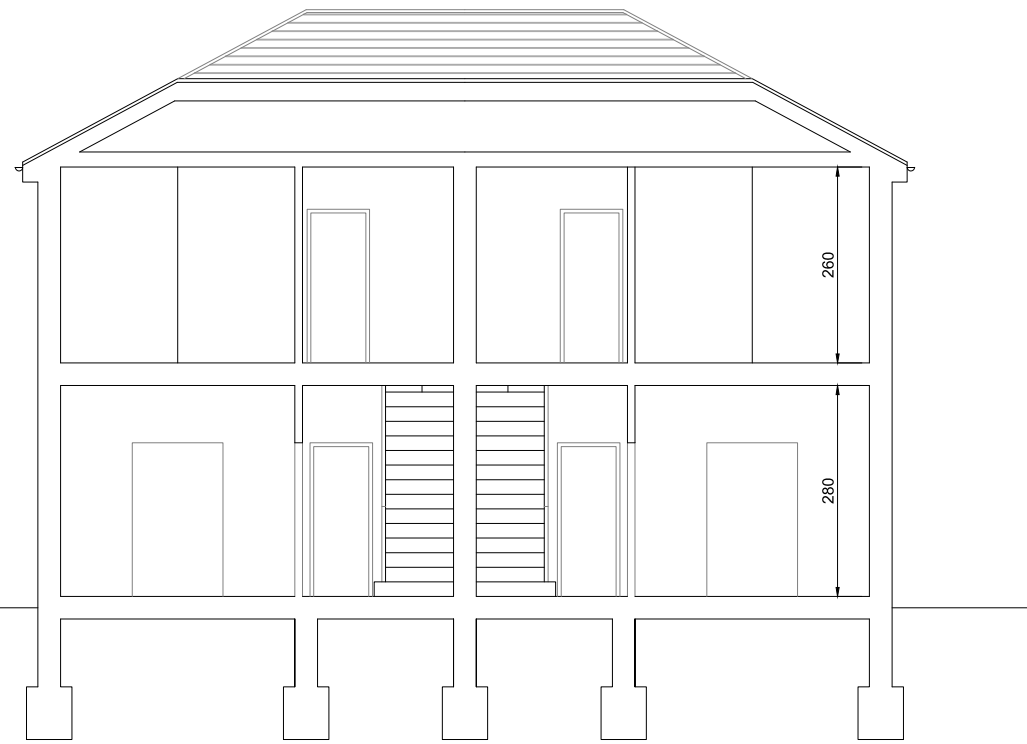
tripi@pentastudio.com
www.pentastudio.com

Agenda Item 5

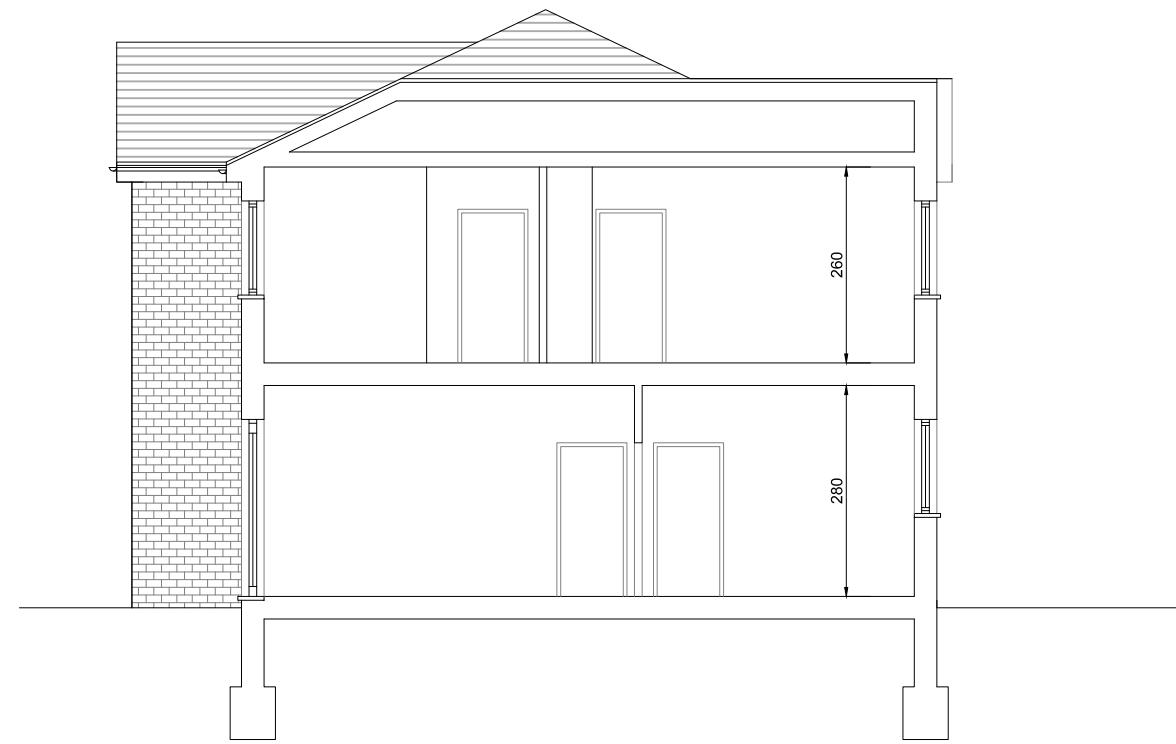


PROPOSED ELEVATIONS

Drawing No.	Rev.
439-M/008	R6

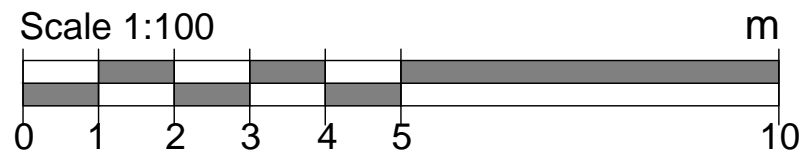


PROPOSED SECTION A-A



PROPOSED SECTION B-B

44



Scale 1:100 @A3
Date 06/04/2020

Roberto Tripi
Architect
ARB registration no. 092927A
RIBA Member no. 20029314



Rome
Piazzale Asia, 21
00165 RM
tel. +39 0668809803

Croydon
1 Laud Street
CR0 1ST
Tel. +44 (0) 20 3728 9964

tripi@pentastudio.com
www.pentastudio.com

Drawing No.	Rev.
439-IM/009	R6

PROPOSED SECTIONS



Appeal Decision

Site visit made on 12 September 2006

by **Jeffrey Cohen Dip TP MRTPI**

an Inspector appointed by the Secretary of State for
Communities and Local Government

The Planning Inspectorate
4/09 Kite Wing
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN
☎ 0117 372 6372
e-mail: enquiries@planning-
inspectorate.gsi.gov.uk

Date: 18 October 2006

Appeal Ref: APP/L3625/A/06/2015369

Land adjacent to 86-100 Chilberton Drive, South Merstham, Redhill, Surrey, RH1 3HP.

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant outline planning permission.
- The appeal is made by Mr. A. Smith against the decision of Reigate and Banstead Borough Council.
- The application Ref: P/06/00116/OUT, dated 20 January 2006, was refused by notice dated 27 March 2006.
- The development proposed is the erection of 2 semi-detached and 1 detached 4Bed. houses together with access roadway and related parking.

Summary of Decision: The appeal is dismissed.

Main Issues

1. I consider that there are three main issues in this case:
 - whether the proposed development is appropriate in terms of its location within an area liable to a risk of contamination;
 - the effect of the proposed development on the character and appearance of the area; and
 - the effect of the proposed development on the supply of open land within urban areas.

Planning Policy

2. The development plan for the area includes the Surrey Structure Plan (SSP) adopted in December 2004 and the Reigate and Banstead Borough Local Plan (RBBLP) adopted in April 2005. Policy SE1 of the SSP requires planning authorities to avoid permitting development in areas in the vicinity of known sources of pollution. Policy SE4 requires development to contribute to improvements to the quality of urban areas while retaining features that contribute to a sense of place. Policy LO2, while emphasising the need to make the best use of urban land, also seeks to protect open space within the urban areas where it is important to local amenity.
3. Policy Ho9 of the RBBLP applies a number of criteria to proposals for residential development. These include provision of landscaping and incidental open space, retention of existing trees, promotion of local distinctiveness and the need to achieve a transition from the urban edge to the countryside beyond. Policy Ho13 seeks to ensure that new residential development maintains the character of the area and conforms to the surrounding development pattern, while policy Pc6 seeks to prevent the loss of open land within urban areas. However, I do not consider that policy Ho14, which refers to backland development, is directly relevant to this appeal.



Reasons

4. The appeal site includes an access road, parking and vehicle turning areas serving a small enclave of houses towards the periphery of a housing estate. Apart from the areas of hard-surfacing, the site is undeveloped and consists of landscaped open grassed areas with trees and shrubs. The application was submitted to the Council in outline form with matters of design, external appearance and landscaping reserved for future consideration.

The risk of contamination

5. I have taken account of the previous use of the land and acknowledge that some contamination may be present which could be harmful to future occupiers of the proposed dwellings. I am also mindful of the requirements of *PPS23 "Planning and Pollution Control"* which requires developers to provide an appropriate assessment of ground conditions where contamination is suspected. While it is unclear whether contamination on neighbouring land extends to the appeal site itself, I consider that this issue could be addressed by attachment of an appropriate condition in the event that permission were granted. I therefore find no compelling reason to prevent the development on this particular ground and conclude on the first issue that no conflict would occur with policy SE1 of the SSP.

Character and appearance of the area

6. In principle, I consider that the site provides sufficient space to accommodate the construction of three houses. In this respect, the development would reflect the prevailing density of the estate without appearing cramped or affecting neighbours' living conditions. However, it is my view that the open nature of the site makes an informal but significant contribution to the local landscape and forms a transitional zone between the estate and adjoining open countryside. It provides important visual relief in the surrounding built-up area and helps to maintain the attractiveness of this part of the estate. Its loss would detract from the visual qualities of the area and I conclude on the second issue, therefore, that the development would fail to preserve the character and appearance of the area and would conflict with policies SE4 and LO2 of the SSP and policies Ho9, Ho13 and Pc6 of the RBBLP.

Effect on the supply of open land

7. At present, the appeal site offers scope for informal recreation, particularly for small children who would be within sight and easy supervision of the adjoining houses. To my mind, the land makes a small but significant contribution to local recreational needs and the development would result in the loss of this important facility. I find on the third issue, therefore, that the proposed development would prejudice the Council's aim of maintaining a supply of open land within urban areas and would conflict with policy LO2 of the SSP and policy Pc6 of the RBBLP.

Conclusions

8. While I find that the site offers sufficient space for three houses, I nevertheless conclude that the loss of the open space would result in the loss of an important local recreational facility and would detract from the character and appearance of the area. I note the appellant's attempts to overcome the reasons for refusal of a previously submitted scheme for four dwellings but this does not influence my view that the current proposals are

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

Formal Decision

9. I dismiss the appeal.

Jeffrey Cohen


INSPECTOR

This page is intentionally left blank

Agenda Item 6

Planning Committee
28 October 2020

Agenda Item: 6
20/01224/F

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	28 October 2020
	REPORT OF:	HEAD OF PLANNING
	AUTHOR:	Michael Parker
	TELEPHONE:	01737 276339
	EMAIL:	Michael.parker@reigate-banstead.gov.uk
AGENDA ITEM:	6	WARD: <i>Redhill West And Wray Common</i>

APPLICATION NUMBER:	20/01224/F	VALID:	16/06/2020
APPLICANT:	Earlwood Homes	AGENT:	-
LOCATION:	12 AND LAND TO THE REAR OF 6 TO 16 CARLTON ROAD REDHILL SURREY RH1 2BX		
DESCRIPTION:	Demolition of 12 Carlton road, creation of an access road and new frontage dwelling and construction of 8 additional dwellings with associated parking and landscaping on land to the rear of 6 to 16 Carlton road. As amended on 13/07/2020, 17/07/2020, 20/07/2020, 05/08/2020, 11/09/2020 and on 08/10/2020.		
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.			

SUMMARY

This is a full planning application for the replacement of 12 Carlton Road with a detached dwelling and the erection of 8 additional dwellings with associated parking and landscaping on land to the rear of 6 to 16 Carlton road.

The application site currently consists of a relatively substantial property on the north side of Carlton Road and set in a relatively substantial plot and the rear gardens of several neighbouring plots. The Council's Local Distinctiveness Guide characterises the area as 1930s - 1950s Suburbia. The street scene and locality is characterised by a predominance of detached properties set in spacious plots with long rear gardens. Many have been extended over time. Houses are of varying designs and styles with buildings set back from the highway which contributes to the spacious character. Plot sizes also vary significantly within the surrounding area, with examples of other back land developments.

Each of the new homes would be two storey in height, would have a private garden and two dedicated private parking spaces, including the proposed garages. Two additional visitor bays would be provided. Landscaping would be introduced along the access road and in the front gardens of the proposed dwellings.

Agenda Item 6

Planning Committee
28 October 2020

Agenda Item: 6
20/01224/F

It is considered that both the quantum and pattern of development proposed in this application is consistent with, and respectful of, the suburban character of the area and the many existing examples of backland development within the vicinity, first established at appeal. Whilst it would inevitably represent change, the proposals are not overdeveloped or overly dense compared to its surroundings.

The proposal would not have a significant adverse effect upon existing neighbouring properties.

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

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

RECOMMENDATION

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

Consultations:

Highway Authority: The Surrey County Council Highway Authority (CHA) has assessed the application on safety, capacity and policy grounds and has raised no objection subject to conditions. The CHA also revised their comments following further review and clarified that the proposal was in fact providing above the minimum parking space requirements.

Surrey Wildlife Trust (SWT): Advise that prior to determination the recommended bat and reptile surveys are carried out. The Council should ensure that site enhancement measurements demonstrate a net gain in biodiversity [Officer note: the required surveys have been undertaken and a biodiversity net gain report has been submitted to the Council. SWT we consulted on the 8 October – no response has been submitted to date]

Tree Officer: No objection subject to conditions.

Representations:

Letters were sent to neighbouring properties on 24 June 2020.

30 responses have been received raising the following comments:

Issue	Response
Alternative location/proposal preferred	See paragraph 6.1
Crime fears	See paragraph 6.50
Drainage/sewage capacity	See paragraph 6.45 to 6.48
Flooding	See paragraph 6.45 to 6.48
Harm to wildlife habitat	See paragraph 6.38 to 6.42
Harm to Green Belt/countryside	The site is within the designated urban area
Hazard to highway safety	See paragraph 6.29 to 6.35
Inadequate parking	See paragraph 6.29 to 6.35
Inadequate consultation has taken place	Officers are satisfied all the necessary statutory consultations have been undertaken
Inconvenience during construction	See paragraph 6.51
Increase in traffic and congestion	See paragraph 6.29 to 6.35
Loss of/harm to trees	See paragraph 6.36 to 6.37
Loss of private view	Not a material planning consideration

Agenda Item 6

Planning Committee
28 October 2020

Agenda Item: 6
20/01224/F

No need for the development	See paragraph 6.1
Noise and disturbance	See paragraph 6.27
Out of character with surrounding area	See paragraph 6.3 to 6.21
Overbearing relationship and loss of outlook	See paragraph 6.22 to 6.26
Overdevelopment	See paragraph 6.3 to 6.21
Overlooking and loss of privacy	See paragraph 6.22 to 6.26
Overshadowing	See paragraph 6.22 to 6.26
Poor design	See paragraph 6.3 to 6.21
Property devalue	Not a material planning consideration
Increased demand to utilities and services	See paragraph 6.49
Support – no amenity value to the land. We should be making the most of what is largely redundant land given the acute shortage of land	-

1.0 Site and Character Appraisal

- 1.1 The application site currently consists of a relatively substantial property on the north side of Carlton Road and set in a relatively substantial plot and the rear gardens of several neighbouring plots. The Council's Local Distinctiveness Guide characterises the area as 1930s - 1950s Suburbia. The street scene and locality is characterised by a predominance of detached properties set in spacious plots with long rear gardens. Many have been extended over time. Houses are of varying designs and styles with buildings set back from the highway which contributes to the spacious character. There is a high level of tree cover in the area, and to the rear of the site, which adds to the verdant character of the streetscape.
- 1.2 Plot sizes and widths vary, being considerably shallower immediately opposite the site and to the west where gardens have previously been developed to form Vandyke Close. Architectural eras and styles vary significantly. Roof forms include a mixture of hipped and gabled forms, eaves heights vary and there is a wide range of styles (traditional and more recent) and palette of materials including brick, render, tile hanging. Again, there are examples of more recently (80s-2000s) backland, cul-de-sac development in the immediate vicinity, including Vandyke Close and no.7 Carlton Road directly opposite the site.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: pre-application discussions were carried out in relation to a scheme with 9 dwellings to the rear of the site. Concern was raised with regard to the quantum and bulk of the proposed dwellings as well as the mix (no small units). The current proposal has been submitted broadly in line with the advice with fewer units, two 2-bed units and a reduction in the bulk and scale of the proposed dwellings.
- 2.2 Improvements secured during the course of the application: Officers requested and secured additional ecology and drainage information.
- 2.3 Further improvements to be secured through conditions or legal agreement: The following conditions are recommended to be attached to the permission:
- Materials and design measures
 - Tree Protection
 - Landscaping
 - Ecology
 - Drainage

3.0 Relevant Planning and Enforcement History

- 3.1 None relevant to specific site but the following applications/appeals at 16-18 Carlton Road and 58 Carlton Road :
- | | | | |
|-----|--------------|---|---------------------------------------|
| 3.2 | 08/02042/OUT | Demolition of No.16 Carlton Road and erection of 4 dwellings, formation of vehicular access and provision of associated parking on land at 16 - 18 Carlton Road, Redhill. (Drawing Nos: 08-049-P01, P02, P03) | Refused 8/12/2008
Appeal dismissed |
| 3.3 | 10/01133/OUT | Erection of 2 dwellings, formation of vehicular access and provision of associated parking on land at 16 - 18 Carlton Road, Redhill. (Drawing Nos: AAL-09-147: P01 - P03) | Refused 3/9/2010
Appeal dismissed. |
| 3.4 | 17/02986/F | Demolition of 58 Carlton Road and development of 6 residential dwellings with associated parking and landscaping to the rear of 54, 56, 58 and 60 Carlton Road, Redhill. | Refused 6/3/2018.
Appeal allowed. |
| 3.5 | 18/02653/F | Demolition of 58 Carlton Road and erection of a single 3 bedroom dwelling. Approved with conditions 7/3/2019. | Approved with conditions
7/3/2019. |

Agenda Item 6

Planning Committee
28 October 2020

Agenda Item: 6
20/01224/F

- | | | | |
|-----|--------------|--|------------------------------------|
| 3.6 | 20/00301/S73 | Demolition of 58 Carlton Road and erection of a single 3 bedroom dwelling. Variation of conditions 1 and 5 of permission 18/02653/F. Amendment to approved plans - change to the layout, and landscaping. | Approved with conditions 8/4/2020 |
| 3.7 | 20/00300/S73 | Demolition of 58 Carlton Road and development of 6 residential dwellings with associated parking and landscaping to the rear of 54, 56, 58 and 60 Carlton Road, Redhill. Variations of conditions 2 and 5 of permission 17/02986/F. Amendment to approved plans - change to the layout, and landscaping. | Approved with conditions 1/9/2020. |

4.0 Proposal and Design Approach

- 4.1 This is a full application for the demolition of no.12 Carlton road and the erection of 9 new dwellings with associated access and parking.
- 4.2 A new access road would be created from Carlton Road, with a new replacement single detached dwelling positioned alongside it (Plot 9). In the rear part of the site, 8 further dwellings are proposed – comprising 6 detached and a semi-detached pair in a linear arrangement.
- 4.3 Each of the new homes would have a private garden and two dedicated private parking spaces, including garages. Two additional visitor bays would be provided. Landscaping would be introduced along the access road and in the front gardens of the proposed dwellings.
- 4.4 A design and access statement (D&A) should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:
Assessment;
Involvement;
Evaluation; and
Design.
- 4.5 Evidence of the applicant's design approach is set out below:

Assessment	Section 2 of the submitted Planning, Design and Access Statement (PDAS) clearly sets out the context and history
------------	--

	of the site with a thorough analysis of the surrounding area
Involvement	No evidence is provided that community consultation took place but as set out above pre-application discussions have taken place
Evaluation	Paragraphs 3.22 to 3.37 show the evolution of the proposal from an initial consideration of the constraints of the site through to post pre-application development.
Design	Paragraph 3.38 “The final scheme layout, and elevational design, has been developed to take account of the constraints of the site, including neighbour relationships, whilst also responding the character of the area.”

4.6 Further details of the development are as follows:

Site area	0.41ha
Existing use	Residential (1 dwelling)
Proposed use	Residential (2 x 2bed and 7 x 4+bed dwellings)
Existing parking spaces	2
Proposed parking spaces	20
Parking standard	18
Number of affordable units	0
Net increase in dwellings	8
Proposed site density	22.5 dph (if you include host dwellings and proposal site together the resultant density is 15 dph)
Density of the surrounding area	14 dph (nos. 20-40 Carlton road to the west of site) 13 dph (nos. 1-23 Carlton road to the south of the site) 41 dph (nos. 17A South Mead to 26 South Mead and nos 1 to 17 Lower Mead to the north of the site) 18 dph (58 Carlton Road development)

5.0 Policy Context

5.1 Designation

Urban Area
CIL Zone 3

Agenda Item 6

Planning Committee
28 October 2020

Agenda Item: 6
20/01224/F

Parking standard scores - 8

5.2 Reigate and Banstead Core Strategy

CS1 (Sustainable Development)
CS2 (Valued Landscapes and Natural Environment)
CS4 (Valued townscapes and the historic environment)
CS5 (Valued People/Economic Development),
CS10 (Sustainable Development),
CS11 (Sustainable Construction),
CS12 (Infrastructure Delivery),
CS14 (Housing Needs)
CS17 (Travel Options and accessibility)

5.3 Reigate and Banstead Development Management Plan 2019

DES1 (Design of New development)
DES2 (Residential garden land development)
DES4 (Housing Mix)
DES5 (Delivering High Quality Homes)
DES8 (Construction Management)
DES9 (Pollution and contaminated land)
TAP1 (Access, Parking and Servicing)
CCF1 (Climate Change Mitigation)
CCF2 (Flood Risk)
NHE3 (Protecting trees, woodland areas and natural habitats)
INF1 (Infrastructure)
INF2 (Community facilities)
INF3 (Electronic communication networks)

5.4 Other Material Considerations

National Planning Policy Framework
National Planning Practice Guidance
Supplementary Planning Guidance

Surrey Design
Local Distinctiveness Design Guide
Vehicle and Cycle Parking
Guidance 2018
Householder Extension & alterations

Other

Human Rights Act 1998
Community Infrastructure
Regulations 2010

6.0 **Assessment**

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

development is acceptable. Policy DES2 which relates to residential garden land development recognises in its support text that “if well designed, residential garden development represents a type of development that can help make the most efficient use of land in the borough, continuing to be an important source of housing supply”. There are, however, a number of issues that any future application would have to address, including design and character, highways issues including car parking, neighbour amenity, impact on trees and ecology, drainage and sustainable construction.

6.2 The main issues to consider are:

- Design appraisal
- Neighbour amenity
- Highway matters
- Impact on trees
- Impact on ecology
- Sustainable Construction
- Drainage Matters
- Community Infrastructure Levy
- Other matters

Design appraisal

6.3 DMP Policy DES1 relates to the Design of New Development and requires new development to be of a high quality design that makes a positive contribution to the character and appearance of its surroundings. New development should promote and reinforce local distinctiveness and should respect the character of the surrounding area. The policy states that new development will be expected to use high quality materials, landscaping and building detailing and have due regard to the layout, density, plot sizes, building siting, scale, massing, height, and roofscapes of the surrounding area, the relationship to neighbouring buildings, and important views into and out of the site.

6.4 DMP Policy DES2 which relates to development of residential garden land seeks to ensure that backland developments are of high-quality. The policy requires, amongst other things, that garden land developments should be designed to respect the scale, form and external materials of existing buildings in the locality and a height, mass and bulk to be in keeping with the existing street scene. DES2 requires that developments do not create an undue disruption in the street scene and that developments should ensure that a good standard of amenity is retained for existing and future occupants. The policy also encourages the retention of mature trees and hedges.

6.5 The Local Distinctiveness Design Guide (LDDG) identifies different character areas within the borough of Reigate & Banstead. The area within which the application site is located within an area which is identified as being characterised by a mixture of 1930s-1950s suburbia. The LDDG identifies key characteristics as “regular road layouts with grass verges” and a “uniform building lines with 2-8m front gardens and varied plot depths”.

Agenda Item 6

Planning Committee
28 October 2020

Agenda Item: 6
20/01224/F

- 6.6 Whilst the LDDG notes that areas such as this have been subject to backland development, it does not mark such these out as being harmful nor do the design considerations suggest that they need to be restricted. Indeed, these observations were noted by the Inspector in the recent appeal for a backland scheme at 54-60 Carlton Road (17/02986/F).
- 6.7 Case Study 3 within the LDDG provides specific guidance in relation to infill developments such as proposed in this application. It sets out that development should seek to retain a continuous street frontage, maintain space between existing buildings and access roads to provide space for landscaping, reflect the height and form of existing dwellings and retain mature trees wherever possible.
- 6.8 In terms of quantity the addition of 8 additional dwellings would result in a density of approximately 22.5 dwellings per hectare (dph). As set out above this is slightly higher than the densities of the surrounding areas to the south and west of the site but not significantly and it would be commensurate with the density of the recent back land development at 58 Carlton Road (18dph). Further when you include the donor properties the resultant density if completed would in fact be 15 dph which is commensurate with the neighbouring densities. The proposed density of 22.5 would also be significantly lower than the development at South Mead and Lower Mead to the north (41 dph). The higher density of 22.5 also reflects that the application is providing 2 small 2 bedroom units (to comply with housing mix requirements) instead of 1 larger unit.
- 6.9 The density of the development is therefore considered to be an appropriate density taking account of the character of the surrounding area, including schemes recently consented in the area. The associated site coverage and layout fits is also considered to sit comfortably within amongst the grain and density of the area and is comparable to surrounding developments, including the various backland schemes both older (Vandyke Close/Lower Mead) and more recent (no.7 Carlton Road/54-60 Carlton Road).
- 6.10 The proposed replacement dwelling is smaller than the donor property no.12 to allow for the proposed access road. The new access road which would have adequate space for soft landscaping along its entire length. The width of the channel for the access road would be broadly comparable with that which was considered acceptable by the Inspector in the recent Brookworth scheme (17/02986/F) as well as on the backland development at 7 Carlton Road opposite. The width, design and extent of landscaping would therefore be in keeping with, and characteristic of, those which already exist within the locality.
- 6.11 The width of the donor plot is such that there is sufficient space to enable a replacement frontage dwelling to be included alongside the access road (Plot 1). This plot would have a width of approximately 9m, with the house being approximately 8.2m, which is comparable to that approved on the scheme at 54-60 Carlton Road (18/02653/F). Given the variety of dwellings (in terms of

size, width, form, and design) within the immediately surrounding street scene of Carlton Road the proposed frontage unit would not appear uncharacteristically narrow within this part of Carlton Road, and would fit comfortably within the street scene without appearing disruptive or cramped. Consequently, the proposals comply with the requirements of DES2 1(g).

- 6.12 The dwellings to the rear would be laid out in a linear arrangement along the shared access road, reflecting the pattern, grain and orientation of buildings along Carlton Road. This layout is reflective of the character of the area and of other back land schemes in the vicinity, as acknowledged by the Inspector in the appeal scheme at 54-60 Carlton Road where he noted that “there is already significant development of a very similar pattern...on the opposite side of Carlton Road” which is characterised by houses “sited in a linear arrangement facing the rear gardens of the frontage properties”. Such a form of development is proposed in the application
- 6.13 Plot widths at the rear of the site would be approximately 9.5m for the semi-detached houses and around 12-13m for the detached units. Whilst the proposed plot widths are slightly narrower than the donor frontage plots on Carlton Road, this is typical of other backland schemes in the locality and there are examples of plots of a similar width in the immediate vicinity (e.g. the semis at Langham Villas and no.3A opposite have plot widths of c.11m, and no.3 has a plot with of 13.5m). Plot widths would be substantially greater than those on South Mead/Lower Mead to the rear. The separations distances between the two storey side elevations of the proposed dwellings would be at least 4.3 which is significant and would ensure that the proposed dwellings maintain the spacious feel of this part of Carlton Road.
- 6.14 As set out in the applicant’s Planning and Design and Access Statement “The ratio of plot widths to the rear compared to the frontage is characteristic of the pattern and grain of other previous backland development along Carlton Road, albeit less intensive. For example:
- Vandyke Close – 19 frontage plots to 26 rear plots – ratio of 1.37
 - 54-60 Carlton Road – 4 frontage plots to 6 rear plots – ratio 1.5
 - Proposed scheme – 6 frontage plots to 8 rear plots – ratio 1.33
- 6.15 It is therefore considered that both the quantum and pattern of development proposed in this application is consistent with, and respectful of, the suburban character of the area and the many existing examples of backland development within the vicinity. Whilst it would inevitably represent change, the proposals are not overdeveloped or overly dense compared to its surroundings.
- 6.16 In terms of appearance, the elevational treatments proposed for the new dwellings would reflect the predominantly traditional style which is characteristic of the area. Four different house types are proposed to ensure a visually interesting and appealing street scene whilst ensuring that the development has an overall cohesive feel. Articulation to the front elevations is introduced through a mixture of gable projections and bay windows. Materials would include brick, hung tiles and plain tile roofs, reflective of the

Agenda Item 6

Planning Committee
28 October 2020

Agenda Item: 6
20/01224/F

character of the area and Surrey vernacular more broadly. The proposed houses have been designed with traditional hipped roofs which is consistent with many of the houses in the area and also helps to reduce the bulk and prominence of the dwellings within the site. A condition is recommended to secure further details of the proposed external materials and boundary treatments.

- 6.17 As such overall it is considered that whilst the proposed back land development would change the character and pattern of development in this location it would not result in unacceptable harm to the character and scale of the site and surrounding area and would comply with the provisions of DMP Policy DES1 and DES2.
- 6.18 DMP Policy DES4 relates to Housing Mix and states that all new residential developments should provide homes of an appropriate type, size and tenure to meet the needs of the local community. The proposed housing mix requires, on sites of up to 20 homes, at least 20% of market housing to be provided as smaller (one and two bedroom) homes. In this case, the proposal provides 22% smaller units.
- 6.19 DMP Policy DES5 relates to the delivery of high quality homes and requires, *inter alia*, that as a minimum, all new residential development (including conversions) must meet the relevant nationally described space standard for each individual units except where the Council accepts that an exception to this should be made in order to provide an innovative type of affordable housing that does not meet these standards. In addition, the policy also requires all new development to be arranged to ensure primary habitable rooms have an acceptable outlook and where possible receive direct sunlight.
- 6.20 Each dwelling would have a floor area which is in excess of the relevant standard in the Nationally Described Space Standards. The proposed habitable rooms would all have outlook to the front or rear of their plots with the majority of the units benefitting from dual aspect living/dining/kitchen areas. As such the units would provide good levels of outlook and sunlight and daylight to the main habitable rooms. The dwellings would all benefit from rear gardens which are in excess of 10 metres in depth. The donor properties would all retain good garden depths of 18-22m long.
- 6.21 Overall, it is considered that the proposed development would be of appropriate scale and design and would not be unduly detrimental to the street scene of Carlton Road or the character of the wider locality and would provide an acceptable level of amenity for future occupants. It therefore complies with policies DES1, DES2, DES4 and DES5 in this respect.

Neighbour amenity

- 6.22 In addition to the comments noted above DMP Policy DES1 also requires new development to provide an appropriate environment for future occupants whilst not adversely impacting upon the amenity of occupants of existing

nearby buildings, including by way of overbearing, obtrusiveness, overshadowing, overlooking and loss of privacy.

- 6.23 To the east of the site is the grounds of the Holy Trinity Church Centre and the landscaped area of Linters Court. As such there would be no material impact to the occupants to the east of the site.
- 6.24 To the south and west of the site are the donor properties 6 to 16 Carlton Road and the adjoining neighbouring properties 4 and 18 Carlton Road. The introduction of dwellings to the rear of these properties would clearly result in a significant change for these properties. However, the separation distances to the properties to the south and west would remain significant with the closest separation distance between the front elevation of the proposed dwellings and the rear elevations of the properties to the south being approximately 27 metres. Such a distance is considered acceptable in this urban context, especially when you take in to account that the donor dwellings and adjacent properties actually sit at a higher land level. The only side facing windows on unit 1 and 8 would be windows to serve bathrooms and therefore these can be conditioned to be obscure glazed to prevent direct overlooking to the adjacent dwellings. It is therefore considered that the separation distances and the lower ground level of the proposed dwellings would ensure that there is not an unacceptable impact on the occupants of these dwellings in terms of loss of light, overbearing impact and loss of privacy.
- 6.25 To the north the proposed plots 1 to 8 would back on to the properties within South Mead and Lower Mead. The layout provides for window to window separation distances of at least 21m between the proposed units and the existing properties to the rear on South Mead, rising to more than 25m in some instances. A site section plan has been submitted which shows that the proposed dwellings would sit at marginally higher ground level but due to their two storey heights and hipped roof designs the dwellings would be no higher than the dwellings to the north with matching eave heights. These separation distances combined with the proposed ground levels and two storey heights of the proposed dwelling would therefore ensure that no harmful overlooking or would occur or give rise to unacceptable overbearing or overshadowing effects on neighbouring properties.
- 6.26 The only exception to the back to back relationship with the properties to the north would be that of the 17 Lower Mead which the proposed plot 8 would be adjacent to. In this case the rear of plot 8 would be located approximately 13 metres from the side elevation of no.17. Whilst the separation distance is less than the other properties in South Mead or Lower Mead due to the side to rear relationship it is considered that 13 metres is acceptable in this urban context and would not result in an unacceptable level of overbearing impact, overlooking or loss of light.
- 6.27 The proposed vehicular access from Carlton Road would pass the proposed replacement dwelling (unit 9) and then extend across the back of the site in a T shape. This would introduce additional car movements and activity to the

Agenda Item 6

Planning Committee
28 October 2020

Agenda Item: 6
20/01224/F

rear of the host dwellings and the adjacent properties along Carlton Road. Whilst this would result in a change to the current arrangement given that the proposal is only for 8 dwellings, the distance away from the neighbouring dwellings and donor dwellings and the ability to include soft landscaping and good quality boundary fencing along the access road, it is not considered that this would give rise to an unacceptable level of noise and disturbance in this urban context.

- 6.28 In conclusion, the proposal would not have a significant adverse effect upon existing neighbouring properties and would accord with the provisions of DMP Policy DES1.

Highway matters

- 6.29 The proposed development has been reviewed by the County Highway Authority (CHA), with regard to highway safety, capacity and policy matters, who raise no objections subject to the imposition of a number of conditions.
- 6.30 With respect to the proposed access the CHA advises that “Given that the footpath and verge along the frontage of the site exceeds the width of 2.4m, the required visibility of 2.4m by 43m (in both directions) can be achieved entirely within the public highway. As such, the County Highway Authority are satisfied that an access in this location to serve 8 dwellings would be acceptable. The proposed access should also include pedestrian sight lines, as per the proposed condition numbered one [in the CHA response]”.
- 6.31 With regard to larger vehicles being able to manoeuvre within the site Drawing 2006002-TK01 shows the swept path analysis which demonstrates that a full size refuse freighter can turn comfortably and safely within the site using that hammerhead. In order to reduce drag distances for the refuse crews the applicant has confirmed that they would be able to create small presentation points for the dwellings which are furthest away from the turning head – plots 1 and 8. A condition is recommended to secure further details prior to occupation.
- 6.32 The site is located in an area which is assessed as having a medium accessibility rating. In such areas, the Council’s adopted parking standards require the provision of 1 space for each of the 2 bedroom dwellings and 2 spaces each per 4+ bedroom dwelling, plus 2 visitor parking spaces. Thus, a total of 18 spaces would be required. In this case, a total of 20 spaces are proposed with the 2 bedroom units also including 2 parking spaces. The garages have been designed to meet the size requirements in the DMP, so that they can be considered as part of the parking provision.
- 6.33 The CHA has advised, with respect to parking, that Carlton Road is subject to on-street parking restrictions which would prevent unsafe parking taking place on the highway in the unlikely event there being demand to park on the highway, given the quantum of garage and parking spaces proposed. In addition, there are a number of parking bays located along Carlton Road which could be used for visitors in the unlikely event that an overspill of

parking did occur. The CHA has confirmed that “With respect to on street parking bays, the proposed development would require the parking bay to be amended.” No objection has been raised to this aspect and a condition is recommended to secure the modifications prior to occupation.

- 6.34 Electric vehicle charging points could be secured by planning condition. The applicant has indicated that they would be able to provide secure cycle storage for two bikes at each property which is in line with the requirements set out in the DMP. Again, this could be secured by condition.
- 6.35 Accordingly, it is considered that the proposals are acceptable from a highway point of view and accord with the provisions of DMP Policy TAP1.

Impact on Trees

- 6.36 The Council’s Tree Officer made the following comments with regard to the submission:

“As requested I have undertaken a detailed review of the proposed development and the potential impact on trees and vegetation both on and off site from the proposed development. The arboricultural information supplied is in the form of an Arboricultural Method Statement, tree survey and Tree Protection Plan. The arboricultural information has been compiled by an Arboricultural practice who work on a frequent basis within the Borough.

The tree survey has been undertaken adopting the criteria and methodology set out in section 1 and table 4 of British Standard 5837:2012 Trees in relation to design, demolition and construction. Initial review of the AMS revealed that at section 3 of the AMS whilst a table for the pruning of trees to facilitate development was provided no table relating to tree removal was provided. I have contacted the arboricultural practice who have worked quickly to provide the required table detailing tree losses.

Sufficient qualified information has now been submitted in order to reach a balanced and informed decision on the proposed development and the impact on trees within and adjacent to the application site.

In order to facilitate the proposed development three category B trees will require some pruning within the site numbered 26, 40 and 41 . One off site tree numbered 65 will also require pruning. None of the proposed works is excessive and if correctly implemented would no result in any adverse effect on the future health and vigour of the trees.

There are several trees directly lost to the proposed development, these trees are detailed within the table requested by the Council’s Tree Officer. Whilst the number of trees lost is high, they are mainly of a domestic nature and offer internal landscape value only. The trees are categorised with the lower categories of C and U. The U categories require attention whether development proceeds or not. The survey also identifies a number of trees which are in poor health or have structural defects, none of the higher category trees are lost to this development.

There are several incursions into Root Protection Areas which will require supervision by the retained arboricultural consultant and in some cases specialist construction methods will be required and have been specified within the AMS but will most likely require design and detailing post decision

Agenda Item 6

Planning Committee
28 October 2020

Agenda Item: 6
20/01224/F

which is often the case with drainage and underground services. In order to ensure that retained trees are safeguarded it will be necessary to have more detailed information in respect of this and other matters post decision such as frequency of monitoring visits and more detail of the key supervision stages. Tree protection measures including ground protection shall conform to those specified within British Standard 5837:2012 and the only acceptable Tree Protection barriers will be installed to Figure 2 specification with any ground protection measures being installed to section 6.2.3.3 specifications. These details will be provided by way of a 'finalised' AMS and TPP.

The loss of trees from within this application site should have been dealt with by a landscape submission, which it has not. This matter will be dealt with by precedent landscape condition and will involve the incorporation of a minimum size of Advanced Nursery Stock of native or indigenous species which reflect the character and appearance of this locality, acceptable cultivars of natives or indigenous species would be acceptable. The Council would also require the incorporation of native hedging into any submitted scheme which could be 'formally' managed at the desired height.

There will also be an additional condition attached requiring the replacement of existing trees within a five-year period from completion of development should they suffer development damage through lack of non-compliance with any approved tree protection measures."

- 6.37 Based on the above advice and subject to the recommended conditions it is considered that the proposal would be acceptable in relation to the impact on the existing trees.

Impact on Ecology

- 6.38 A preliminary ecological appraisal (PEA) was submitted with the application. This identified a need for further bat and reptile survey work to be undertaken. Surrey Wildlife Trust (SWT) advised that these surveys needed to be undertaken prior to determination of the application to be able to fully assess the impact.
- 6.39 The further surveys were carried out during the application process. The surveys confirm overall levels of bat activity are relatively low and activity was predominantly amongst common, urban adapted bat species. The report makes a number of recommendations regarding construction and post-construction phase mitigation and enhancements which could be secured through a condition. The reptile surveys identified no reptiles at all across the numerous refugia deployed on site and the various return visits. The report recommends precautionary measures for construction and enhancement which again could be secured by condition.
- 6.40 It is therefore considered that the application has now covered all of the species survey requirements identified in the original PEA and suggested by SWT. The results confirm that there are no overriding species issues to prevent or delay development and necessary mitigation or enhancement can be secured by condition.

- 6.41 In terms of the submitted Biodiversity Net Gain Assessment due to detailed landscaping proposals not being available at this stage, the assessment indicates that a net gain wouldn't be achieved. However, as set out in the report, there are a number of recommendations regarding landscaping to support a net gain in biodiversity which can be picked up as part of the landscaping proposals. The applicant has suggested that a re-assessment is submitted at that point along with a strategy should a net gain still not be achieved. Officers consider this to be a sensible approach and this can be secured by a suitably worded condition.
- 6.42 Based on the advice from SWT and the submission of the required additional surveys it is considered that the proposal would not result in unacceptable harm to protected species and habitat. Conditions are recommended to secure the recommended mitigation measures and biodiversity measures.

Sustainable Construction

- 6.43 DMP Policy CCF1 relates to climate change mitigation and requires new development to meet the national water efficiency standard of 110litres/person/day and to achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations. The applicant has acknowledged these requirements and advises that the proposal would be compliant. Therefore, in the event that planning permission is to be granted, a condition could be imposed to seek such information and its implementation prior to the first occupation of development. In this regard, there would be no conflict with DMP Policy CCF1.
- 6.44 A condition is also recommended to ensure that each dwelling is fitted with access to fast broadband services.

Drainage matters

- 6.45 The site is not located within a flood zone and sewage capacity would be assessed at building control stage. No concern has been raised by the water operators in terms of sewerage or water infrastructure capacity. However, in response to concerns raised the applicant has provided a strategic drainage report to address the issue.
- 6.46 The submitted report demonstrates that there are a number of potential options/strategies for dealing with surface water run off post development which would be investigated in detail and worked up into a final surface water design prior to commencement of works on site. The strategies range from on-site infiltration (subject to testing of soakage rates) to discharge to public SW sewer (either by gravity or pumped and in both cases at restricted discharge rates to be agreed with the LLFA and Thames Water).
- 6.47 In all cases, the solutions would be designed to deal with surface water arising from the relevant rainfall events (1 in 30 yr and 1 in 100yr + CC) to

Agenda Item 6

Planning Committee
28 October 2020

Agenda Item: 6
20/01224/F

ensure there would be no risk of increased flooding elsewhere, including to neighbouring properties.

- 6.48 It is therefore considered that the applicant has demonstrated that an appropriate drainage scheme can be achieved at the site to prevent an increased risk of surface water flooding. A condition is recommended to secure a detailed drainage strategy prior to the commencement of the development.

Community Infrastructure Levy (CIL)

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

Other Matters

- 6.50 The development is not considered to cause crime issues. Whilst the site is now more open to the rear of the site the proposed units back gardens would still back on to the properties to the north of the site and due to the orientation and internal layout of the buildings the proposed units will provide natural surveillance to the access road and parking areas.
- 6.51 Objection has been raised on the grounds of inconvenience during the construction period. Whilst it is acknowledged there may be a degree of disruption during the construction phase, the proposal would not warrant refusal on this basis or a condition to control such matters due to the scale of the development. Statutory nuisance legislation exists to control any significant disturbance caused during the construction of the proposal.

CONDITIONS

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

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

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

Plan Type	Reference	Version	Date
Location Plan	2013-PL-01		16.06.2020
Site Layout Plan	2013-PL-19		16.06.2020

Agenda Item 6

Planning Committee
28 October 2020

Agenda Item: 6
20/01224/F

Proposed Plans	2013-PL-16		16.06.2020
Proposed Plans	2013-PL-15	A	16.10.2020
Elevation Plan	2013-PL-06		16.06.2020
Proposed Plans	2013-PL-07		16.06.2020
Proposed Plans	2013-PL-10		16.06.2020
Elevation Plan	2013-PL-14	A	16.10.2020
Elevation Plan	2013-PL-17		16.06.2020
Elevation Plan	2013-PL-12		16.06.2020
Proposed Plans	2013-PL-09		16.06.2020
Proposed Plans	2013-PL-13		16.06.2020
Elevation Plan	2013-PL-08		16.06.2020
Elevation Plan	2013-PL-11		16.06.2020
Street Scene	2013-PL-20		16.06.2020
Proposed Plans	2013-PL-22		16.06.2020
Site Layout Plan	2006002-TK01		16.06.2020
Site Layout Plan	2013-PL-18		16.06.2020
Existing Plans	2013-PL-23		16.06.2020
Section Plan	20012-PL-24		20.07.2020

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

3. No development shall take place until the developer obtains the Local Planning Authority's written approval of details of the 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 Development Management Plan 2019 policy DES1.

4. No development above slab level shall take place until written details 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 Development Management Plan 2019 policy DES1.

5. a. No development shall commence until a strategy for the disposal of surface water is submitted to and approved in writing by the Local Planning Authority. The strategy should be based on the findings of the Strategic Report submitted by GH Bullard & Associated dated 1/9/2020 and include details of future maintenance. The development should be constructed in accordance with the agreed strategy.

Agenda Item 6

Planning Committee
28 October 2020

Agenda Item: 6
20/01224/F

b. Prior to the first occupation of the development a verification report, prepared by a suitably qualified and competent person, demonstrating that the drainage has been built in accordance with the agreed drainage strategy shall be submitted to and agreed in writing by the Local Planning Authority.

The drainage system shall therefore be retained and maintained in accordance with the agreed details.

Reason: In order to protect water and environmental quality and mitigate against the risk of surface water flooding with regard to policy INF1 and CCF2 of the Reigate and Banstead Development Management Plan 2019.

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

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

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

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

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

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

Reason: To ensure good arboricultural and landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies NHE3 and DES1 of the Reigate and Banstead Borough Development Management Plan 2019, British Standards including BS8545:2014 and British Standard 5837:2012.

8. If existing trees shown for retention are damaged or die as a result of reported noncompliance with the imposed Tree Protection Condition within a five-year period of the completion of development, they shall be replaced with the same species in the same location in agreement with the LPA replacement tree planting sizes shall be Advanced Nursery Stock sizes.

No development shall commence on site until a scheme replacement tree planting (in addition to the requirements of the imposed landscape condition) of the site has been submitted and approved in writing by the local planning authority. The scheme shall include details of tree location, schedules of tree species and size with proposed numbers.

All trees shall comply with the requirements of British Standard 4043:1989 Transplanting root-balled trees. All pre planting site preparation, planting and post-planting maintenance work shall be carried out in accordance with the requirements of British Standard 4428 (1989) Code of Practice for general landscape operations (excluding hard surfaces) and British Standard 8545 Trees: from nursery to independence in the landscape-Recommendations.

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

Reason: To ensure good arboricultural and landscape practice and maintain long term and continued tree presence in this locality in accordance with NHE3 and DES1 of Reigate and Banstead Development Management Plan 2019.

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) measures to prevent the deposit of materials on the highway
 - (e) on-site turning for construction vehicles
 - (f) detailed drawings of any hoarding that must be located behind vehicle sight lines
- 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.

Agenda Item 6

Planning Committee
28 October 2020

Agenda Item: 6
20/01224/F

Reason: in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policy TAP1 Parking, access, and Servicing and DES8 Construction Management of the Reigate and Banstead Development Management Plan September 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17.

10. Notwithstanding the submitted plans numbered 2006002 TK01, and 20013 PL 18 Rev B no part of the development shall be first occupied unless and until the proposed vehicular access to Carlton Road has been constructed in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The access shall be constructed as a bellmouth access with dropped kerbs and tactile paving (on both sides of the access), and a pedestrian inter-visibility splay measuring 2m by 2m has been provided on each side of the access to Carlton Road, the depth measured from the back of the footway (or verge) and the widths outwards from the edges of the access. No obstruction to visibility between 0.6m and 2m in height above ground level shall be erected within the area of such splays.

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

11. No part of the development shall be occupied unless and until the parking bay fronting the proposed access has been modified in accordance with a scheme to be submitted to and approved in writing with the Local Planning Authority.

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

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

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

13. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for vehicles to be parked and for vehicles to turn so that they may enter and

leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

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

14. The development hereby approved shall not be first occupied unless and until space has been laid out within the site, in accordance with details and plans to be submitted to and approved in writing, for cycles to be parked in a covered and secure location for each dwelling. Thereafter the cycle parking area shall be retained and maintained for its designated purpose.

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

15. Prior to the first occupation of the development full details (and plans where appropriate) of the waste management storage and collection points, (and pulling distances where applicable), throughout the development shall be submitted to and approved in writing by the Local Planning Authority.

All waste storage and collection points should be of an adequate size to accommodate the bins and containers required for the dwelling(s) which they are intended to serve in accordance with the Council's guidance contained within Making Space for Waste Management in New Development.

Each dwelling shall be provided with the above facilities in accordance with the approved details prior to occupation of the relevant dwellings.

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

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

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

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. The

Agenda Item 6

Planning Committee
28 October 2020

Agenda Item: 6
20/01224/F

boundary treatment shall be completed before the occupation of the development hereby permitted.

Reason: To preserve the visual amenity of the area and protect neighbouring residential amenities with regard to the policy DES1 of the Reigate and Banstead Development Management Plan 2019.

18. The development hereby approved shall not be first occupied unless and until an Energy and Water Efficiency Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall detail how the development will:
- a) Ensure that the potential water consumption by occupants of each new dwelling does not exceed 110 litres per person per day
 - b) Achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations

The development shall be carried out in accordance with the approved details and any measures specific to an individual dwelling(s) shall be implemented, installed and operational prior to its occupation.

Reason: To ensure that the development supports the efficient use of resources and minimises carbon emissions with regard to Policy CS10 of the Reigate & Banstead Core Strategy 2014 and Policy CCF1 of the Reigate & Banstead Development Management Plan 2019.

19. All dwellings within the development hereby approved shall be provided with the necessary infrastructure to facilitate connection to a high speed broadband. Unless otherwise agreed in writing with the Local Planning Authority, this shall include as a minimum:
- a) A broadband connection accessed directly from the nearest exchange or cabinet
 - b) Cabling and associated installations which enable easy access for future repair, replacement or upgrading.

Reason: To ensure that the development promotes access to, and the expansion of, a high quality electronic communications network in accordance with Policy INF3 of the Reigate & Banstead Development Management Plan 2019.

20. The development shall be carried out in strict accordance with the mitigation measures set out within the following ecology reports:
- Preliminary Ecological Appraisal and Preliminary Roost Assessment Report (Darwin Ecology, May 2020)
 - Phase 2 Bat and Reptile Survey Report (Darwin Ecology, October 2020)

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

21. No development shall commence until a report containing a final biodiversity net gain assessment for the development has been submitted to, and approved in writing by, the Local Planning Authority.

The final assessment shall be carried out in accordance with the methodology contained within the Biodiversity Net Gain Report by Darwin Ecology dated October 2020 and shall take account of any detailed landscaping and planting proposals for the site. Should the assessment indicate that a net gain is not achievable within the boundaries of the site, the report shall set out a mechanism to secure the required additional units.

Evidence that the additional units have been secured shall then be submitted to the Council for approval prior to occupation of the development

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

22. The first floor windows in the east and west (side) elevation of unit 9, the east (side) elevation of unit 8 and the west (side) elevation of unit 1 of the development hereby permitted shall be glazed with obscured glass and shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed, and shall be maintained as such at all times.

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

INFORMATIVES

1. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at www.firesprinklers.info.
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions.
3. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, to contact the Council's Neighbourhood Services team to confirm the number and specification of recycling and refuse bins that are required to be supplied by the developer. The Council's Neighbourhood Services team can be contacted on 01737 276292 or via the Council's website at http://www.reigate-banstead.gov.uk/info/20085/planning_applications/147/recycling_and_waste_developers_guidance

Agenda Item 6

Planning Committee
28 October 2020

Agenda Item: 6
20/01224/F

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 applicant is advised that the Borough Council is the street naming and numbering authority and you will need to apply for addresses. This can be done by contacting the Address and Gazetteer Officer prior to construction commencing. You will need to complete the relevant application form and upload supporting documents such as site and floor layout plans in order that official street naming and numbering can be allocated as appropriate. If no application is received the Council has the authority to allocate an address. This also applies to replacement dwellings. If you are building a scheme of more than 5 units please also supply a CAD file (back saved to 2010) of the development based on OS Grid References. Full details of how to apply for addresses can be found http://www.reigatebanstead.gov.uk/info/20277/street_naming_and_numbering
6. The permission hereby granted shall not be construed as authority to carry out any works (including Stats connections/diversions required by the development itself or the associated highway 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 (including Stats connections/diversions required by the development itself or the associated highway 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 and the classification of the road. Please see: <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that 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/floodingadvice.

7. The developer is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
8. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
9. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
10. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.
11. 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.
12. The use of a suitably qualified arboricultural consultant is essential to provide acceptable submissions in respect of the arboricultural tree condition above. All works shall comply with the recommendations and guidelines contained within British Standard 5837.
13. The use of landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above landscaping and replacement planting conditions. Replacement planting of trees and native hedging shall be in keeping with the character and appearance of the locality. There is an opportunity to incorporate structural landscape trees into the

Agenda Item 6

Planning Committee
28 October 2020

Agenda Item: 6
20/01224/F

scheme to provide for future amenity and long term continued structural tree cover in this area. It is expected that the replacement structural landscape trees will be of Advanced Nursery Stock sizes with initial planting heights of not less than 4.5m with girth measurements at 1m above ground level in excess of 16/18cm.

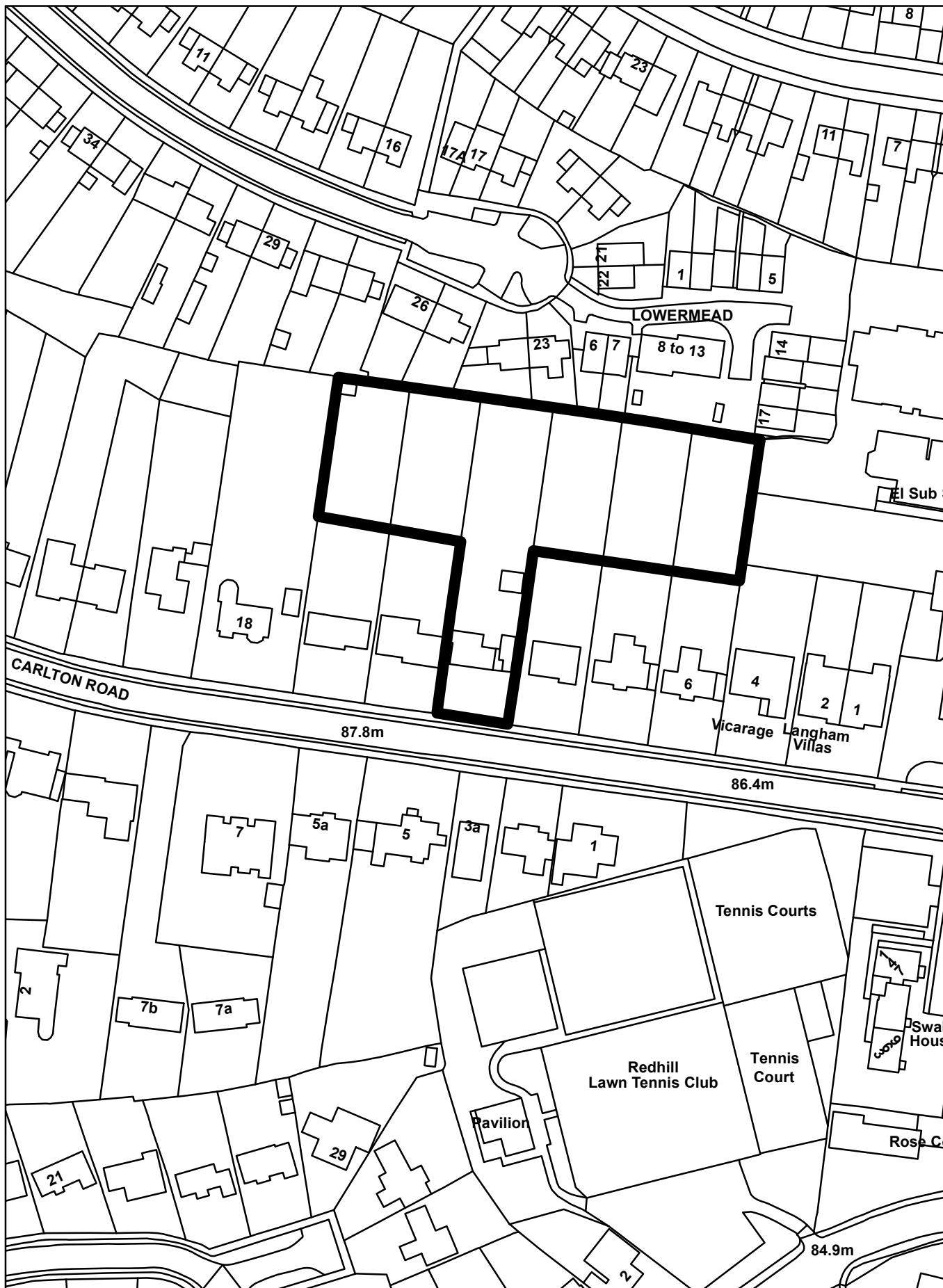
REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies CS1, CS2, CS4, CS5, CS10, CS11, CS12, CS14, CS17, DES1, DES2, DES4, DES5, DES8, DES9, TAP1, CCF1, CCF2, NHE3, INF1, INF2, INF3 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

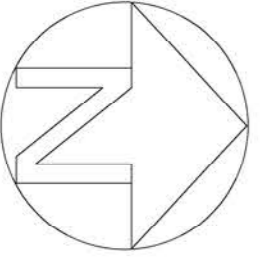
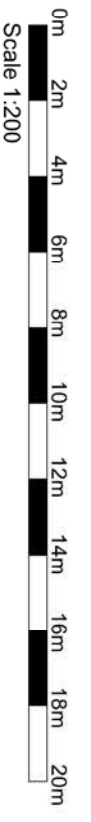
Proactive and Positive Statements

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

20/01224/F - 12 And Land To The Rear Of 6 To 16,
Carlton Road, Redhill



1 / Site Plan with GF plan



REVISION	DATE	COMMENTS
B	12.08.20	Site adjustments to landscaping
A	10.08.20	Site adjustments

DS SQUARED architects
 www.dsquared.co.uk 020 8792 9690

TITLE
 Residential development at 5-16 Carlton Road Redhill RH1 2BX

DETAIL
 Colour Site Plan with GF plan

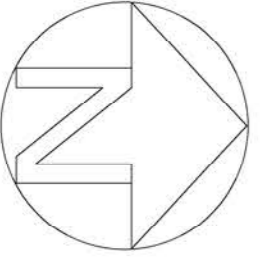
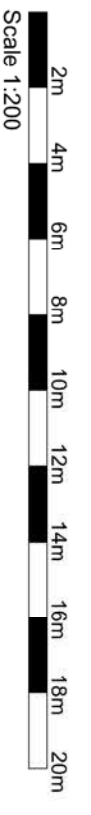
DATE
 May 2020

DRAWING No.
 20013 - PL - 18

CONTRACTORS MUST CHECK ALL DIMENSIONS ON SITE. ONLY A FEW DIMENSIONS ARE TO BE WORKED FROM. DISCREPANCIES MUST BE REPORTED TO THE ARCHITECT IMMEDIATELY UPON DISCOVERY.



1 / Site Plan with Roof plan



REVISION	DATE	COMMENTS	AUTHOR / CHECKER
B	12.06.20	Site adjustments landscape	
A	10.06.20	Site adjustments	

TITLE
Residential development at 5-16 Carlton Road Redhill RH1 2BX

DETAIL
Colour Site Plan with Roof Plan

DATE
May 2020

SCALE
1:200

PAPER SIZE
A1

REVISION
B

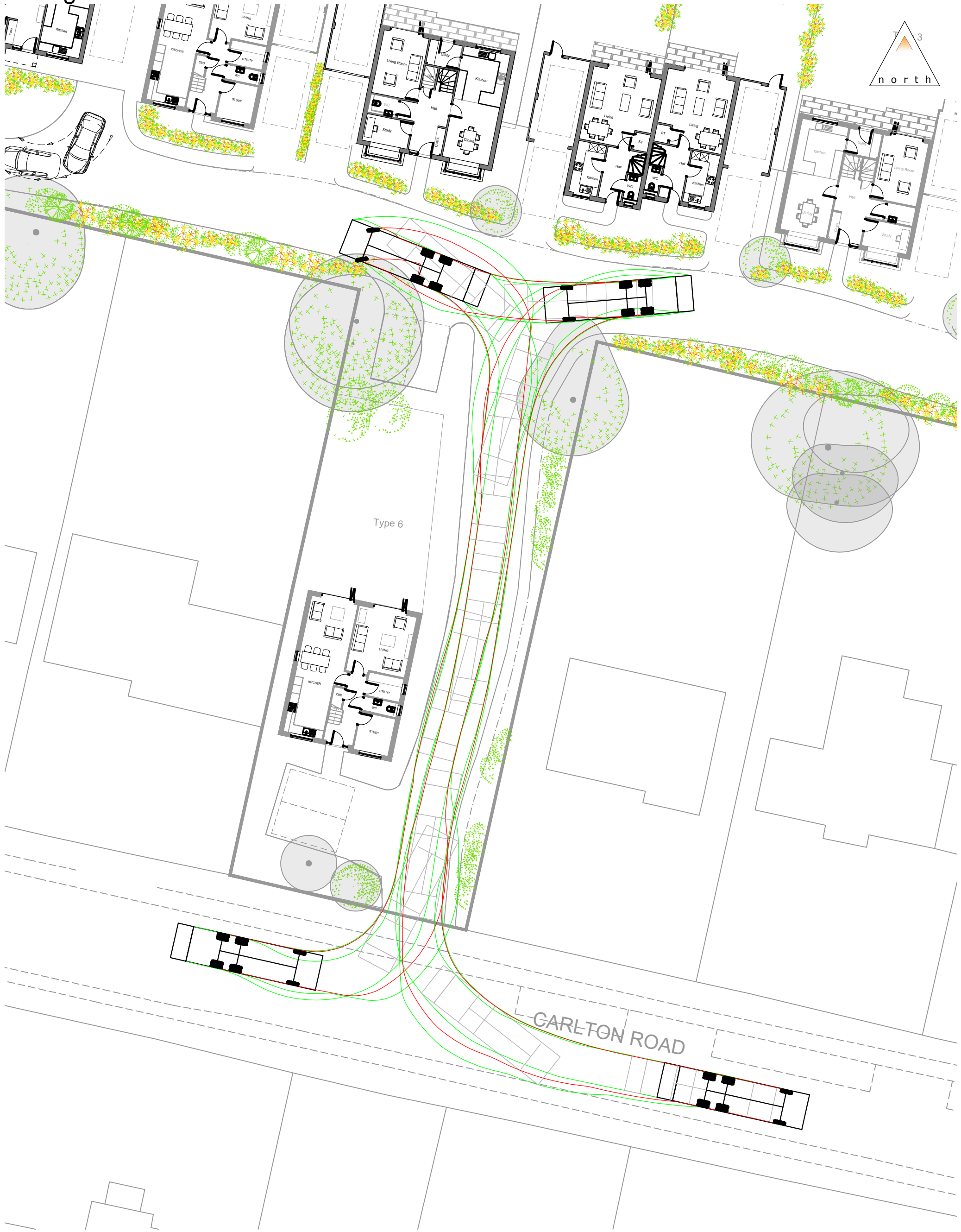
STATUS
Planning

DRAWING No.
20013-PL-19

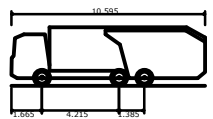


CONTRACTORS MUST CHECK ALL DIMENSIONS ON SITE. ONLY A FEW DIMENSIONS ARE TO BE WORKED FROM. DISCREPANCIES MUST BE REPORTED TO THE ARCHITECT IMMEDIATELY UPON DISCOVERY.

Agenda Item 6



N:\Projects\leardh 2006002\Drawings\2006002-TK01.dwg



Phoenix 2-23W (with Elite 2 6x4 chassis)
 Overall Length 10.595m
 Overall Width 2.530m
 Overall Body Height 3.205m
 Min Body Ground Clearance 0.410m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.250m



84 North Street
 Guildford
 Surrey
 GU1 4AU
 T: 01483 531 300

Cargo Works
 1-2 Hatfields
 London
 SE1 9PG
 T: 020 8065 5208

www.motion.co.uk

Project:
 Carlton Road, Redhill

Title:
 Swept Path Analysis
 Refuse Vehicle

Scale: 1:250 (@ A3)

Notes:

Drawing:
 2006002-TK01

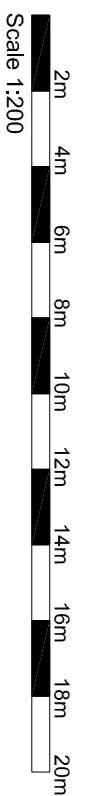
Revision:
 -



1 / Street Elevation



1 / Site Elevation 1



REVISION	DATE	COMMENTS	AUTHOR / CHECKED
30/05/2020			

■ NORTH STUDIO 1 MULTICO HOUSE 12 SPRING WALK ROAD REDHILL (MAY 17th)
 ■ SOUTH STUDIO 1 MAXIM STUDIOS 111 RETEBROUNDOVAI ROAD LONDON SW18 1BU
 ■ dsquared@squared.co.uk ■ 020 732 6630

DS SQUARED architects
 Residential development at 6-16 Carlton Road Redhill RH1 2BX

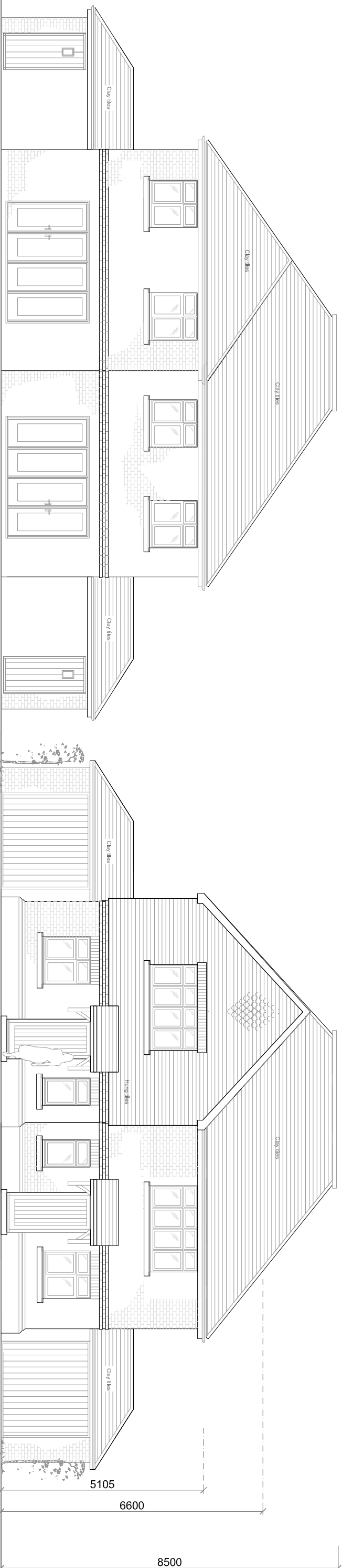
TITLE
 Residential development at 6-16 Carlton Road Redhill RH1 2BX

DETAIL
 Colour street and site elevations

DATE	SCALE	PAPER SIZE	AUTHOR / CHECKED
May 2020	1:200	A1	KL

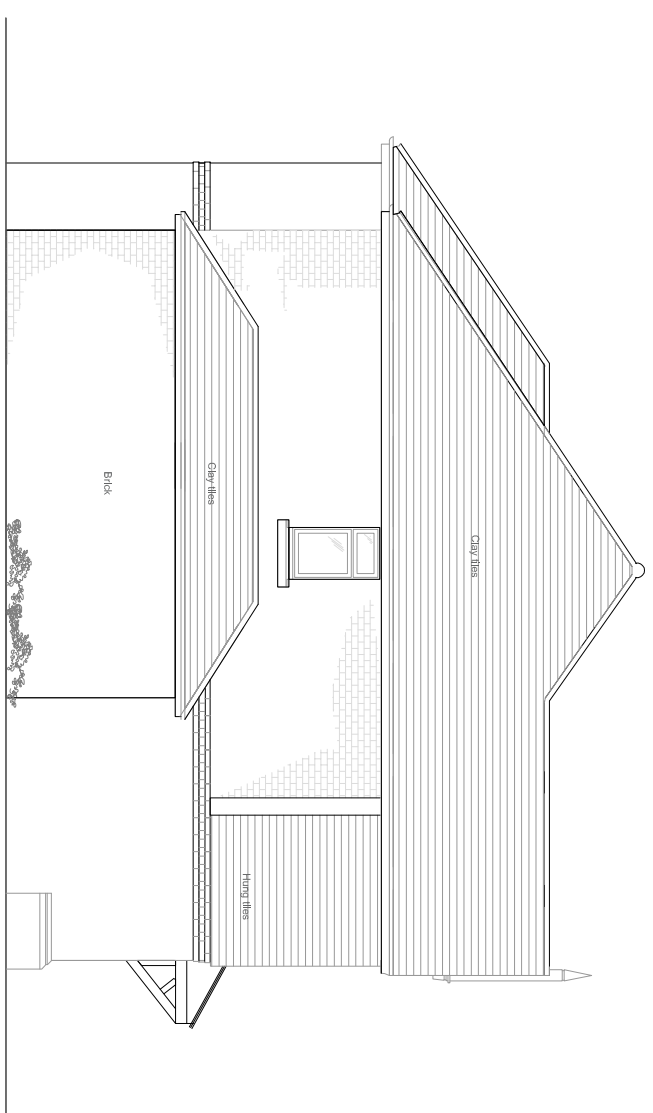
DRAWING No.	REVISION	STATUS
20013 - PL - 20 (2)	-	Planning

CONTRACTORS MUST CHECK ALL DIMENSIONS ON SITE. ONLY THE DIMENSIONS SHOWN ON THIS DRAWING ARE TO BE WORKED FROM. DISCREPANCIES MUST BE REPORTED TO THE ARCHITECT IMMEDIATELY UPON DISCOVERY. THE DRAWING IS VALID FOR 12 MONTHS FROM THE DATE OF ISSUE.

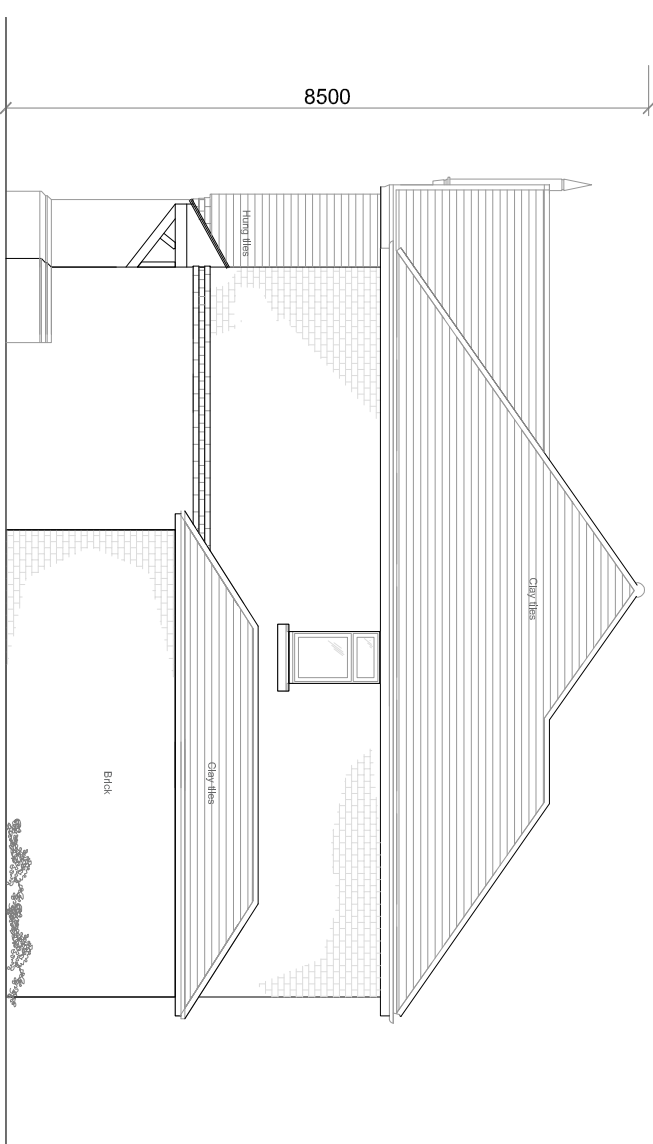


1 / Front Elevation

2 / Rear Elevation



3 / Elevation (west)

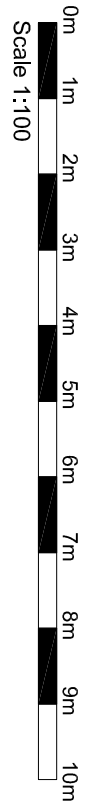


4 / Elevation (east)

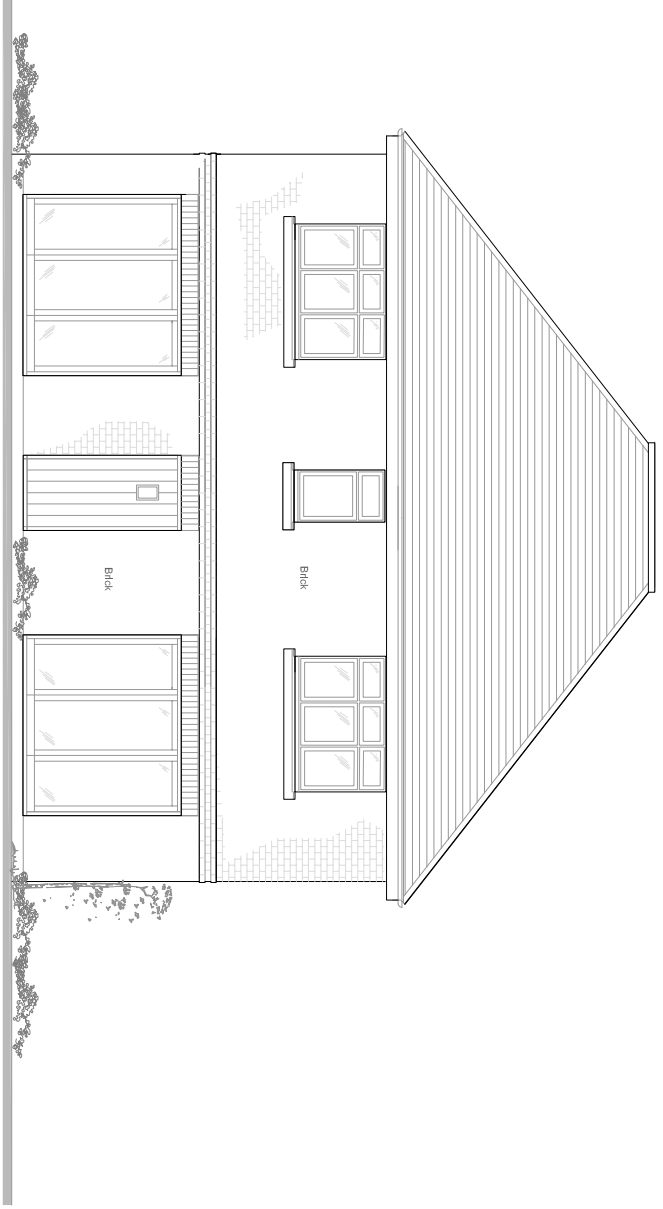
REVISION	DATE	COMMENTS	AUTHOR	CHECKED
1				



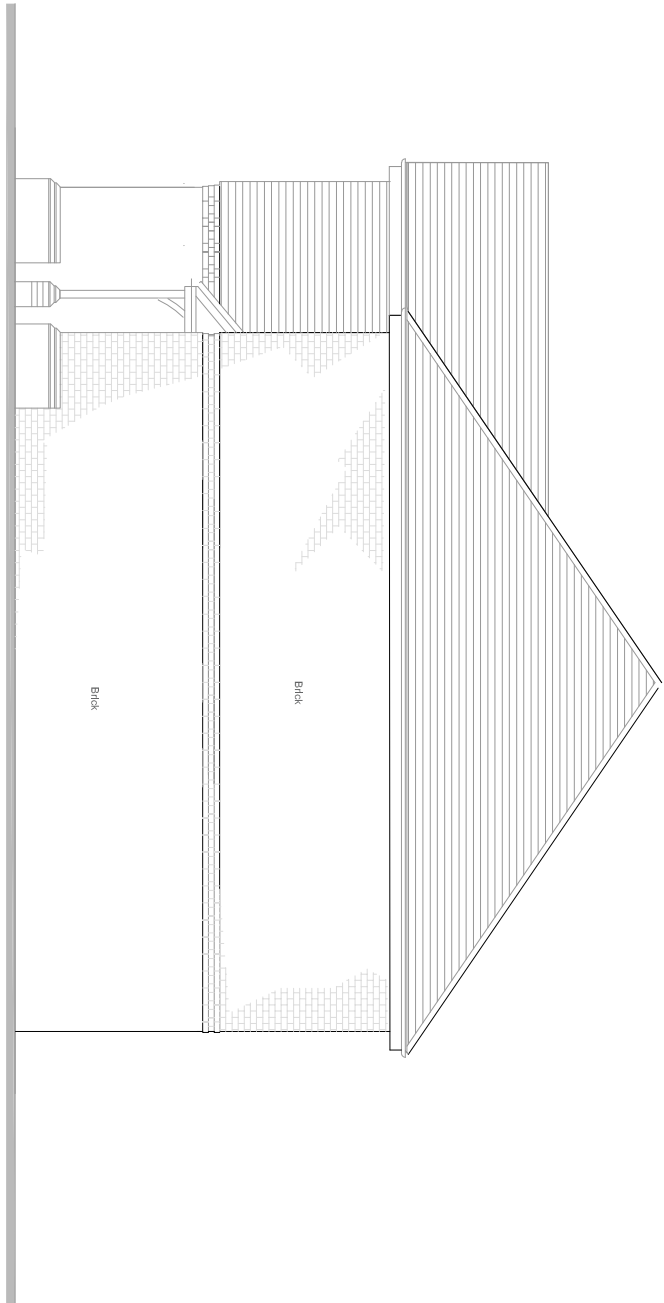
TITLE: Residential development at 6-16 Carlton Road Redhill RH1 2BX
 PROJECT: Proposed Elevation Type 1 - 2 Bedroom semi
 DATE: May 2020
 SCALE: 1:100
 DRAWN BY: KL
 CHECKED BY: KL
 DATE: 20013-01-06
 PROJECT: Planning
 DRAWING NO: 20013-01-06



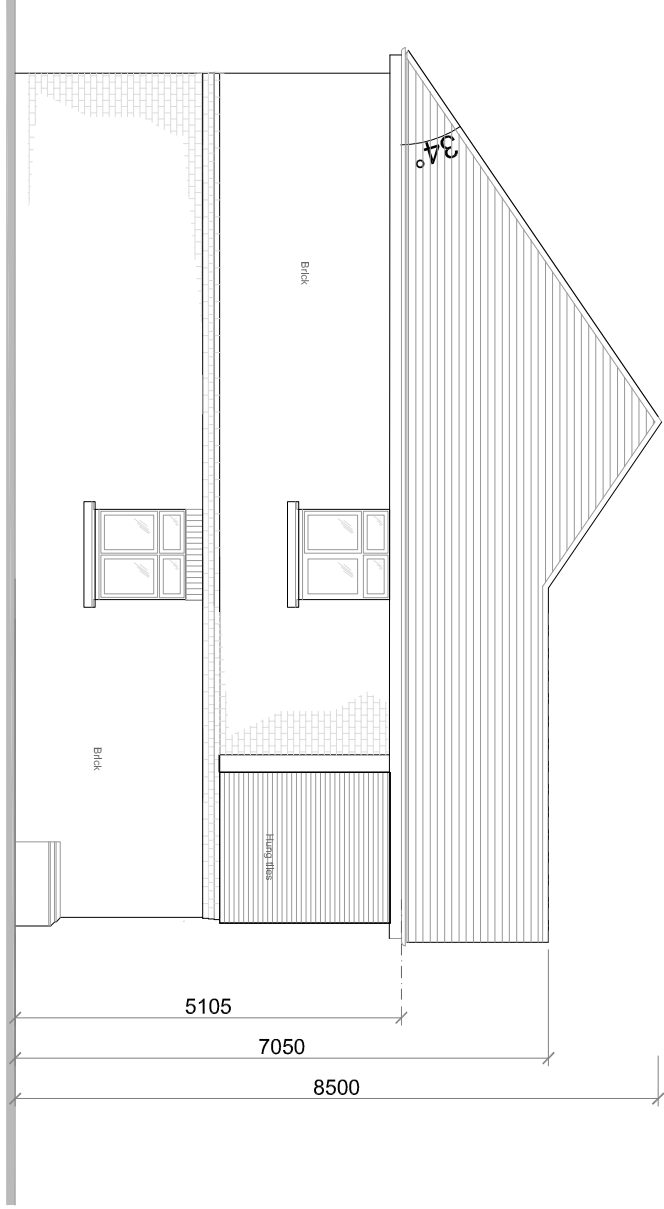
2 / Front Elevation



2 / Rear Elevation



3 / Elevation (west)



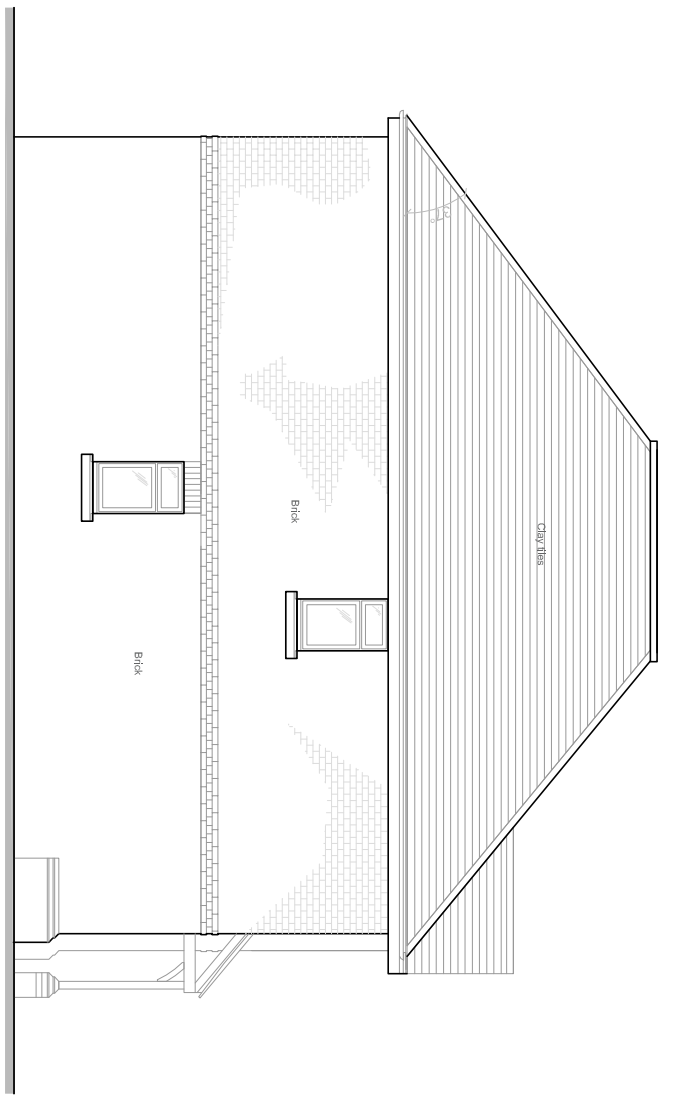
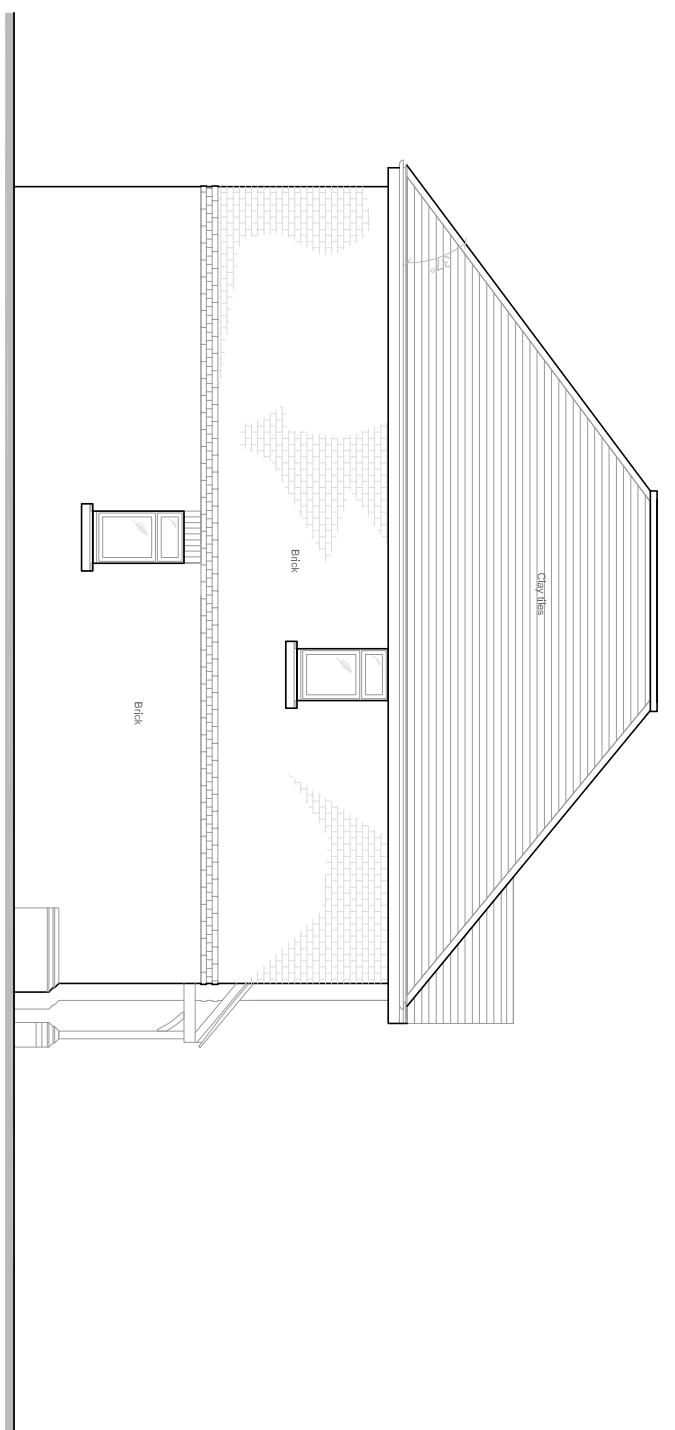
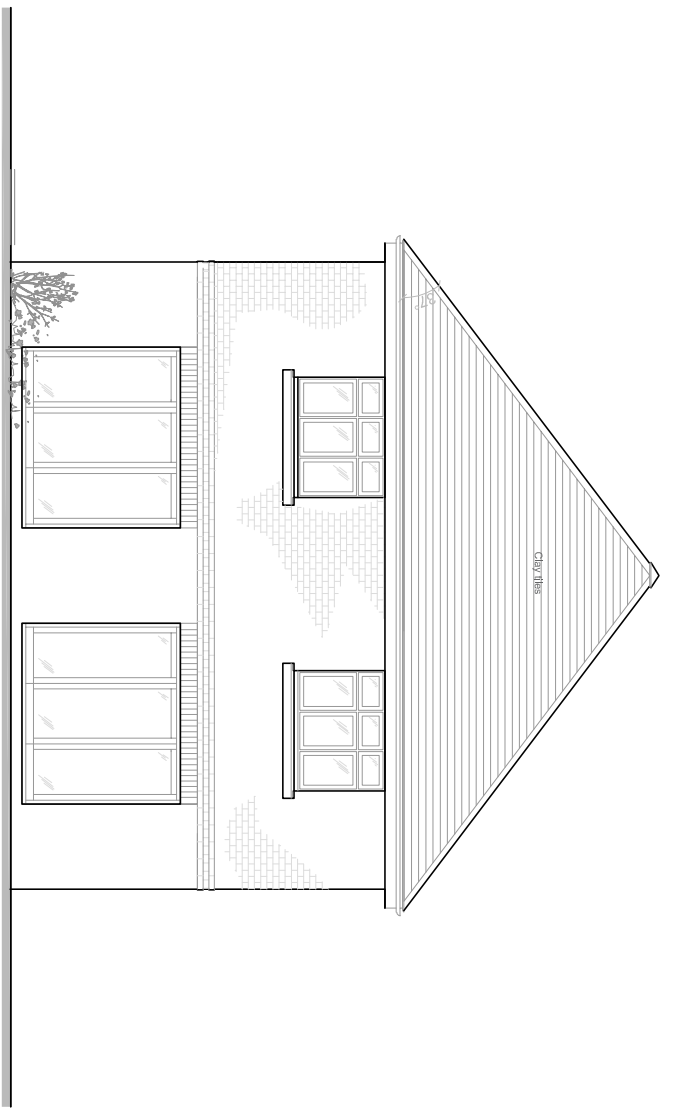
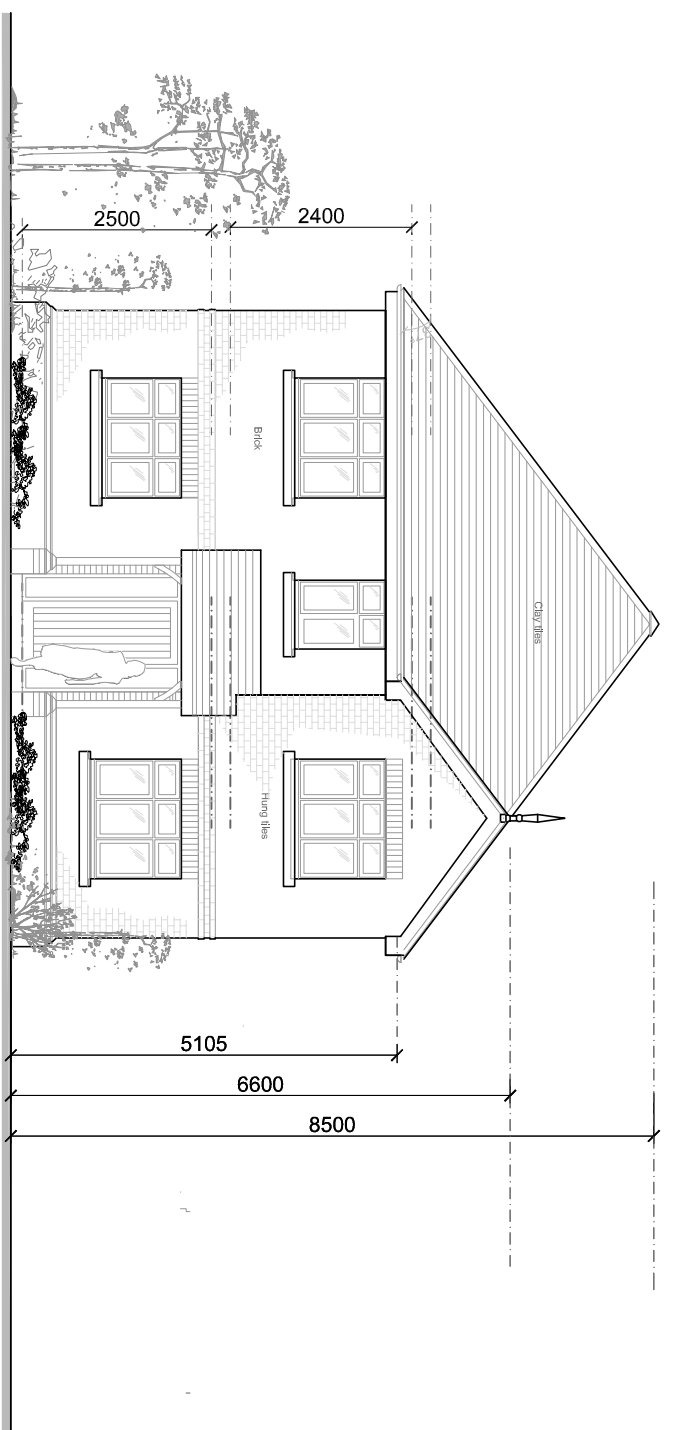
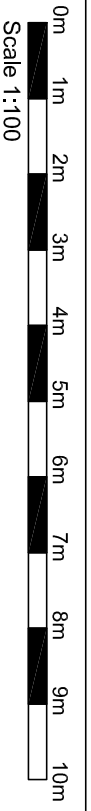
4 / Elevation (east)

REVISION	DATE	COMMENTS	AUTHOR	CHECKED
1		ADDITIONAL ELEVATION DRAWINGS FOR THE PROPOSED DEVELOPMENT		
2		REVISION TO THE PROPOSED DEVELOPMENT		



PROJECT: Residential development at 6-16 Carlton Road Redhill RH1 2BX
PROPOSED ELEVATION: Type 5 - 5 Bedroom without garage
DATE: May 2020
SCALE: 1:100
REVISION: A3
STATUS: Planning
DATE: 20013-01-14

Agenda Item 6

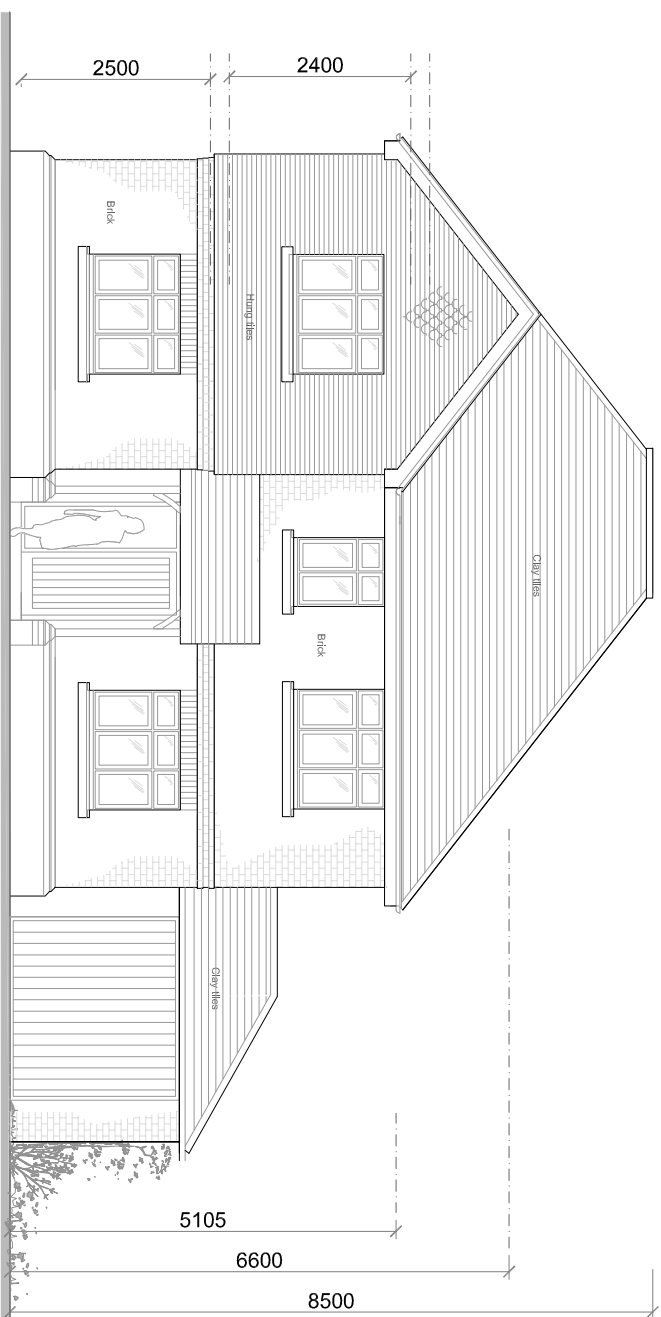
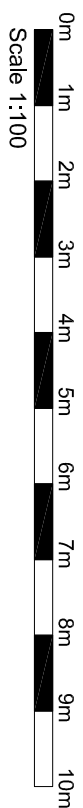


REVISION	DATE	COMMENTS	AUTHOR	CHECKED
1	202013-01-17	CONSTRUCTION SET CHECK AT CONSTRUCTION SITE ON 21/01/2020	KL	KL
2	202013-01-17	ADJUST PERMITTED TO THE ARCHITECT'S PROPOSED CONSTRUCTION	KL	KL

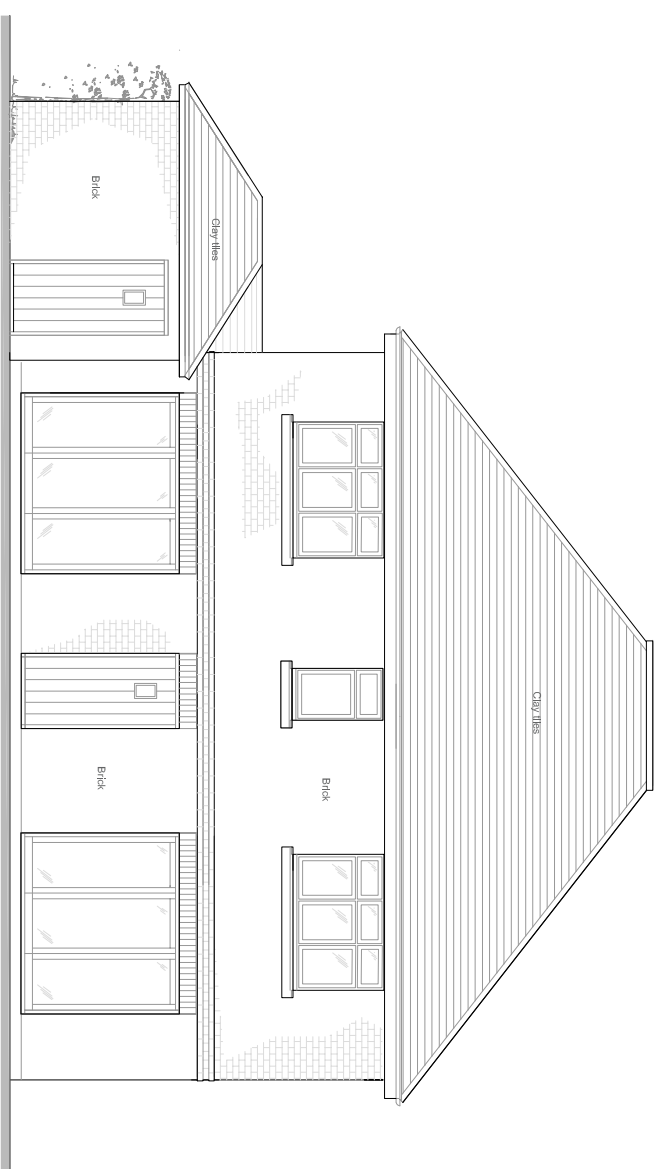


DS SQUARED architects
 12 Spring Hill Road, London SE10 2JH
 Tel: 020 7722 8220
 Email: ds@squared.co.uk
 Website: www.dsquared.co.uk

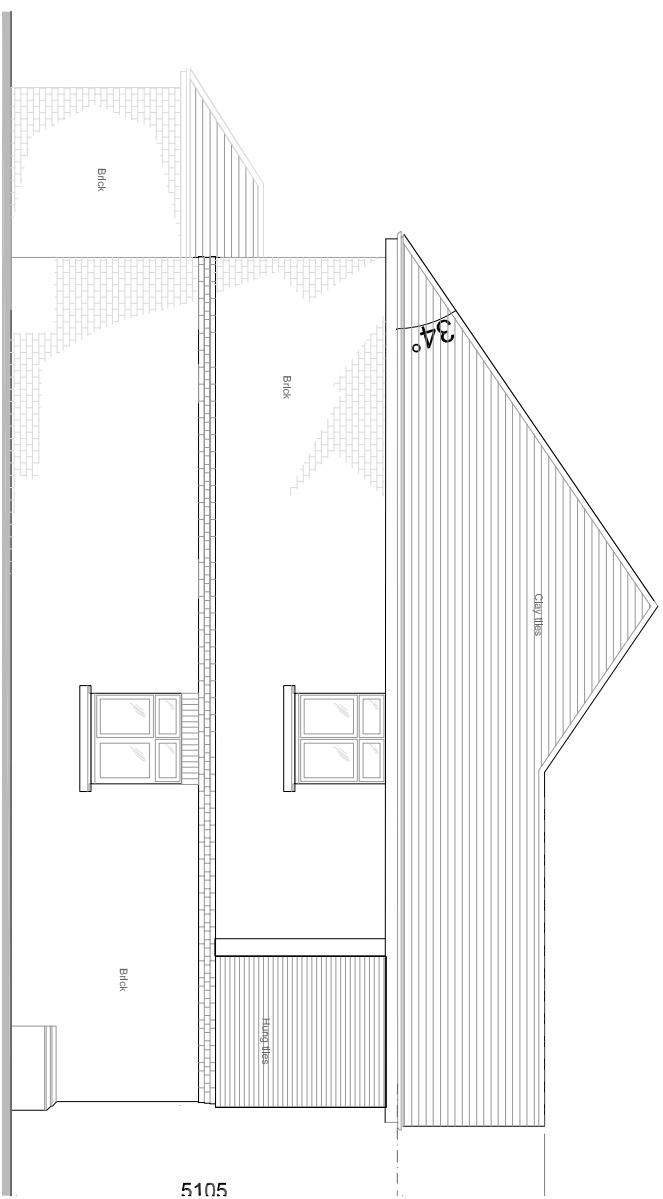
TITLE: Residential development at 6-16 Carlton Road Redhill RH1 2BX
 PROJECT: Proposed Elevations Type 6 4 Bedroom without garage
 DATE: May 2020
 SCALE: 1:100
 DRAWN BY: AS
 CHECKED BY: KL
 STAGE: Planning



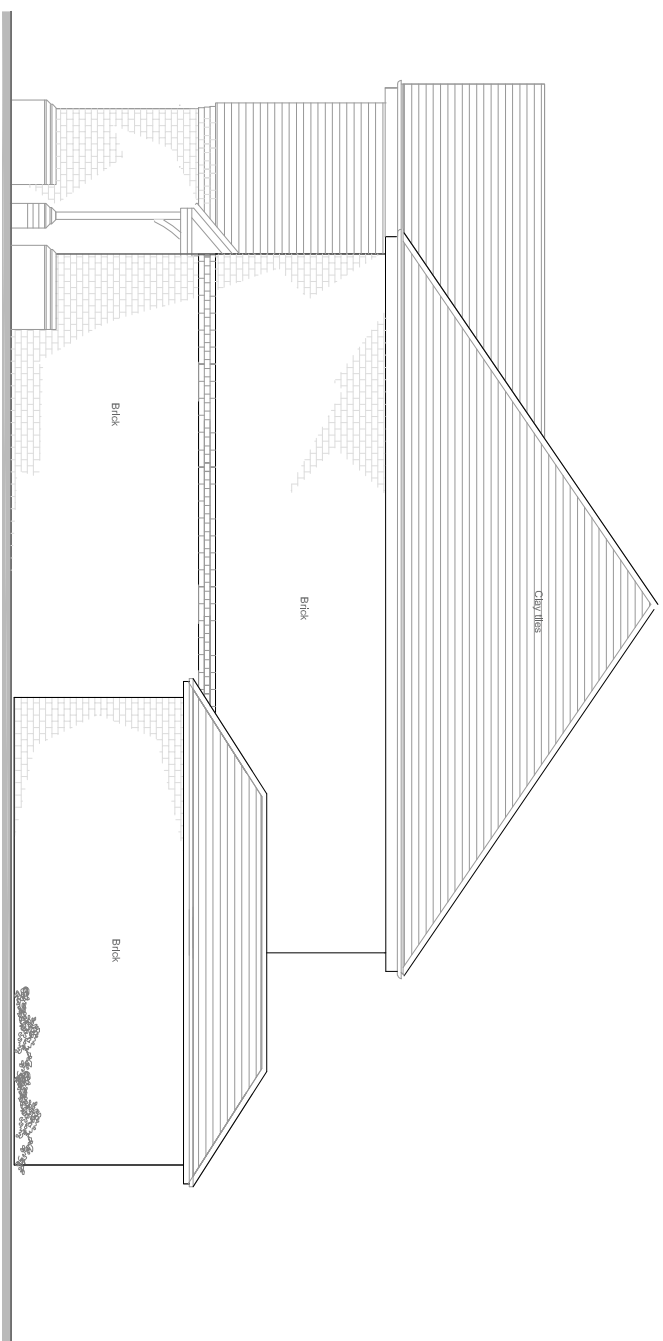
1 / Front Elevation



2 / Rear Elevation



3 / Elevation (west)

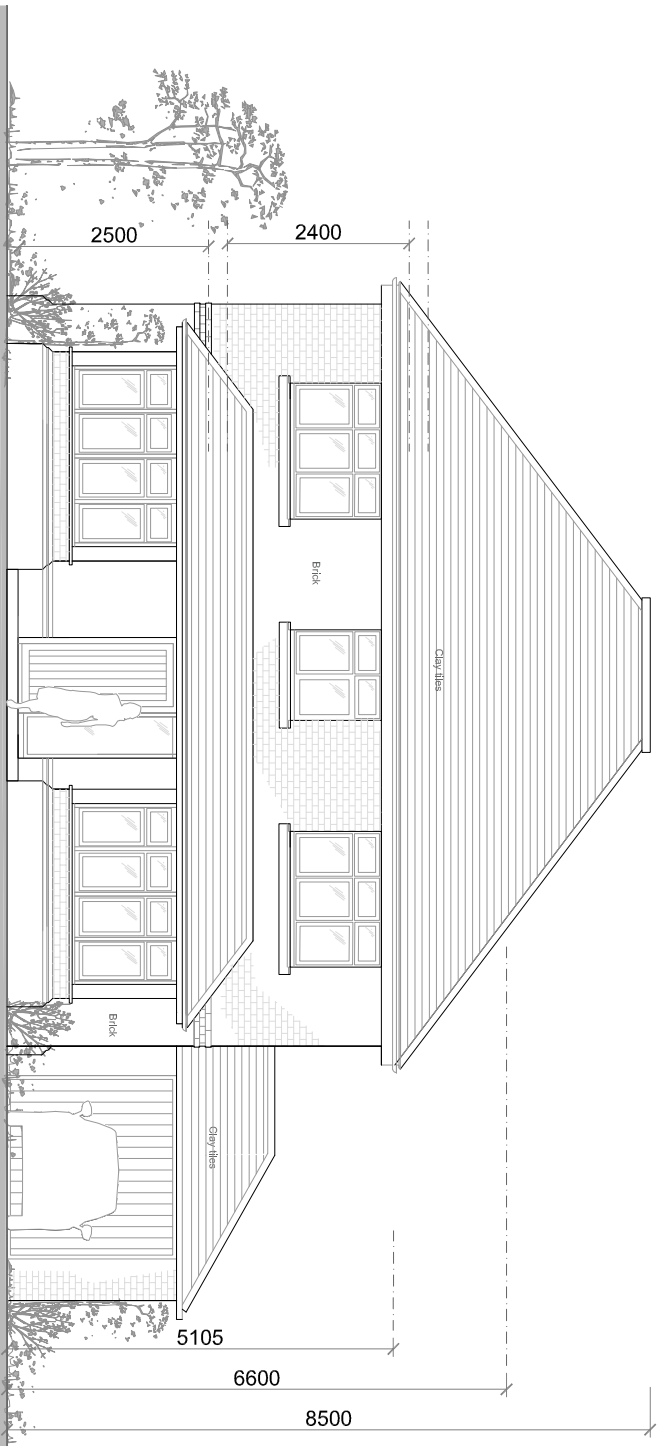


4 / Elevation (east)

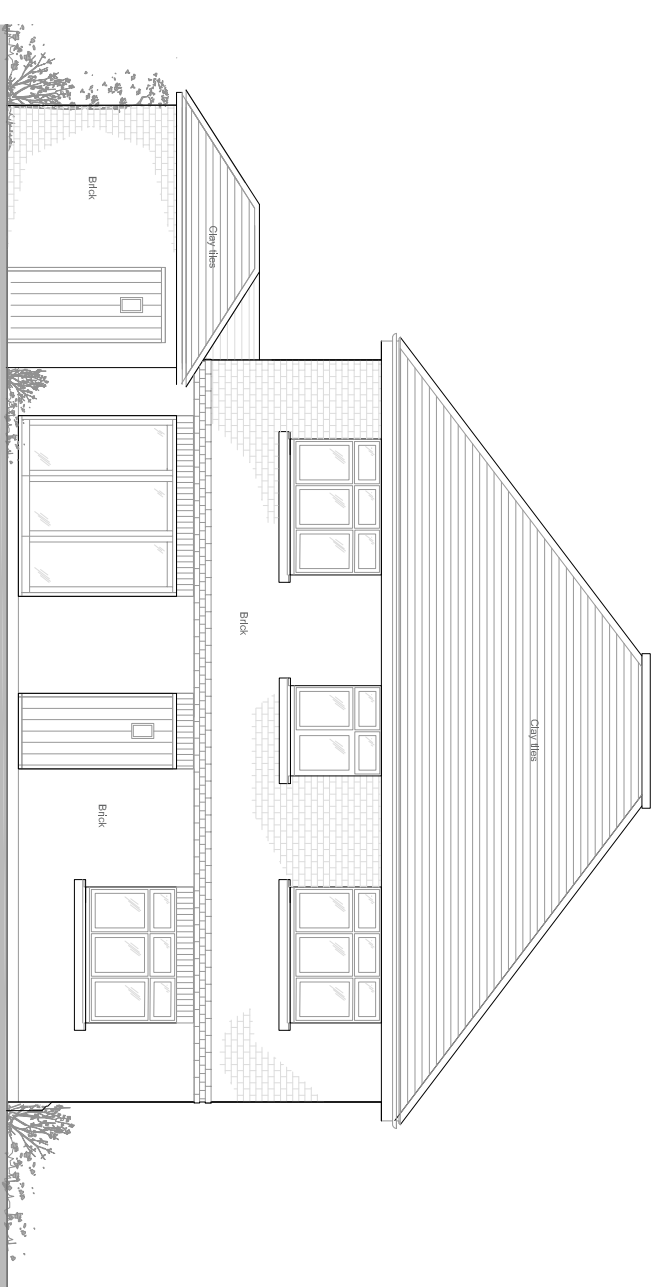
REVISION	DATE	COMMENTS	AUTHOR	CHECKED
1		Initial design	KL	
2		Revised design	KL	
3		Final design	KL	

DS SQUARED architects
 12 Spring Hill Lane, London E16 7TB
 020 7722 8220
 ds@squared.co.uk

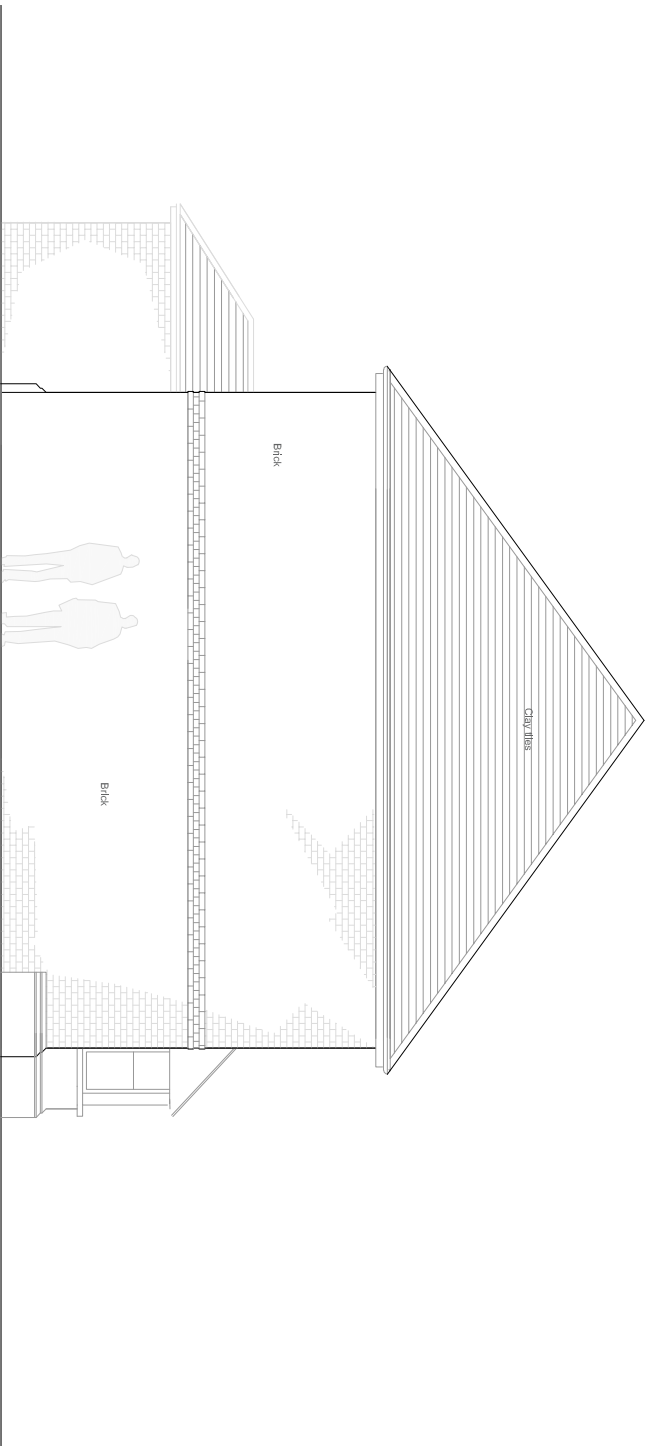
TITLE: Residential development at 6-16 Carlton Road Redhill RH1 2BX
 PROJECT: Proposed Elevation Type 4 - 5 Bedroom
 DATE: May 2020
 SCALE: 1:100
 DRAWN BY: KL
 CHECKED BY: KL
 DATE: 20013-01-12



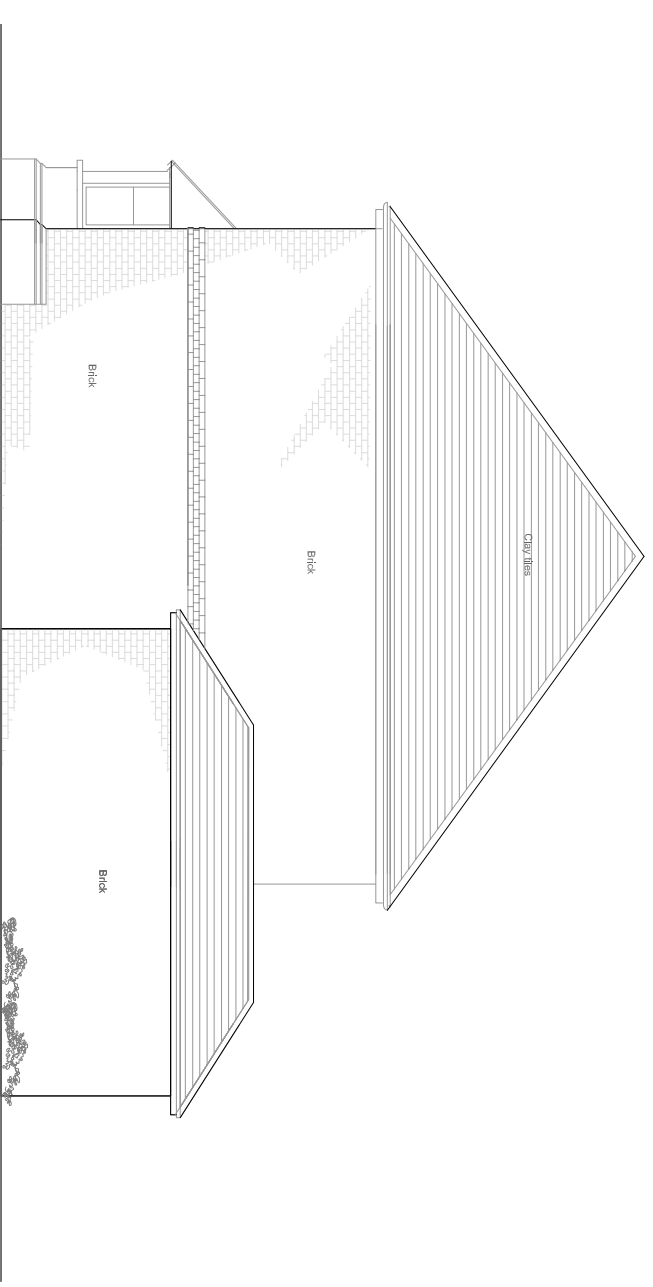
1 / Front Elevation



2 / Rear Elevation



3 / Elevation (west)

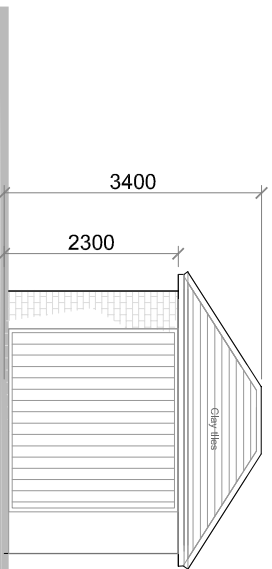


4 / Elevation (east)

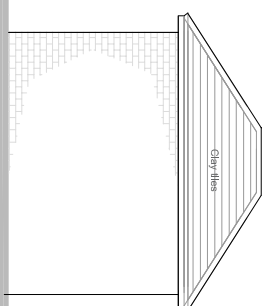


TITLE Residential development at 6-16 Carlton Road Redhill RH1 2BX
 Project Proposed Elevation Type 3 - 4 Bedroom (handed on plot 3)
 Date May 2020
 Scale 1:100
 Author KL
 Checked KL
 Status Planning
 20013 - P1 - 11

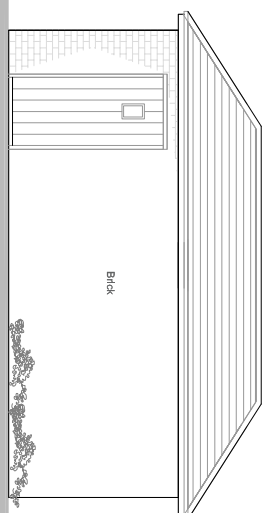
REVISION DATE COMMENTS
 ■ NORTH STUDIO (LATE) FROM HOUSE 12 SIMONS ULLA ROAD (COMMERCIAL) RH1 7TB
 ■ SOUTH STUDIO (LATE) FROM STUDIOS IN RETIREMENT HOME (LONDON) SW6 5SU
 ■ www.dsquared.co.uk ■ 020 8722 8220 ■ ds@dsquared.co.uk



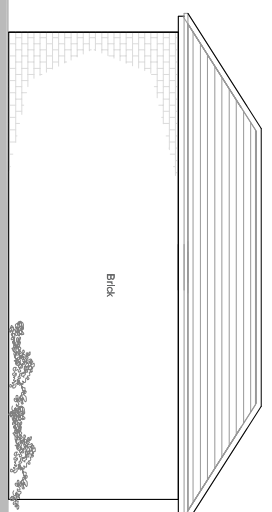
1 / Front Elevation



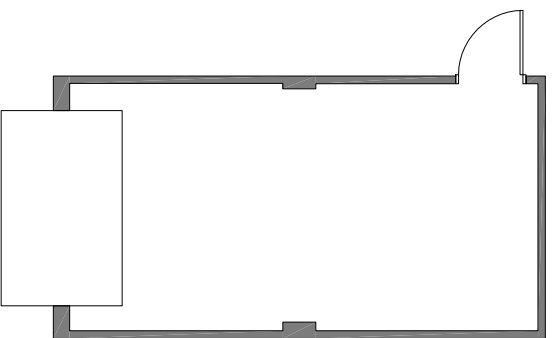
2 / Rear Elevation



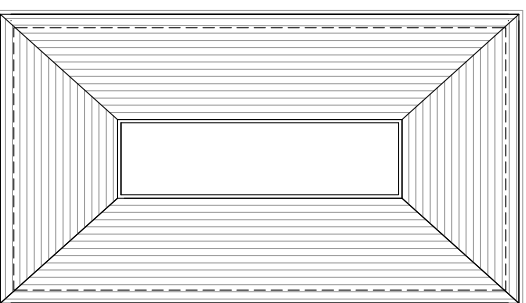
4 / Elevation (north)



5 / Elevation (south)



1 / GF plan



2 / Roof Plan

REVISION	DATE	COMMENTS	AUTHOR / CHECKED
1			



■ NORTH STUDIO | 141, TON HOUSE | 2, SPINNA TULLA ROAD | DUBLIN 15, IRELAND
 ■ SOUTH STUDIO | PARTNER STUDIOS | 11, RETEBROCK ROAD | LONDON | SE16 5SU
 ■ www.dsquared.co.uk ■ 00353 8722 8220


TITLE: Residential development at 6-16 Carlton Road Redhill RH1 2BX
 DATE: Proposed garage 10 July 8
 DRAWING: A3
 SCALE: 1:100
 AUTHOR: KL
 CHECKED: KL
 DATE: May 2020
 REVISION: A3
 STATUS: Planning
 DATE: 20013 - P1 - 22

NOT BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED IN THIS DRAWING.

Agenda Item 7

Planning Committee
28 October 2020

Agenda Item: 7
20/00861/F

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

APPLICATION NUMBER:	20/00861/F	VALID:	29/04/2020
APPLICANT:	Beaufort Homes Ltd	AGENT:	Ka Architectural Ltd
LOCATION:	LITTLE THORNS LONDON ROAD REDHILL SURREY RH1 2JU		
DESCRIPTION:	Demolition of a detached house and garaging, and construction of a block of 8 no. Apartments including parking and landscaping. As amended on 05/06/2020, 30/06/2020, 27/07/2020, 01/10/2020 and on 05/10/2020.		
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.			

This application is referred to Committee in accordance with the Constitution as the application is for net 7 dwellings.

SUMMARY

This is a full planning application for a block of 8 no. apartments including parking and landscaping following the demolition of the existing detached dwelling.

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

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

The building would be part three, part two stores. The widest and tallest element is at the front of the site facing London Road. The building narrows in width and reduces in height as you move to the rear. The front elevation is broadly in line with the western elevation of 1 Holcon Court to the south. The main element of the proposed building would have a slightly taller maximum height than the Holcon court

Agenda Item 7

Planning Committee
28 October 2020

Agenda Item: 7
20/00861/F

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

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

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

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

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

RECOMMENDATION

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

Consultations:

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

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

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

Design and Conservation Officer: no objection subject to conditions.

Representations:

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

To date 10 responses have been received raising the following issues:

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

Agenda Item 7

Planning Committee
28 October 2020

Agenda Item: 7
20/00861/F

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

1.0 Site and Character Appraisal

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

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

2.0 Added Value

2.1 Improvements secured at the pre-application stage: the opportunity did not arise in this case

2.2 Improvements secured during the course of the application: Officers requested and secured the following alterations;

- Relocation of footprint 1m further to the north
- Change to external materials – mock Georgian timber boarding removed, replace with tile hanging.
- Improved articulation to southern boundary through introduction of gable elements, additional fenestration (mostly obscure glazed) and increase in amount of tile hanging and feature brickwork
- Updated ecology information submitted which shows no impact to protected species
- 1 additional parking space provided so that scheme fully compliant with parking standards
- Additional site sections to show the relationship with the properties to the south

2.3 Further improvements to be secured through conditions or legal agreement: The following conditions are recommended to be attached to the permission:

- Materials and design measures
- Tree Protection
- Landscaping
- Ecology

3.0 Relevant Planning and Enforcement History

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

Agenda Item 7

Planning Committee
28 October 2020

Agenda Item: 7
20/00861/F

		sycamore and 1 norway maple.	
3.5	20/00935/TPO	Wellingtonia x 2 (T4 and T5 on site plan) - Fell.	Refused 04/09/2020
3.6	20/00936/TPO	Horse Chestnut (T2 on site plan) - Fell	Refused 04/09/2020
3.7	20/02121/TPO	Fell and Treat T1 Oak Tree	Pending consideration

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

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

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

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

4.0 Proposal and Design Approach

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

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

Agenda Item 7

Planning Committee
28 October 2020

Agenda Item: 7
20/00861/F

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

4.6 Further details of the development are as follows:

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

5.0 Policy Context

5.1 Designation

Urban Area

5.2 Reigate and Banstead Core Strategy

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

5.3 Reigate and Banstead Development Management Plan 2019

DES1 (Design of New development)
DES4 (Housing Mix)
DES5 (Delivering High Quality Homes)
DES8 (Construction Management)
DES9 (Pollution and Contaminated Land)
TAP1 (Access, Parking and Servicing)
CCF1 (Climate Change Mitigation)
NHE3 (Protecting trees, woodland areas and natural habitats)
INF3 (Electronic communication networks)

5.4 Other Material Considerations

National Planning Policy Framework

National Planning Practice Guidance

Supplementary Planning Guidance

Surrey Design

Local Distinctiveness Design Guide

Vehicle and Cycle Parking

Guidance 2018

Householder Extension & alterations

Other

Human Rights Act 1998

Community Infrastructure

Regulations 2010

6.0 Assessment

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

Agenda Item 7

Planning Committee
28 October 2020

Agenda Item: 7
20/00861/F

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

6.2 The main issues to consider are:

- Design appraisal
- Neighbour amenity
- Highway matters
- Impact on trees
- Impact on ecology
- Sustainable Construction
- Community Infrastructure Levy

Design appraisal

6.3 DMP Policy DES1 relates to the Design of New Development and requires new development to be of a high quality design that makes a positive contribution to the character and appearance of its surroundings. New development should promote and reinforce local distinctiveness and should respect the character of the surrounding area. The policy states that new development will be expected to use high quality materials, landscaping and building detailing and have due regard to the layout, density, plot sizes, building siting, scale, massing, height, and roofscapes of the surrounding area, the relationship to neighbouring buildings, and important views into and out of the site.

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

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

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

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

Agenda Item 7

Planning Committee
28 October 2020

Agenda Item: 7
20/00861/F

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

- 6.12 DMP Policy DES4 relates to Housing Mix and states that all new residential developments should provide homes of an appropriate type, size and tenure to meet the needs of the local community. The proposed housing mix must on sites of up to 20 homes, at least 20% of market housing should be provided as smaller (one and two bedroom) homes. In this case, the proposal provides 100% smaller units.
- 6.13 DMP Policy DES5 relates to the delivery of high quality homes and requires, *inter alia*, that as a minimum, all new residential development (including conversions) must meet the relevant nationally described space standard for each individual units except where the Council accepts that an exception to this should be made in order to provide an innovative type of affordable housing that does not meet these standards. In addition, the policy also requires all new development to be arranged to ensure primary habitable rooms have an acceptable outlook and where possible receive direct sunlight.
- 6.14 Each dwelling would have a floor area which accords with the relevant standard in the Nationally Described Space Standards. The proposed building would be close to the northern boundary which is also heavily treed however all of the main living/dining areas for the proposed flats would benefit from windows which face either east or west with good outlook or in the case of flats two and four would have dual aspect – outlook to the north and south. As such the units would provide good levels of sunlight and daylight to the main habitable rooms. The only rooms with sole outlook north would be non-habitable rooms and bedrooms which is not considered to be unacceptable. The flats would also benefit from outdoor communal amenity space to the front and rear of the site. Given that the flats are 1 and 2 bedroom units this level of outdoor amenity space is considered to be acceptable.
- 6.15 Overall, it is considered that the proposed development would be of appropriate scale and design and would not be unduly detrimental to the street scene of London Road or the character of the wider locality and would provide an acceptable level of amenity for future occupants. It therefore complies with policies DES1, DES4 and DES5 in this respect.

Neighbour amenity

- 6.16 In addition to the comments noted above DMP Policy DES1 also requires new development to provide an appropriate environment for future occupants whilst not adversely impacting upon the amenity of occupants of existing nearby buildings, including by way of overbearing, obtrusiveness, overshadowing, overlooking and loss of privacy.
- 6.17 To the north the site abuts a woodland area well away from the College buildings. The proposed building would possess a sufficient level of separation from residential properties on the western of London Road and 7-

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

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

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

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

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

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

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

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

Agenda Item 7

Planning Committee
28 October 2020

Agenda Item: 7
20/00861/F

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

- 6.23 The proposed layout retains the vehicular access from London Road with all the parking located to the front of the site, as currently occurs. The access to the properties is to the south of the building and the cycle store is also to the south of the building which will result in some increase in movements along this part of the site. Whilst this will result in a different relationship to the current arrangement given that the proposal is only for 8 1 or 2 bedroom flats it is not considered that this would give rise to an unacceptable level of noise and disturbance in this urban context. Given the limited number of windows and their domestic nature there would be no unacceptable levels of light pollution.
- 6.24 In conclusion, the proposal would not have a significant adverse effect upon existing neighbouring properties and would accord with the provisions of DMP Policy DES1.

Highway matters

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

Impact on Trees

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

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

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

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

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

Impact on Ecology

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

Agenda Item 7

Planning Committee
28 October 2020

Agenda Item: 7
20/00861/F

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

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

Sustainable Construction

- 6.35 DMP Policy CCF1 relates to climate change mitigation and requires new development to meet the national water efficiency standard of 110litres/person/day and to achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations. No evidence has been submitted to demonstrate that the proposed development can achieve either of the two requirements. However, in the event that planning permission is to be granted, a condition could be imposed to seek such information and its implementation prior to the first occupation of development. In this regard, there would be no conflict with DMP Policy CCF1.
- 6.36 A condition is also recommended to ensure that each dwelling is fitted with access to fast broadband services.

Community Infrastructure Levy (CIL)

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

Other Matters

- 6.38 The development is not considered to cause crime issues. Whilst the site is now more open to the rear of the site the proposed units will also provide an increase level of natural surveillance to the rear of the site.
- 6.39 The site is not located within a flood zone and sewage capacity would be assessed at building control stage. The proposal is considered to have a satisfactory impact with regards flooding and drainage/sewerage capacity. It is noted a condition could be applied to a grant of permission to ensure that sustainable drainage is present on the site and an appropriate surface water drainage scheme implemented but officers do not consider that such conditions are warranted in this case.

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

CONDITIONS

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

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

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

Plan Type	Reference	Version	Date
Location Plan	2008/PL01		29/04/2020
Block Plan	2008/PL02	C	01/10/2020
Site Plan as proposed	2008/PL03	D	05/10/2020
Ground Floor Plan	2008/PL04	B	01/10/2020
First Floor Plan	2008/PL05	B	01/10/2020
Second Floor Plan	2008/PL06	B	01/10/2020
Roof Plan	2008/PL07	B	01/10/2020
Elevations Sheet 1	2008/PL08	C	05/10/2020
Elevation Sheet 2	2008/PL09	B	01/10/2020
Site Survey	2008/PL11		29/04/2020
Existing House Plans	2008/PL12		29/04/2020
Existing House Elevations	2008/PL13		29/04/2020
Massing Plan	2008/PL14	C	01/10/2020
Site Sections	2008/PL17		05/10/2020

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

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

Reason: To ensure the Local Planning Authority are satisfied with the details of the proposal and its relationship with adjoining development and to safeguard the visual amenities of the locality with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

Agenda Item 7

Planning Committee
28 October 2020

Agenda Item: 7
20/00861/F

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

Reason: To ensure the Local Planning Authority are satisfied with the details of the proposal and its relationship with adjoining development and to safeguard the visual amenities of the locality with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

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

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

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

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

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

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

Reason: To ensure good arboricultural and landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies NHE3 and DES1 of the Reigate and Banstead Borough Development Management Plan 2019, British Standards including BS8545:2014 and British Standard 5837:2012.

7. No development shall commence until a Construction Transport Management Plan, to include details of:
- (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) provision of boundary hoarding behind any visibility zones
 - (e) measures to prevent the deposit of materials on the highway
 - (f) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
 - (g) on-site turning for construction vehicles (including measures for traffic management)
- has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policy TAP1 Parking, access, and Servicing and DES8 Construction Management of the Reigate and Banstead Local Plan Development Management Plan September 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17.

8. Before works above ground level, details of the refuse store and cycle store shall be submitted to and approved in writing by the LPA including design, appearance and any screen planting. The refuse store shall be erected and made ready for use (i.e. bins installed) prior to the first occupation of the development.

Reason: To ensure the Local Planning Authority are satisfied with the details of the proposal and its relationship with adjoining development and to

Agenda Item 7

Planning Committee
28 October 2020

Agenda Item: 7
20/00861/F

safeguard the visual amenities of the locality with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

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

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

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

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

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

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

12. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for cycles to be parked in a covered and secure location. Thereafter the cycle parking area shall be retained and maintained for its designated purpose.

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

13. The development hereby approved shall not be first occupied unless and until a pedestrian inter-visibility splay measuring 2m by 2m has been provided on

each side of the access, the depth measured from the back of the footway (or verge) and the widths outwards from the edges of the access. No obstruction to visibility between 0.6m and 2m in height above ground level shall be erected within the area of such splays.

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

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

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

15. Notwithstanding the fencing shown on the approved plans the development shall not be occupied until a plan indicating the positions, design, materials and type of boundary treatment to be erected has been submitted to and approved in writing by the Local Planning Authority. The boundary treatment shall be completed before the occupation of the development hereby permitted.

Reason: To preserve the visual amenity of the area and protect neighbouring residential amenities with regard to the policy DES1 of the Reigate and Banstead Development Management Plan 2019.

16. The development hereby approved shall not be first occupied unless and until an Energy and Water Efficiency Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall detail how the development will:
- a) Ensure that the potential water consumption by occupants of each new dwelling does not exceed 110 litres per person per day
 - b) Achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations

The development shall be carried out in accordance with the approved details and any measures specific to an individual dwelling(s) shall be implemented, installed and operational prior to its occupation.

Reason: To ensure that the development supports the efficient use of resources and minimises carbon emissions with regard to Policy CS10 of the Reigate & Banstead Core Strategy 2014 and Policy CCF1 of the Reigate & Banstead Development Management Plan 2019.

Agenda Item 7

Planning Committee
28 October 2020

Agenda Item: 7
20/00861/F

17. All dwellings within the development hereby approved shall be provided with the necessary infrastructure to facilitate connection to a high speed broadband. Unless otherwise agreed in writing with the Local Planning Authority, this shall include as a minimum:
- a) A broadband connection accessed directly from the nearest exchange or cabinet
 - b) Cabling and associated installations which enable easy access for future repair, replacement or upgrading.

Reason: To ensure that the development promotes access to, and the expansion of, a high quality electronic communications network in accordance with Policy INF3 of the Reigate & Banstead Development Management Plan 2019.

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

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

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

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

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

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

21. The first and second floor windows in the south elevation of the development hereby permitted which are shown to be obscure glazed on the approved plans shall be glazed with obscured glass and shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres

above the floor of the room in which the window is installed, and shall be maintained as such at all times.

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

INFORMATIVES

1. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at www.firesprinklers.info.
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions.
3. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, to contact the Council's Neighbourhood Services team to confirm the number and specification of recycling and refuse bins that are required to be supplied by the developer. The Council's Neighbourhood Services team can be contacted on 01737 276292 or via the Council's website at http://www.reigate-banstead.gov.uk/info/20085/planning_applications/147/recycling_and_waste_developers_guidance
4. You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:
 - (a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs Saturday and not at all on Sundays or any Public and/or Bank Holidays;
 - (b) The quietest available items of plant and machinery should be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels;
 - (c) Deliveries should only be received within the hours detailed in (a) above;
 - (d) Adequate steps should be taken to prevent dust-causing nuisance beyond the site boundary. Such uses include the use of hoses to damp down stockpiles of materials, which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of 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.

Agenda Item 7

Planning Committee
28 October 2020

Agenda Item: 7
20/00861/F

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

5. The applicant is advised that the Borough Council is the street naming and numbering authority and you will need to apply for addresses. This can be done by contacting the Address and Gazetteer Officer prior to construction commencing. You will need to complete the relevant application form and upload supporting documents such as site and floor layout plans in order that official street naming and numbering can be allocated as appropriate. If no application is received the Council has the authority to allocate an address. This also applies to replacement dwellings. If you are building a scheme of more than 5 units please also supply a CAD file (back saved to 2010) of the development based on OS Grid References. Full details of how to apply for addresses can be found http://www.reigatebanstead.gov.uk/info/20277/street_naming_and_numbering
6. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover or to install dropped kerbs. Please see www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs.
7. The developer is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
8. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
9. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
10. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.

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

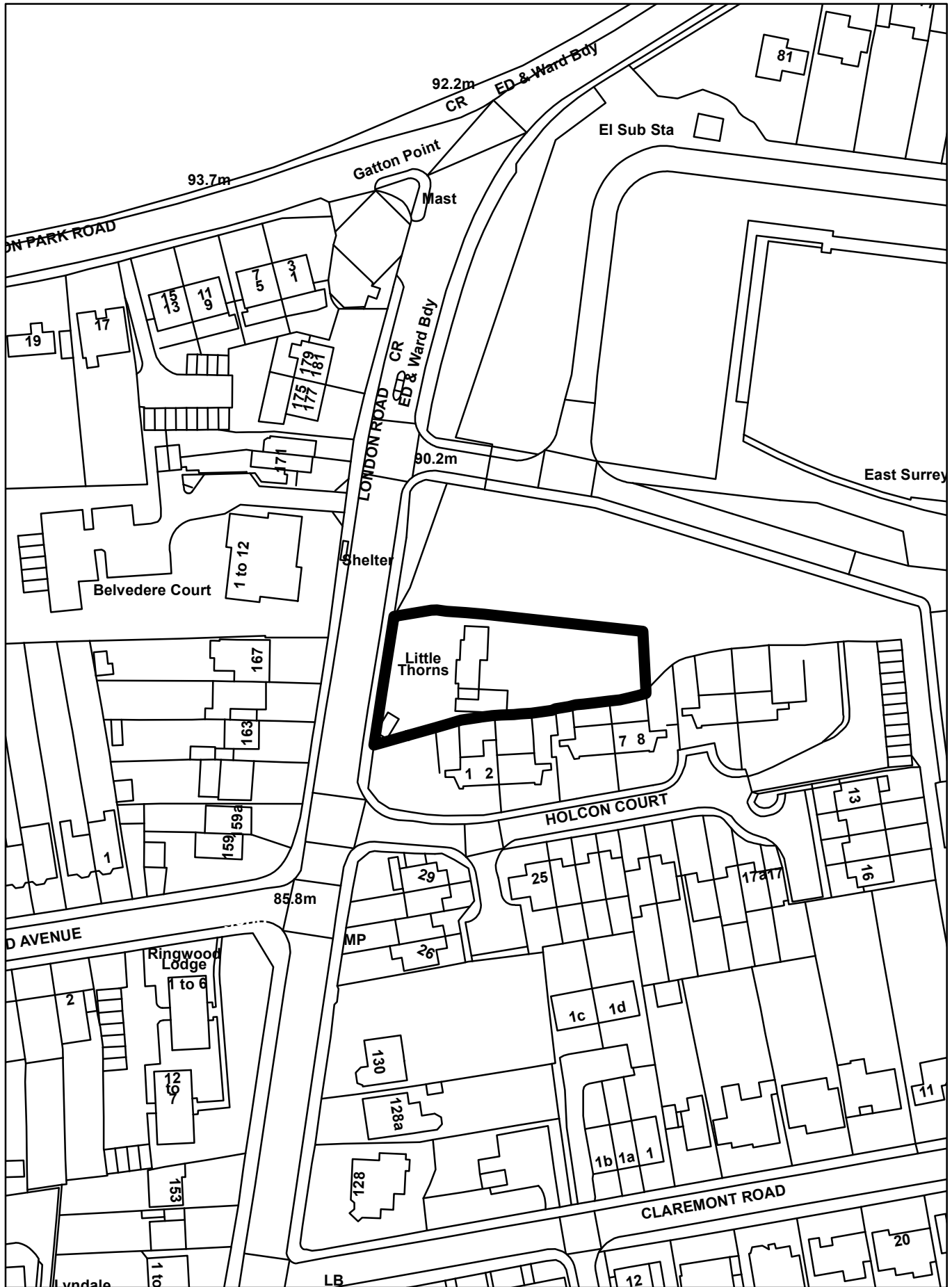
REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies CS1, CS2, CS5, CS10, CS11, CS12, CS13, CS14, CS17, DES1, DES4, DES5, DES8, DES9, TAP1, CCF1, NHE3, INF3 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

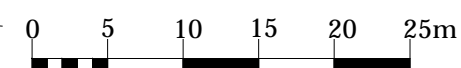
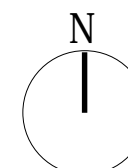
Proactive and Positive Statements

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

Agenda Item 7
20/00861/F - Little Thorns, London Road, Redhill



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



Rev	Date	Description
C	26.8.20	Entrance porches amended
B	10.8.20	Building moved northward
A	26.6.20	Parking amended

KAA

KA Architectural Ltd
kaa1@email.com

Date
Apr 2020
Scale
1:500 @ A3
Client
Beaufort Homes

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

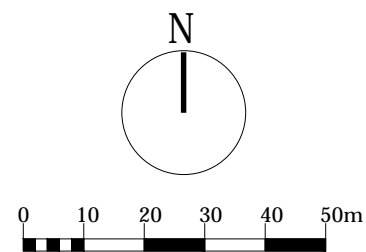
Title
Block Plan

Drawing No
2008 / PL 02 C

Agenda Item 7

115

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



Rev	Date	Description
C	26.8.20	Entrance porch amended
B	10.8.20	Building moved northward
A	26.6.20	Parking amended

KAA

KA Architectural Ltd
kaa1@email.com

Date
Apr 2020

Scale
1:1250 @ A3

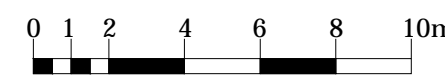
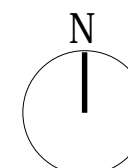
Client
Beaufort Homes

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

Title
Massing Plan

Drawing No
2008 / PL 14 C

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



For sections
see 2008/PL 17

Rev	Date	Description
D	2.10.20	Site section refs added
C	26.8.20	Entrance porches amended
B	3.8.20	Building moved northward
A	26.6.20	Parking amended

KAA

KA Architectural Ltd
kaa1@email.com

Date
Apr 2020
Scale
1:200 @ A3
Client

Beaufort Homes
Project
**Little Thoms
London Road
Redhill RH1 2JU**

Title
**Site Plan
As Proposed**

Drawing No
2008 / PL 03 D



LONDON ROAD

LONDON COURT

Agenda Item 7

East



Clay plain tiles with feature courses of decorative club tiles



North



Clay plain tiles with feature courses of decorative club tiles

Rev	Date	Description
B	26.8.20	Half timbering added
A	10.8.20	East elev: doors added Extent of tile hanging amended

KAA

KA Architectural Ltd
kaa1@email.com

Date
Apr 2020

Scale
1:100 @ A3

Client
Beaufort Homes

Project
Little Thoms
London Road
Redhill RH1 2JU

Title
Elevations
Sheet 2

Drawing No

2008 / PL 09 B

West



Clay plain tiles with feature courses of decorative club tiles



South

Windows marked * to be fully obscure glazed



Clay plain tiles with feature courses of decorative club tiles

Rev	Date	Description
C	2.10.20	Half timbering omitted
B	26.8.20	South elevation updated
		West elev: half timbering amended
A	10.8.20	South elev: windows added

KA A

KA Architectural Ltd
kaa1@email.com

Date
Apr 2020

Scale
1:100 @ A3

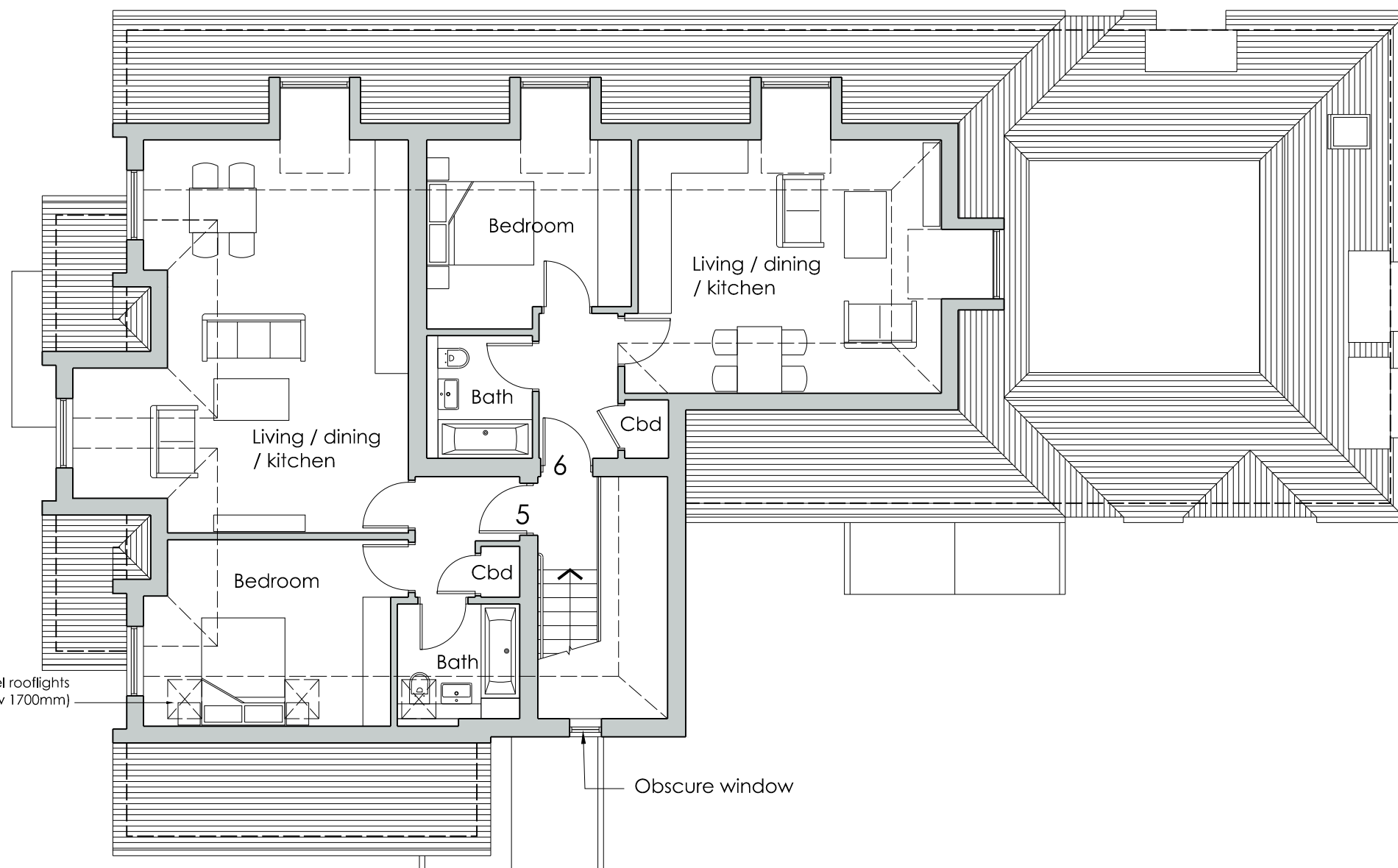
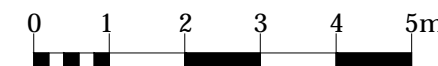
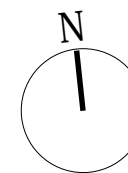
Client
Beaufort Homes

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

Title
**Elevations
Sheet 1**

Drawing No
2008 / PL 08 C

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



High level rooflights
(no glazing below 1700mm)

Obscure window

Rev	Date	Description
B	26.8.20	Entrance porches amended
A	10.8.20	Rooflights added (plot 5) Window added to communal stair

KAA

KA Architectural Ltd
kaa1@email.com

Date
Apr 2020

Scale
1:100 @ A3

Client
Beaufort Homes

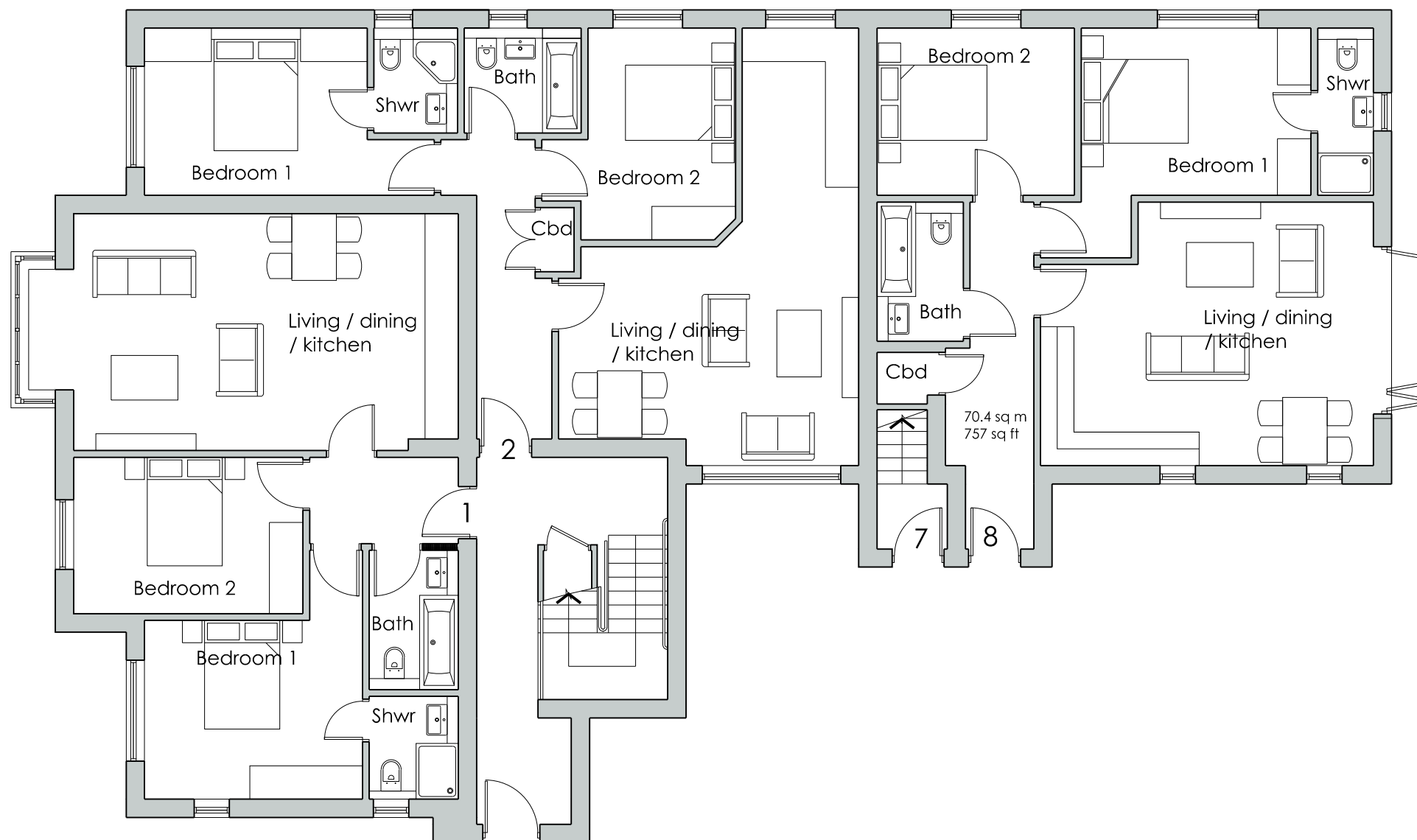
Project
**Little Thoms
London Road
Redhill RH1 2JU**

Title
Second Floor Plan

Drawing No

2008 / PL 06 B

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



121

Rev	Date	Description
B	26.8.20	Building entrance amended
A	10.8.20	Plot 8: bifold doors added. South elevation: windows added

KAA

KA Architectural Ltd
kaa1@email.com

Date
Apr 2020

Scale
1:100 @ A3

Client
Beaufort Homes

Project
Little Thoms
London Road
Redhill RH1 2JU

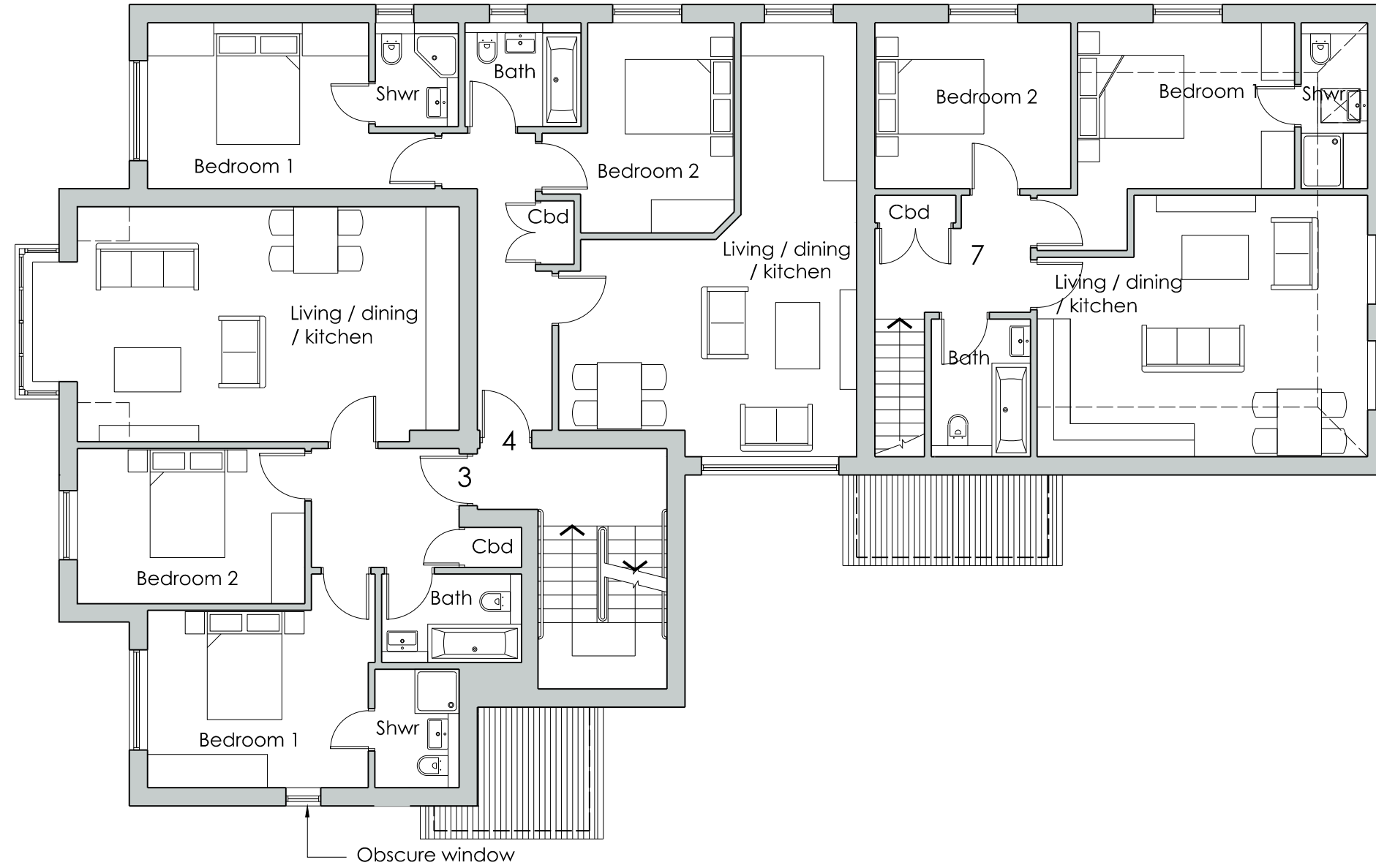
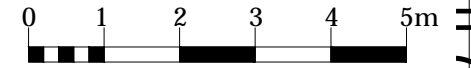
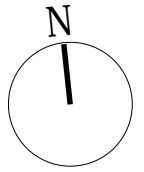
Title
Ground Floor Plan

Drawing No

2008 / PL 04 B

Agenda Item 7

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



122

Rev	Date	Description
B	26.8.20	Porches amended: windows amended
A	10.8.20	South elevation: windows added

KAA

KA Architectural Ltd
kaa1@email.com

Date
Apr 2020
Scale
1:100 @ A3
Client
Beaufort Homes

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

Title
First Floor Plan

Drawing No
2008 / PL 05 B



123

Rev	Date	Description

KAA

KA Architectural Ltd
kaa1@email.com

Date
Jun 2020

Scale
NTS

Client
Beaufort Homes

Project
Little Thoms
London Road
Redhill RH1 2JU

Title
CGI

Drawing No
2008 / PL 15

Agenda Item 7



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

KAA

KA Architectural Ltd
kaa1@email.com

Date	Apr 2020
Scale	NTS
Client	Beaufort Homes


Project	Little Thoms London Road Redhill RH1 2JU
Title	Perspective View

Drawing No	2008 / PL 10 C
------------	----------------

Agenda Item 8

Planning Committee
28 October 2020

Agenda Item: 8
20/01611/F

 <p>Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate</p>	TO:	PLANNING COMMITTEE
	DATE:	28 October 2020
	REPORT OF:	HEAD OF PLANNING
	AUTHOR:	James Amos
	TELEPHONE:	01737 276188
	EMAIL:	james.amos@reigate-banstead.gov.uk
AGENDA ITEM:	8	WARD: Tattenham Corner and Preston

APPLICATION NUMBER:	20/01611/F	VALID:	10/08/2020
APPLICANT:	Journey Building Contractors Ltd	AGENT:	Andrew White Planning Consultancy Ltd
LOCATION:	24, EPSOM LANE NORTH, EPSOM DOWNS, SURREY KT20 5EH		
DESCRIPTION:	Re-development of former industrial site to provide four detached houses along with associated vehicular accesses, car parking and landscaping. As amended on 01/09/2020.		
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.			

SUMMARY

This is a full planning application for the erection of 4 detached two storey with roof space accommodation dwellings with associated parking and hard and soft landscaping.

The site is located on the eastern side of Epsom Lane North, at the edge of the built-up area of Epsom Downs. The site is vacant but was most recently in a commercial use, which was formerly used as a metal fabrication premises and scrap metal yard. The site is no longer considered suitable for the commercial use and the provision of additional housing is considered to outweigh the loss of the commercial part of the site.

The site has a gentle slope down from south to north and adjoins residential dwellings to the north, south and east, whilst the western side of Epsom Lane North is open with extensive views across the Downs.

Each property would be of two storeys in height, with further accommodation within the roof space and would contain between 4 or 5 bedrooms. A total of 10 parking spaces would be provided on the site, with the houses provided with at least 2 spaces, whilst plot 1 would also have a garage. The existing access into the site would be replaced with three new access points.

Agenda Item 8

Planning Committee
28 October 2020

Agenda Item: 8
20/01611/F

The proposed dwellings would be set back from the site frontage aligned with neighbouring properties. The frontage areas would be used for parking with remaining areas used for planting. A substantial landscaped buffer will be provided at the front of the site. Each of the proposed dwellings would have a plot size that would fall within the range of sizes in the area. The proposed dwellings would be of a contemporary design which would add to the variety of styles and designs in the area. Each dwelling would be provided with sufficient parking and amenity areas. The amenities of neighbouring properties would not be harmed.

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

RECOMMENDATION

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

Consultations:

Highway Authority: The County Highway Authority has assessed the application on safety, capacity and policy grounds and is satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway with respect of access, net additional traffic generation and parking. The County Highway Authority therefore has no highway requirements subject to conditions relating to the provision of the vehicular access points from Epsom lane North, the provision of a construction transport management plan, the provision of cycle parking and the provision of electric vehicle charging points.

Environmental Health (Contaminated Land): There is some potential for contamination to be present associated with the current use, as such a condition to deal with contaminated land and an informative to provide additional guidance is recommended.

Representations:

Letters were sent to neighbouring properties on 21st August 202.

5 responses have been received raising the following issues:

Issue	Response
Inadequate parking	See paragraph 6.22
Inconvenience during construction	See paragraph 6.27
Overlooking and loss of privacy	See paragraph 6.17 – 6.20
Overshadowing	See paragraph 6.17 – 6.20
Drainage/sewage capacity	See paragraph 6.26
Flooding	See paragraph 6.26
Support - Benefit to housing need	
Support - Community/regeneration benefit	
Support - Visual amenity benefits	

The comments received also express support for the development of the land.

1.0 Site and Character Appraisal

1.1 The site comprises a vacant scrap metal/metal fabrication yard on the eastern side of Epsom Lane North. Presently on the site is an L-shaped, single storey commercial industrial building, with areas of open storage/hardstanding surrounding. The site is accessed from Epsom Lane North.

Agenda Item 8

Planning Committee
28 October 2020

Agenda Item: 8
20/01611/F

- 1.2 The site is located within the urban area, albeit on the edge, with Epsom Lane North marking the transition between suburban development and open countryside of Epsom Downs which is within the Metropolitan Green Belt. Properties on Epsom Lane North are predominantly detached and set within plots of a consistent width such that the street scene has an appreciable rhythm.
- 1.3 Land immediately to the east of the site has been redeveloped to provide a small residential cul-de-sac of 2/2.5 storey detached and semi-detached houses with pitched roofs. The pair of semi-detached houses immediately to the south of the site is of more modest scale and height and further south, the frontage of Epsom Lane North is a mixture of two storey houses and single storey bungalows. Epsom Lane North undulates along its length, such that relatively long range views of the site are possible from higher ground to the south along Epsom Lane North.
- 1.4 To the north of the site is a public footpath which links the site to the urban area on the opposite side of the railway line. There is dense vegetation along the northern boundary of the site, including a number of large mature trees.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: Pre-application consultation was undertaken (ref: PAM/20/00060) on a scheme for 5 dwellings on the site configured as 3 detached properties and a pair of semi-detached dwellings. The applicants were advised that the development represented an overdevelopment of the site and should consider reducing the number of units. The applicants were also advised to adjust the position of the dwellings on the site further forward to provide better amenity space and to address concerns raised with regards to the impact of the proposals on neighbouring properties.
- 2.2 Further improvements could be secured through the use of conditions and a legal agreement to secure affordable housing provision.

3.0 Relevant Planning and Enforcement History

- | | | | |
|-----|--------------|---|---|
| 3.1 | 87/14730/OUT | Demolition of existing buildings, the erection of three pairs of semi-detached houses, the erection of eight terraced houses and the provision of 14 garages and 6 parking spaces | Granted
27/01/1988 |
| 3.2 | 93/03640/CLE | Use of land for scrap metal dealing and steel stock-holding | Approved
09/07/1993 |
| 3.3 | 17/01401/F | The proposal is to change the site use from a scrap metal business to residential flats by demolishing the | Refused
22/02/2018
Appeal dismissed |

20/12/2018

existing work sheds and building a total of 12 flats in two units with undercroft parking for the residences -

3.4 18/01729/F Redevelopment of former industrial site to provide 10 no. apartments along with associated car and cycle parking and landscaping. Refused 04/01/2019
Appeal dismissed 06/08/2019

3.5 The application under ref : 18/01729/F was refused for the following reasons :

1. *The proposed development would, by virtue of the scale, depth, bulk and massing of the two blocks and their close proximity to the road frontage, appear uncharacteristically dominant within the street scene of Epsom Lane North and have an overdeveloped appearance which would be harmful to the more spacious character of the area. The proposals would therefore be contrary to policies Ho9, Ho13 and Ho16 of the Reigate and Banstead Local Plan 2005, policy CS4 of the Reigate and Banstead Core Strategy and the provisions of the NPPF in relation to "achieving well-designed places".*
2. *In absence of a completed legal agreement, the proposal fails to make adequate provision for affordable housing contributions and is therefore contrary to policy CS15 of the Reigate and Banstead Core Strategy 2014 and the associated provisions of the Affordable Housing SPD 2014.*

3.6 In the consideration of the previous applications on the site it was noted that the scheme approved in outline in 1987 utilised the application site effectively as the access point, with a central access road flanked by a semi-detached pair on either side fronting Epsom Lane North. This served development on a much larger area to the rear of the site (which has since been developed as South Tadworth Farm Close using another access). The area which forms the application site in this present application was, in the previous scheme, occupied solely by the central access road and four dwellings (two semi-detached pairs).

3.7 In dismissing the appeal against the refusal of 17/01401/F on character grounds, the Inspector made a number of pertinent observations regarding the design of the scheme. In particular, he raised concerns about the uncharacteristic depth of the buildings (and the overall "plot to build" ratio being an overdevelopment) and the comparative scale of the buildings when read against those which characterise the area (particularly mindful of the sloping site) and the cumulative bulk of the southern block as perceived in relation to the adjoining cottages and from South Tadworth Farm Close.

3.8 In dismissing the appeal against refusal 18/01729/F, the Inspector noted a number of 'improvements' on a number of elements including set-back, block separation, site coverage and roof mass amongst other matters.

Agenda Item 8

Planning Committee
28 October 2020

Agenda Item: 8
20/01611/F

Nevertheless, he found that the development comprised two sizeable blocks which bore little resemblance in all dimensions to the scale of nearby development and as a whole would look ill at ease in their context. He particularly noted the pronounced accommodation at roof level with large gables, fenestration and balconies would be most uncharacteristic and eye-catching. He found that scope for frontage vegetation would be severely restricted by light-wells, accessways and main windows and balconies and these large buildings would be relatively close to the road. The appreciable number of balconies would add further emphasis to the considerable scale of the frontage elevations. These elevations and the roofscape would pay very little regard to the topography of the site, ignoring the ground dropping away to the north and using additional inelegant above-ground construction to make up the height. He stated that “ put simply the development would display little subtlety and would give the impression of two over-prominent structures which were alien in this context and too large for the site.” He found that the scheme would represent over-development harmful to the area’s character and appearance.

4.0 Proposal and Design Approach

- 4.1 This is a full application for the demolition of existing buildings on the site and the erection of 4 detached two and three storey dwellings each with two parking spaces (including a garage for Unit 1) and private amenity areas to the rear. The proposed dwellings would be broadly aligned with neighbouring properties and would be of a similar height to the immediate neighbours to the south. The submitted plans show that the proposed dwellings would be finished in a mixture of render and timber cladding with slate tiles to the roofs. The front west facing elevation of each property features balconies to the upper storeys with views over the open land to the west.
- 4.2 Access to each property would be taken directly from Epsom Lane North leading to forecourt parking areas set back from the highway edge. Areas along the highway frontage would be landscaped.
- 4.3 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.
- 4.4 Evidence of the applicant’s design approach is set out below:

Assessment	The character of the surrounding area is assessed as being on the edge of the urban area with Epsom lane North marking the transition between suburban
------------	--

	development to the east and open countryside of Epsom Downs to the west.
	No site features worthy of retention were identified.
Involvement	No community consultation took place.
Evaluation	The other development options considered were a scheme for 5 units.
Design	The applicant's reasons for choosing the proposal from the available options followed advice at pre-application stage to reduce the number of units.

4.5 Further details of the development are as follows:

Site area	0.16 ha
Existing use	Scrap metal/ metal fabrication yard
Proposed use	Residential
Existing parking spaces	8
Proposed parking spaces	10
Parking standard	10
Number of affordable units	0
Net increase in dwellings	4
Proposed site density	25
Density of the surrounding area	24

5.0 Policy Context

5.1 Designation

Urban Area

5.2 Reigate and Banstead Core Strategy

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

5.3 Reigate and Banstead Development Management Plan 2019

EMP4 (Safeguarding Employment Land and Premises)

Agenda Item 8

Planning Committee
28 October 2020

Agenda Item: 8
20/01611/F

DES1 (Design of New development)
DES4 (Housing Mix)
DES5 (Delivering High Quality Homes)
DES8 (Construction Management)
DES9 (Pollution and Contaminated Land)
TAP1 (Access, Parking and Servicing)
CCF1 (Climate Change Mitigation)
NHE3 (Protecting trees, woodland areas and natural habitats)
INF3 (Electronic communication networks)

5.4 Other Material Considerations

National Planning Policy Framework
National Planning Practice Guidance

Supplementary Planning Guidance

Surrey Design
Local Distinctiveness Design Guide
Vehicle and Cycle Parking
Guidance 2018

Other

Human Rights Act 1998
Community Infrastructure
Regulations 2010

6.0 **Assessment**

6.1 The application site is within the urban area, where there is a presumption in favour of sustainable development and where the principle of residential development is acceptable. It was accepted in the previous applications that the loss of the employment site, which was also a waste management facility, was justified and did not conflict with adopted Policy. Since that time, the Development Management Plan has been adopted. Policy EMP4 relates to Safeguarding of employment land and premises and states as follows:

Development of existing employment land and premises must comply with the following criteria:

1. *The loss of employment land and premises will only be permitted if:*
 - a. *it can be clearly demonstrated that there is no reasonable prospect of (or demand for) the retention or redevelopment of the site for employment use (see Annex 3 for information on what will be required to demonstrate this); or*
 - b. *the loss of employment floorspace is necessary to enable a demonstrable improvement in the quality and suitability of employment accommodation; or*
 - c. *the proposal would provide a public benefit which would outweigh the loss of the employment floorspace.*

2. *Where loss is justified under (1) above, proposals for non-employment uses will only be permitted if they would not adversely affect the efficient operation or economic function of other employment uses or businesses in the locality.*

- 6.2 In support of the proposals, the applicants state that historically the site has a lawful quasi-employment/industrial use, being a scrap metal/metal fabrication facility (considered to be mixed industrial B2/Sui Generis). In this context, Policy CS5 of the Core Strategy and EMP4 of the DMP could be considered to apply, which seek to protect suitably located employment uses. The lawful use of the site was established through a Certificate of Lawful Established Use or Development (CLEUD). Given the nature of the use, which is currently not trading, the applicants describe the site as a non-conforming use within an otherwise residential environment opposite the Surrey Hills Area of Outstanding Natural Beauty.
- 6.3 The applicants have not provided any marketing evidence in accordance with the requirements of DMP Policy EMP4 but put forward the case that the restricted nature of the site in terms of its size and inability for large articulated lorries to manoeuvre in and out compromises the length of steels that can be accommodated/manufactured, and therefore this limits the nature of the business that can be generated. They state that this affects the competitiveness and market within which the business can operate and thus the overall viability of the site for industrial operations of this nature.
- 6.4 They also state that local plan policies specifically seek to protect "suitably located" employment premises. The commentary associated with these policies states that consideration will be given to road access, access to labour supply and nearby support services when determining whether particular premises are "suitably located". They consider this analysis to be a fair indication that the site is not suitably located in terms of road access and, furthermore, it is in a relatively isolated location in terms of access to other support services (i.e. it is some distance from the nearest town centre or other business areas) which not only compromises its suitability for the present use but is also likely to make redevelopment for other commercial uses unviable/unattractive.
- 6.5 The site is currently vacant and in a dilapidated condition but was formerly in a commercial use. The replacement of the collection of outdated and derelict employment buildings with high quality modern housing provides a public benefit which would outweigh the loss of the limited amount of low quality of employment floorspace on the site, and also removes a non-conforming use from a residential area. In this regard, it is considered that the proposals accord with the first part of DMP Policy EMP4.
- 6.6 With regards to the second part of the policy, the site is isolated from any other employment uses and adjoins residential properties to the north, south and east, with open land to the west. In these circumstances, the proposed residential development would not adversely affect the efficient operation or

Agenda Item 8

Planning Committee
28 October 2020

Agenda Item: 8
20/01611/F

economic function of other employment uses or businesses in the locality and would, therefore, accord with the requirements of DMP Policy EMP4.

6.7 The main issues to consider are:

- Design appraisal
- Neighbour amenity
- Highway matters
- Sustainable Construction
- Community Infrastructure Levy

Design appraisal

6.8 DMP Policy DES1 relates to the Design of New Development and requires new development to be of a high quality design that makes a positive contribution to the character and appearance of its surroundings. New development should promote and reinforce local distinctiveness and should respect the character of the surrounding area. The policy states that new development will be expected to use high quality materials, landscaping and building detailing and have due regard to the layout, density, plot sizes, building siting, scale, massing, height, and roofscapes of the surrounding area, the relationship to neighbouring buildings, and important views into and out of the site.

6.9 The site comprises a small commercial site located on the eastern side of Epsom lane North on the edge of the built up area. The site adjoins residential development to the north, south and east, with two storey detached and semi-detached properties in the vicinity. The form and scale of development proposed in this case would be similar with a mixture of two storey detached properties.

6.10 The proposed layout shows the proposed dwellings set back from the main frontage to align with neighbouring properties to the south. Here would be a gap of 4.3m to the southern boundary and gaps of 2m and 3.3m between dwellings. To the northern boundary a single storey garage would be provided to Unit 1 adjacent to the public footpath which runs along the northern boundary of the site. The arrangement and spatial character of the proposed dwellings is considered acceptable and accords with the character of the area.

6.11 The proposed dwellings would be of a contemporary design with a mixture of render and cedar cladding to the elevations and pitched roofs finished with slate. Precise details of the materials have not been provided at this stage and if permission is granted, it is suggested that further details are provided by condition. There is a mixture of style and designs of dwellings in the area including more modern infill properties and it is considered that the proposals would add to the mix and variety of housing.

6.12 It is considered therefore that the proposals comply with the provisions of DMP Policy DES1.

- 6.13 DMP Policy DES4 relates to Housing Mix and states that all new residential developments should provide homes of an appropriate type, size and tenure to meet the needs of the local community. The proposed housing mix must on sites of up to 20 homes, at least 20% of market housing should be provided as smaller (one and two bedroom) homes. In this case, three dwellings would be provided with 4 bedrooms and the fourth with 5 bedrooms. In this case, where only 4 houses are proposed, it would not be practical, nor possible for the proposal to provide accommodation which accords in full with the policy. Given that the site is located in an area which is characterised by two storey dwellings which contain between 3 and 4 bedrooms, it is considered that the development would be in keeping with the character of the surrounding area.
- 6.14 DMP Policy DES5 relates to the delivery of high quality homes and requires, *inter alia*, that as a minimum, all new residential development (including conversions) must meet the relevant nationally described space standard for each individual units except where the Council accepts that an exception to this should be made in order to provide an innovative type of affordable housing that does not meet these standards. In addition, the policy also requires all new development to be arranged to ensure primary habitable rooms have an acceptable outlook and where possible receive direct sunlight.
- 6.15 Each dwelling would have a floor area which accords with the relevant standard in the Nationally Described Space Standards and each dwelling would also be provided with appropriate levels of east facing amenity areas. Habitable room windows would face either east or west and would provide good levels of sunlight and daylight to habitable rooms.
- 6.16 Overall, it is considered that the proposed development would be of appropriate scale and design and would not be unduly detrimental to the street scene of Epsom Lane North or the character of the wider locality. It therefore complies with policies DES1, DES4 and DES5 in this respect.

Neighbour amenity

- 6.17 In addition to the comments noted above DMP Policy DES1 also requires new development to provide an appropriate environment for future occupants whilst not adversely impacting upon the amenity of occupants of existing nearby buildings, including by way of overbearing, obtrusiveness, overshadowing, overlooking and loss of privacy.
- 6.18 The proposed dwellings would possess a sufficient level of separation from dwellings neighbouring the site so as to not appear overbearing or cause overshadowing. To the south, there would be a gap of over 4.3m top the southern boundary. The neighbouring property is also set away from the common boundary leaving good separation between the flank walls of the proposed and existing dwellings. To the east, each of the new dwellings would have rear gardens in excess of 13m in length. The neighbouring property to the east at 14, South Tadworth Farm Close would be set at a right angle to the proposed dwellings, with the new properties facing the flank wall

Agenda Item 8

Planning Committee
28 October 2020

Agenda Item: 8
20/01611/F

of the neighbouring property. This relationship would mitigate the impact of the dwellings on the amenities of the neighbouring dwellings and would not lead to unacceptable overlooking or an overbearing impact.

- 6.19 The proposed layout retains all access points to the front of the site and all parking in front of the proposed dwellings. This matches the layout of the adjoining property and ensures that noise and disturbance associated with the new development would not have an adverse impact on the amenities of neighbouring residents.
- 6.20 In conclusion, the proposal would not have a significant adverse effect upon existing neighbouring properties and would accord with the provisions of DMP Policy DES1.

Highway matters

- 6.21 The proposed development has been reviewed by the County Highway Authority who raise no objections subject to the imposition of a number of conditions.
- 6.22 The site is located in an area which is assessed as having a low accessibility rating. In such areas, the Council's adopted parking standards require the provision of 2.5 spaces for each 4 or 5 bedroom house. Thus, a total of 10 spaces would be required. In this case, a total of 10 spaces are proposed, including a garage for Plot 1. The internal dimensions of the proposed garage are sufficient for it to qualify as parking space.
- 6.23 Accordingly, it is considered that the proposals are acceptable from a highway point of view and accord with the provisions of DMP Policy TAP1.

Sustainable Construction

- 6.24 DMP Policy CCF1 relates to climate change mitigation and requires new development to meet the national water efficiency standard of 110litres/person/day and to achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations. No evidence has been submitted to demonstrate that the proposed development can achieve either of the two requirements. However, in the event that planning permission is to be granted, a condition could be imposed to seek such information prior to the commencement of development. In this regard, there would be no conflict with DMP Policy CCF1.
- 6.25 A condition is also recommended to ensure that each dwelling is fitted with access to fast broadband services.

Community Infrastructure Levy (CIL)

- 6.26 The Community Infrastructure Levy (CIL) is a fixed charge which the Council will be collecting from some new developments from 1 April 2016. It will raise

money to help pay for a wide range of infrastructure including schools, road, public transport and community facilities which are needed to support new development. This development would be CIL liable and, although the exact amount would be determined and collected after the grant of planning permission.

Other Matters

- 6.27 The development is not considered to cause crime issues. The site is not located within a flood zone and sewage capacity would be assessed at building control stage. The proposal is considered to have a satisfactory impact with regards flooding and drainage/sewerage capacity. It is noted a condition could be applied to a grant of permission to ensure that sustainable drainage is present on the site and an appropriate surface water drainage scheme implemented.

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

- 6.29 Given the relatively small plot sizes for the proposed dwellings, it is also recommended that permitted development rights be withdrawn for the proposed dwellings so that the Council is able to retain control of the size and design of further extensions at ground floor level and within the roof space.

CONDITIONS

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

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

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

Plan Type	Reference	Version	Date
Location Plan	020.04.08		03/08/2020
Existing site plan	020.04.SE001		03/08/2020
Existing plans	020.04.SE002		03/08/2020
Block Plan	020.04.PR001		03/08/2020
Proposed elevations	020.04.PR002		03/08/2020
Proposed elevations	020.04.PR003		03/08/2020
Proposed floor plans	020.04.04	A	03/08/2020
Proposed floor plans	020.04.05	A	03/08/2020

Agenda Item 8

Planning Committee
28 October 2020

Agenda Item: 8
20/01611/F

Proposed elevations	020.04.PR006	03/08/2020
Landscape Plan	020.04.07	03/08/2020
Arboricultural Plan	TPP.20288-41	03/08/2020

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

3. No development shall take place until the developer obtains the Local Planning Authority's written approval of details of 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 Development Management Plan 2019 policy DES1.

4. The development hereby permitted shall only be completed in full accordance with the Schedule of Materials (received on 03/08/2020). No changes to the materials shall take place without the prior written approval of the local planning authority.

Reason: To ensure the Local Planning Authority are satisfied with the details of the proposal and its relationship with adjoining development and to safeguard the visual amenities of the locality with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

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

Reason: To ensure the Local Planning Authority are satisfied with the details of the proposal and its relationship with adjoining development and to safeguard the visual amenities of the locality with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

6. No development above slab level 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 Reigate and Banstead Development Management Plan 2019 policies DES1 and NHE3.

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) programme of works (including measures for traffic management)
 - (e) measures to prevent the deposit of materials on the highway
 - (f) 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: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policies DES1 and TAP1 Parking, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

8. No vehicle shall access the site unless and until the proposed vehicular accesses to Epsom Lane North hereby approved have been constructed and provided with visibility zones in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter the visibility zones shall be kept permanently clear of any obstruction over 1m high.

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

Agenda Item 8

Planning Committee
28 October 2020

Agenda Item: 8
20/01611/F

9. The development shall not be occupied until a plan indicating the positions, design, materials and type of boundary treatment to be erected has been submitted to and approved in writing by the Local Planning Authority. The boundary treatment shall be completed before the occupation of the development hereby permitted.

Reason: To preserve the visual amenity of the area and protect neighbouring residential amenities with regard to the policy DES1 of the Reigate and Banstead Development Management Plan 2019.

10. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, (or any Order revoking and re-enacting that Order with or without modification), no first floor windows, dormer windows or rooflights other than those expressly authorised by this permission shall be constructed.

Reason: To preserve the visual amenity of the area and protect neighbouring residential amenities with regard to the policy DES1 of the Reigate and Banstead Development Management Plan 2019.

11. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no extensions permitted by Classes A B and C of Part 1 of the Second Schedule of the 2015 Order shall be constructed.

Reason: To preserve the visual amenity of the area and protect neighbouring residential amenities with regard to the policy DES1 of the Reigate and Banstead Development Management Plan 2019.

12. The development hereby approved shall not be occupied unless and until each of the proposed dwellings has been provided with a fast charge socket (current minimum 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: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17.

13. The development hereby approved shall not be first occupied unless and until an Energy and Water Efficiency Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall detail how the development will:

- a) Ensure that the potential water consumption by occupants of each new dwelling does not exceed 110 litres per person per day
- b) Achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations

The development shall be carried out in accordance with the approved details and any measures specific to an individual dwelling(s) shall be implemented, installed and operational prior to its occupation.

Reason: To ensure that the development supports the efficient use of resources and minimises carbon emissions with regard to Policy CS10 of the Reigate & Banstead Core Strategy 2014 and Policy CCF1 of the Reigate & Banstead Development Management Plan 2019.

14. All dwellings within the development hereby approved shall be provided with the necessary infrastructure to facilitate connection to a high speed broadband. Unless otherwise agreed in writing with the Local Planning Authority, this shall include as a minimum:
 - a) A broadband connection accessed directly from the nearest exchange or cabinet
 - b) Cabling and associated installations which enable easy access for future repair, replacement or upgrading.

Reason: To ensure that the development promotes access to, and the expansion of, a high quality electronic communications network in accordance with Policy INF3 of the Reigate & Banstead Development Management Plan 2019.

15. 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 Core Strategy CS10 and the provisions of the NPPF

16. Prior to the commencement of development, in follow-up to the environmental desktop study report, 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

Agenda Item 8

Planning Committee
28 October 2020

Agenda Item: 8
20/01611/F

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 given a minimum of two weeks written notice of the commencement of site investigation works.

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 Core Strategy CS10 and the provisions of the NPPF

17. 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 Core Strategy CS10 and the provisions of the NPPF

- 18a. 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.
- 18b. 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 be in accordance with 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 Core Strategy CS10 and the provisions of the NPPF

19. 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 Core Strategy CS10 and the provisions of the NPPF.

INFORMATIVES

1. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at www.firesprinklers.info.
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions.
3. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, to contact the Council's Neighbourhood Services team to confirm the number and specification of recycling and refuse bins that are required to be supplied by the developer. The Council's Neighbourhood Services team can be contacted on 01737 276292 or via the Council's website at http://www.reigate-banstead.gov.uk/info/20085/planning_applications/147/recycling_and_waste_developers_guidance
4. You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:
 - (a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs

Agenda Item 8

Planning Committee
28 October 2020

Agenda Item: 8
20/01611/F

- 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 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.
6. The applicant is advised that the Borough Council is the street naming and numbering authority and you will need to apply for addresses. This can be done by contacting the Address and Gazetteer Officer prior to construction commencing. You will need to complete the relevant application form and upload supporting documents such as site and floor layout plans in order that official street naming and numbering can be allocated as appropriate. If no application is received the Council has the authority to allocate an address. This also applies to replacement dwellings. If you are building a scheme of more than 5 units please also supply a CAD file (back saved to 2010) of the development based on OS Grid References. Full details of how to apply for addresses can be found http://www.reigatebanstead.gov.uk/info/20277/street_naming_and_numbering

7. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover or to install dropped kerbs. Please see www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs.
8. 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.
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 use of a landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above relevant condition. The planting of trees and shrubs shall be in keeping with the character and appearance of the locality.

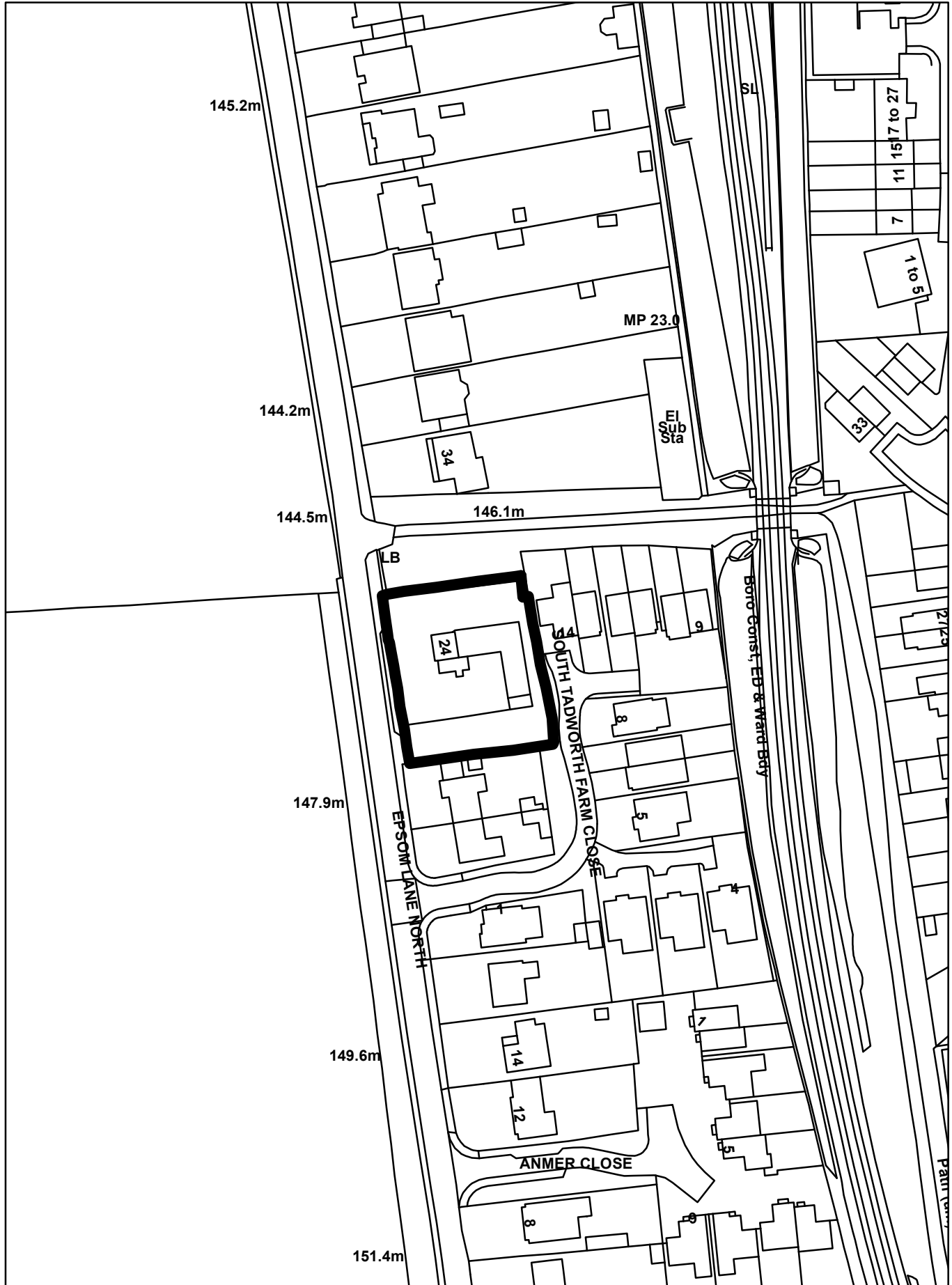
REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies CS1, CS10, CS11, CS14, CS17, EMP4, DES1, DES4, DES5, DES8, DES9, TAP1, CCF1, NHE3, INF3 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

Proactive and Positive Statements

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

Agenda Item 8
20/01611/F - 24 Epsom Lane North, Epsom Downs



STREET SCENE - NTS

Adjoining properties shown indicatively. Ridge heights (not exact positions) shown by black line



SITE PLAN - 1:100



NOTES
 1. This drawing remains the copyright of Debenham Smith Architecture Ltd.
 2. All dimensions & levels to be checked on site prior to work commencing.
 3. Levels and dimensions are relative to existing datum carried out by third party and have not been checked by Debenham Smith Architecture Ltd for accuracy.
 4. Any discrepancies found to be reported immediately.
 5. This drawing is to be read in conjunction with specific drawings.
 6. It is the Client's responsibility to appoint a Private Designer/Contractor and comply with CDM 2015 regulations.

REVISIONS

www.debenhamsmith.co.uk
 hello@debenhamsmith.co.uk

Proposed Development	of 4 detached houses	For Journey Building Contractors
Date	1 March 2020	Drawn CDS

24, Epsom Lane North, Epsom Downs, Surrey

Scale | 1:100/NTS@A1
 Drawing Name | Site Plan & Street Scene
 Drawing Number | 020D4PRO01

1:100	1:1	1:1	1:1	1:1	1:1	1:1	1:1	1:1	1:1
1:500	1:1	1:1	1:1	1:1	1:1	1:1	1:1	1:1	1:1
1:500	1:1	1:1	1:1	1:1	1:1	1:1	1:1	1:1	1:1

This drawing is copyright



FRONT ELEVATION



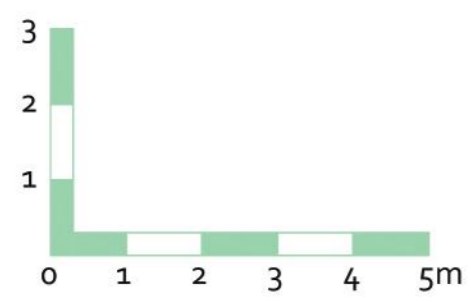
SIDE ELEVATION



SIDE ELEVATION



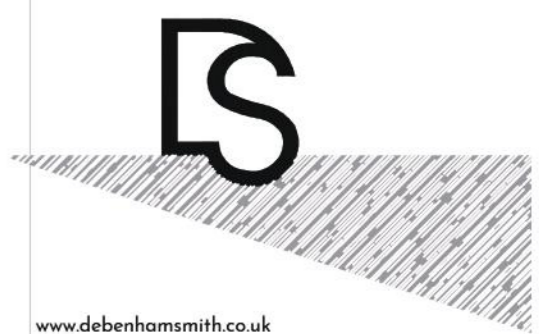
REAR ELEVATION



NOTES

1. This drawing remains the copyright of Debenham Smith Architecture Ltd.
2. All dimensions & levels to be checked on site prior to works commencing. Levels and dimensions in relation to existing data carried out by third party and have not been checked by Debenham Smith Architecture Ltd for accuracy.
3. Do not scale from this drawing. Use 1:1 guard if more on site.
4. Any discrepancies found to be reported immediately.
5. This drawing is to be read in conjunction with specialist drawings.
6. It is the Client's responsibility to appoint a Principal Designer/ Contractor to comply with CDM 2015 regulations.

REVISIONS



www.debenhamsmith.co.uk
hello@debenhamsmith.co.uk

Proposed Development of 4 detached houses	For Journey Building Contractors Ltd Date March 2020 Drawn CDS
---	---

24, Epsom Lane North, Epsom Downs, Surrey

Scale 1:100@A2
Drawing Name Unit 3- Elevations
Drawing Number 020.04.006

1:200	1	2	3	4	5	6	7	8	9
1:100	1	2	3	4	5				
1:50									



FRONT ELEVATION



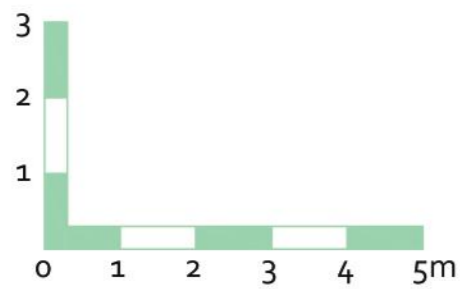
SIDE ELEVATION



SIDE ELEVATION



REAR ELEVATION



NOTES

- 1. This drawing remains the copyright of Debenham Smith Architecture Ltd.
- 2. All dimensions & levels to be checked on site prior to works commencing.
- 3. Levels and dimensions in relation to existing data carried out by third party and have not been checked by Debenham Smith Architecture Ltd for accuracy.
- 4. Do not scale from this drawing. Use 1:100 as a guide only.
- 5. Any discrepancies found to be reported immediately.
- 6. This drawing is to be read in conjunction with specialist drawings.
- 7. It is the Client's responsibility to appoint a Principle Designer/ Contractor and comply with CDM 2015 regulations.

REVISIONS



www.debenhamsmith.co.uk
hello@debenhamsmith.co.uk

Proposed Development of 4 detached houses
 For Journey Building Contractors Ltd
 Date | March 2020
 Drawn | CDS

24, Epsom Lane North, Epsom Downs, Surrey

Scale | 1:100@A2
 Drawing Name | UnitS 2 & 4- Elevations
 Drawing Number | 020.04.PRO03

1:200	1	2	3	4	5	6	7	8	9
1:100	1	2	3	4	5				
1:50	1	2							

This drawing is copyright



FRONT ELEVATION



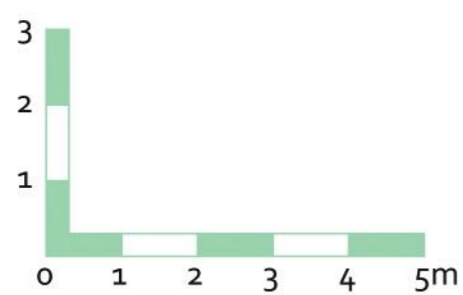
SIDE ELEVATION



SIDE ELEVATION



REAR ELEVATION



NOTES

- 1 This drawing remains the copyright of Debenham Smith Architecture Ltd.
- 2 All dimensions & levels to be checked on site prior to works commencing.
- 3 Levels and dimensions in relation to existing data carried out by third party and have not been checked by Debenham Smith Architecture Ltd for accuracy.
- 4 Do not scale from this drawing. Use 1:1 ground & area use only.
- 5 Any discrepancies found to be reported immediately.
- 6 This drawing is to be read in conjunction with specialists drawings.
- 7 It is the Client's responsibility to appoint a Principle Designer/ Contractor to comply with CDM 2015 regulations.

REVISIONS



www.debenhamsmith.co.uk
hello@debenhamsmith.co.uk

Proposed Development of 4 detached houses	For Journey Building Contractors Ltd Date March 2020 Drawn CDS
---	---

24, Epsom Lane North, Epsom Downs, Surrey

Scale | 1:100@A2
 Drawing Name | Unit 1- Elevations
 Drawing Number | 020.04.PRO02


1:200	1	2	3	4	5	6	7	8	9
1:100	1	2	3	4	5				
1:50	1	2							

This drawing is copyright

Agenda Item 9

Planning Committee
28 October 2020

Agenda Item: 9
20/01071/F

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	28 October 2020
	REPORT OF:	HEAD OF PLANNING
	AUTHOR:	Michael Parker
	TELEPHONE:	01737 276339
	EMAIL:	Michael.parker@reigate-banstead.gov.uk
AGENDA ITEM:	9	WARD: <i>Nork</i>

APPLICATION NUMBER:	20/01071/F	VALID:	28/05/2020
APPLICANT:	Asda Stores Ltd	AGENT:	Whittam Cox Architects
LOCATION:	ASDA REIGATE ROAD BURGH HEATH SURREY KT20 5NZ		
DESCRIPTION:	Home shopping improvements, side extension, van loading canopy and amendment to site layout. As amended on 05/08/2020 and on 12/10/2020.		
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.			

This application is referred to Committee in accordance with the Constitution as the application is for commercial development which exceeds 250 sq. metres (gross external floorspace).

SUMMARY

The application seeks full permission to erect a new home shopping pod with van loading canopy and a new click and collect area with canopy in the eastern corner of the supermarket site. The site is currently used for customer parking spaces, a car wash facility and recycling area. These elements would be removed from this part of the site. The pod would be clad in dark grey composite panels. The canopy to the loading area and the eaves/verge of the pod would be clad in powder coated aluminium flashing with a dark grey finish. The click and collect area would include a grey steel canopy. The proposal would result in loss of 65 spaces.

The principle of such a proposal is considered to be acceptable although the applicants also make the case that improved home shopping services are necessary to help meet rising demand due to Covid.

The proposal is considered to be well screened from the surrounding area and is located within an inconspicuous part of the site. The proposed design and appearance would be functional and would be subservient to the scale of the main supermarket building. The impact on the character of the site and surrounding area is therefore considered to be acceptable.

Agenda Item 9

Planning Committee
28 October 2020

Agenda Item: 9
20/01071/F

The loss of the parking spaces has been justified through the submission of a parking survey. Surrey County Council has raised no objection to the proposal. The proposal would result in the loss of a pedestrian link to the public footpath to the south-east of the site. Surrey County Council's Countryside Access Officers have raised no objection to its loss. Its replacement was not considered a feasible option. Therefore whilst unfortunate this is not considered a reason for refusal.

The proposal is considered to be acceptable with regarding its impact on neighbouring amenity with no objection from Environmental Protection. Conditions are recommended to limit the timings of delivery van movements and to secure further information of external plant. Contamination conditions are also recommended.

The application is therefore recommended for approval.

RECOMMENDATION

Planning permission is GRANTED subject to conditions.

Consultations:

Highway Authority:

No objection following submission of parking survey, see Highways section in report below.

Environmental Protection Officer:

No objection raised. Conditions recommended with regard to contamination. In terms of noise officer advised that:

“I have looked back 10 years and only found 3 complaints relating to noise from the site.

15/04413/ENCON- relating to construction on site

13/14478/ENCOM- extractor fan noise

13/08843/ENCOM- noise from van in car park

Given the age of them and what is being complained about I don't think the proposed works/ change to car park would give rise to noise complaints, but it may be prudent to ask for a comment to be on the safe side perhaps.”

Following further discussions with the Environmental Protection Officer it was agreed that it was not necessary for planning officers to consult Noise Consultants.

Surrey County Council Countryside Access Officer:

“Thank you for advising us of the above planning application, which is north of Banstead BW27. The proposed development does not appear to have any impact on this right of way and therefore we have no objections. However, we are aware that provision has been made for pedestrians to access the current site via a path which crosses the applicant's land, linking the supermarket site to the bridleway. This path has a sign stating 'Public Footpath' although I can confirm it is not currently recorded on our Definitive Map and Statement.

This path provides the opportunity for nearby residents eg. from Ruffetts Way and Tangier Wood to access the site more easily, potentially reducing car journeys. We would therefore request that the applicant continue to provide this pedestrian link and consider adjusting their plans to accommodate it.

The applicant should also be aware that where a path has been used without force, secrecy or permission for at least 20 years, public access rights can be acquired. By obstructing the path by these works and calling the potential right into question, a claim may be made for the path to be added to the Definitive Map and Statement as a public right of way.”

Representations:

Letters were sent to neighbouring properties on 10 June 2020. 5 responses have been received (f4 objections) raising the following issues:

Issue

Response

Noise & disturbance

See paragraph 6.8 – 6.12

Inconvenience during construction

See paragraph 6.12

Agenda Item 9

Planning Committee
28 October 2020

Agenda Item: 9
20/01071/F

Out of character with surrounding area	See paragraph 6.12 – 6.20
Increase in traffic and congestion	See paragraph 6.2 – 6.5
Overdevelopment	See paragraph 6.2 – 6.5
Overbearing relationship	See paragraph 6.6 – 6.7
Poor design	See paragraph 6.2 – 6.5
Property devalue	Not a material planning consideration
No need for development	See paragraph 4.5
Alternative location/proposal preferred	See paragraph 4.5- 4.5 and 6.2 – 6.5
Loss of footpath link	See paragraph 6.18 – 6.20
Covenant conflict	Not a material planning consideration

1.0 Site and Character Appraisal

- 1.1 The site is situated in the south-east corner of the car park of the Asda superstore, situated on Reigate Road in Burgh Heath. The area is currently occupied by the existing car wash facility and recycling area and a number of customer parking spaces. The site is within the designated urban area.
- 1.2 The site backs onto Common Land to the south, which is designated Green Belt land and there are residential properties to the east, Ruffetts Way, and north-east, Waterer Gardens, who's gardens back on to the ASDA boundary. The site is relatively flat and there are no boundary trees likely to be affected by the proposal due to the exiting retaining wall. The site is bounded by established trees.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: Not applicable
- 2.2 Improvements secured during the course of the application: Officers requested and secured parking survey information. Additional information has also been sought with regard to the relocation of the car wash and recycling centre as well as operating hours of the delivery unit.
- 2.3 Further improvements to be secured through conditions or legal agreement: The following conditions are recommended to be attached to the permission:
 - Contamination

- Materials
- External Plant
- Operation hours

3.0 Relevant Planning and Enforcement History

3.1 Various planning history relating to the site but none directly relevant to this proposal

4.0 Proposal and design approach

4.1 This is a full application seeking permission for "Home shopping improvements, side extension, van loading canopy and amendment to site layout."

4.2 The site is currently used for customer parking spaces, a car wash facility and recycling area. These elements would be replaced with a new home delivery loading bay and home shopping pod and a new click and collect pick up area. The pod would be clad in dark grey composite panels. The canopy to the loading area and the eaves/verge of the pod would be clad in powder coated aluminium flashing with a dark grey finish. The click and collect area would include a grey steel canopy. The proposal would result in loss of 65 spaces.

4.3 The applicant has not submitted a design and access statement with the application – it is not a statutory requirement to do so. A design and access statement would normally 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.

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

Assessment	No commentary provided.
Involvement	The applicant did not seek pre-application advice from the LPA prior to submitting the application. No evidence provided that community views were sought by the applicants
Evaluation	No other development options were put forward by the applicants

Agenda Item 9

Planning Committee
28 October 2020

Agenda Item: 9
20/01071/F

Design	No commentary provided. The design approach is based on the requirements and demand of the home delivery service and on speed of implementation
--------	---

4.5 The applicant has however provided some additional information regarding the need for the proposed facility:

“Like most retailers, we have seen a heightened demand for changes to food retailing to respond to the Covid-19 outbreak. I’m conscious that we may experience a second wave of the virus and it is vitally important that we are ready for it and able to serve our local communities in accordance with the recent Government measures announced earlier this year. This application will also help to serve the elderly and vulnerable, so they can stay home and be safe without travelling or visiting a store for their food supplies.

....We desperately require this space to take account of the increased home deliveries needed for the elderly and vulnerable residents in the Burgh Heath area.”

4.6 Further details of the development are as follows:

Site area	0.11 hectares
Existing use	Supermarket
Proposed use	No change
Proposed parking spaces	Reduction of 65 spaces – 528 to 463

5.0 Policy Context

5.1 Designation

Urban area

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)

CS4 (Valued Townscapes and Historic Environment)

5.3 Reigate and Banstead Local Plan: Development Management Plan

DES1 (Design of New Development)

DES8 (Construction Management)

DES9 (Pollution and contaminated land)

TAP1 (Access, parking and Servicing)

5.4 Other Material Considerations

National Planning Policy Framework	
National Planning Practice Guidance	
Supplementary Planning Guidance	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 main issues to consider are:

- Principle of development
- Design and impact on the character of the site and surrounding area
- Neighbour amenity
- Access, parking and traffic generation
- Other matters

Principle of development

6.2 The site is located within the urban area and is an existing retail site. The proposal is to provide additional home delivery/click and collect capacity to complement the existing supermarket operations. There is therefore no in principle objection to proposal.

Design and impact on the character of the site and surrounding area

6.3 The proposed site is well screened to the north-east and south-east by the existing trees and vegetation along the site boundaries and is screened from the south-west by the existing supermarket building and boundary trees. The only substantive view of the development would therefore be from within the supermarket site. As such it is considered the proposed development would not result in material harm to the character of the surrounding area.

6.4 The proposed pod and click and collect canopy would have a simple functional design with dark grey composite cladding on the pod and dark grey metal work for the click and collect and loading area canopies. Whilst not in keeping with the more traditional brick and pitched roof design of the existing supermarket building given the location of the development, tucked away in the corner of the supermarket well away from the main entrance, its modest scale and height compared to the main supermarket building and the fact that it would not be readily visible from anywhere outside of the site boundary it is considered that the proposal would not result in unacceptable harm to the character and appearance of the site. The proposal is therefore considered to comply with policy DES1 of the Development Management Plan 2019.

Agenda Item 9

Planning Committee
28 October 2020

Agenda Item: 9
20/01071/F

- 6.5 A condition ensuring that the materials used are as set out on the submitted plans is recommended to ensure the finish of the building is acceptable.

Neighbour amenity

- 6.6 Development Management Policy DES1 expects all new development to provide an appropriate environment for future occupants whilst not adversely impacting upon the amenity of occupants of existing nearby buildings, including by way or overbearing, obtrusiveness, overshadowing, overlooking and loss of privacy.
- 6.7 Due to the location of the proposed pod and click and collect canopy, well away from the nearest residential properties, their single storey scale and the extent of the boundary screening it is considered that the proposal would not cause unacceptable harm to the neighbouring residents with regard to overbearing impact, overshadowing, overlooking and loss of privacy.
- 6.8 Concern has been raised regarding the impact on the neighbouring residents due to noise and disruption from the home delivery operations. The nearest residential properties are those within Waterer Gardens to the north-east of the site. The distance from the rear elevation of the nearest properties, nos. 18 and 20, to the edge of the proposal site would be over 40 metres and between the proposal site and the dwellings lies a retaining wall with a heavily landscaped boundary.
- 6.9 In terms of the proposed operations the applicant has advised that the deliveries will leave store from 07:30 and not return until about 14:00, then leave again at 14:45 to return at 16:45 and then leave for the last time at 17:30 to return at 21:45. The drivers then park the van and put the empty totes back into the pod.
- 6.10 Due to the capacity for up to 8 delivery vans within the loading area it is considered that the proposed delivery schedule would not be so intensive as to cause unacceptable noise and disruption to the nearest residential properties in Waterer Gardens. Particularly when you consider the relationship between the site and the nearest properties, the fact that the existing car wash currently makes a lot of noise already (power washer, etc) and that the creation of the fenced area will prevent gatherings around the car wash area at unsociable hours. As set out above Environmental protection officers have advised that very few complaints have been received regarding the operation of the existing site and in their view the proposed works/change to car park are unlikely to give rise to noise complaints and it was not considered necessary to consult our noise consultants in this instance. As such it is considered that the operations to and from the site would not result in unacceptable harm. A condition is recommended to restrict movements to and from the site to between 07:00 and 22:30.
- 6.11 The application does not include any information with regard to proposed plant. Given the distance away from the nearest residential properties and the existing retaining wall and banked landscaped area along the boundary it

is considered that any necessary plant is unlikely to result unacceptable harm to the neighbouring residents. However due to the lack of detail at this stage it is recommended that a condition be attached which requires details of the size and design of any proposed plant including information regarding the likely noise generation and any necessary noise mitigation measures.

- 6.12 In terms of disruption during construction there is inevitably going to be some impact during construction however this would be short term and given the mitigation factors set out above such as the distance to the neighbouring properties and the existing retaining wall/landscaped bank it is considered that this impact would be limited.

Access, parking and traffic generation

- 6.13 Development Management Plan Policy TAP1 requires all types of development to provide safe and convenient access for all road users taking account of cumulative impacts, which would not unnecessarily impede the free flow of traffic, or compromise pedestrians or other transport modes. Traffic resulting from a development must not materially impede traffic congestion on the highway network or increase the risk of accidents.
- 6.14 The National Planning Policy Framework at paragraph 109 confirms that “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”
- 6.15 In this case there would be no change to the existing access arrangements to the supermarket but the proposal would result in the loss of 65 parking spaces.
- 6.16 In order to justify the loss of the parking spaces a parking survey report has been submitted during the course of the application. Surrey County Council has the County Highway Authority (CHA) has made the following comments: “It is noted that Asda carried out a parking survey covering a Friday, Saturday and Sunday commencing on Friday 29 March 2019. This is considered to be a satisfactory time of year to assess parking demand from a supermarket. The proposed development would result in the loss of 65 parking spaces out of a total of 520 spaces. This survey shows that the car park is 75% occupied leaving 190 spaces. If the car park is 80% occupied there would be 104 spaces. The survey shows the shortfall in parking could be accommodated within the car park.”
- 6.17 The CHA therefore concludes that it “has undertaken an assessment in terms of the likely net additional traffic generation, access arrangements and parking provision and are satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway. The County Highway Authority therefore has no highway requirements.”

Agenda Item 9

Planning Committee
28 October 2020

Agenda Item: 9
20/01071/F

- 6.18 The proposal would result in the loss of the existing pedestrian link to the right of way located to the south-east of the site. Surrey County Council's Rights of Way Team was therefore consulted. The responded with the following:
"Thank you for advising us of the above planning application, which is north of Banstead BW27. The proposed development does not appear to have any impact on this right of way and therefore we have no objections. However, we are aware that provision has been made for pedestrians to access the current site via a path which crosses the applicant's land, linking the supermarket site to the bridleway. This path has a sign stating 'Public Footpath' although I can confirm it is not currently recorded on our Definitive Map and Statement.

This path provides the opportunity for nearby residents e.g. from Ruffetts Way and Tangier Wood to access the site more easily, potentially reducing car journeys. We would therefore request that the applicant continue to provide this pedestrian link and consider adjusting their plans to accommodate it.

- 6.19 The applicant has provided an analysis of feasibility of providing a new pedestrian route to retain the existing footpath link (drawing PL_10). In order to retain a link a new footpath would be required around the perimeter of the development site. This would require a new retaining wall and would result in the loss of a substantial amount of the existing vegetation and tree screening along the embankment. The resultant footpath would then be bound by a 2m high retaining wall and 3m high security fence which is not considered a satisfactory pedestrian environment. Therefore, whilst the loss of the existing link is unfortunate and will result in some disruption to pedestrian access to a limited number of nearby residents given the fact that it is not a formal right of way and the fact that an alternative route is not feasible it is considered that the loss of the link would not be so detrimental as to warrant refusal of the application. Particularly as the loss of the footpath link has to be weighed against the benefits of providing an increase in home delivery services during the covid pandemic.
- 6.20 The proposal is therefore considered to be compliant with policy TAP1.

Other matters

- 6.21 Contamination: Environmental Protection has identified the potential for ground contamination to be present on and/or in close proximity to the application site. Therefore, a number of conditions are recommended to mitigate against any potential harm.
- 6.22 Trees: The proposal would result in the loss of 5 trees which are located within the existing car parking area. These trees are not protected and whilst it is unfortunate that they will be removed due to their location their loss will not have a material impact on the visual amenity of the surrounding area, particularly given that the existing boundary trees and vegetation will not be impacted by the proposal.

6.23 Relocation of existing services: The proposal would result in the removal of the existing car wash and recycling facilities. There is not a planning policy which prevents the loss of these facilities within the ASDA site. The applicant has however confirmed that they are currently investigating the relocation of both facilities. An indicative plan has been provided by the applicant to show the potential new location of the recycling area in the north-west part of the site (Drawing PL_09). Further planning permission would be required for the relocation of these services so the Council would still retain control in terms of appearance and potential impact to residents.

CONDITIONS

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

Plan type	Reference	Version	Date Received
Location Plan	WCA_PL_01	-	1.6.2020
Existing Site Plan	WCA_PL_02	-	1.6.2020
Proposed Site Plan	WCA_PL_03	-	1.6.2020
Existing Elevations	WCA_PL_04	-	1.6.2020
Proposed Elevations	WCA_PL_05	-	1.6.2020
Proposed Works Plan	WCA_PL_06	-	1.6.2020
Existing Roof Plan	WCA_PL_07	-	1.6.2020
Proposed Roof Plan	WCA_PL_08	-	1.6.2020

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

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. 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

Agenda Item 9

Planning Committee
28 October 2020

Agenda Item: 9
20/01071/F

pollution of controlled waters with regard to policy DES9 of the Reigate and Banstead Development Management Plan 2019 and the NPPF.

4. 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 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 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 policy DES9 of the Reigate and Banstead Development Management Plan 2019 and the NPPF.

5. 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 (CLR11) and British Standards BS10175, 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 assessment should be completed in line 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 policy DES9 of the Reigate and Banstead Development Management Plan 2019 and the NPPF.

6. a. 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.

b. Prior to first occupation/use of the development hereby approved, 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, as to enable future interested parties, including regulators, to have a single record of 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 CRIA C735 guidance documents entitled 'Good practice on the testing and verification of protection systems for building against hazardous ground gases' and British Standard BS8285 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 policy DES9 of the Reigate and Banstead Development Management Plan 2019 and the NPPF.

7. 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 policy DES9 of the Reigate and Banstead Development Management Plan 2019 and the NPPF.

8. The materials to be used in the construction of the external surfaces of the development must be as specified within the application or as approved in writing by the Local Planning Authority.

Reason: To ensure that the development hereby permitted is only constructed using the appropriate external facing materials or suitable alternatives in the interest of the visual amenities of the area with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

9. No external plant shall be installed on the building hereby approved or within the application site until, full details of the size, appearance and noise impact to residents of Waterer Gardens (this should be in the form of a noise report by a suitably qualified noise consultant, including any necessary noise mitigation measures) of the proposed plant, has been submitted to and

Agenda Item 9

Planning Committee
28 October 2020

Agenda Item: 9
20/01071/F

approved in writing by the Local Planning Authority. The external plant shall be installed in full accordance with the approved details (including any noise mitigation measures) prior to the first use/occupation of the site.

Reason: In order to maintain the visual and residential amenities of the area and, in particular, the amenities enjoyed by the residential properties within Waterer Gardens with regard to Reigate & Banstead Development Management Plan 2019 policy DES1.

10. No home delivery vans shall enter or exit the application site outside the hours of 07.00hrs - 22.30hrs.

Reason: In order to maintain the amenities of the area and, in particular, the amenities enjoyed by the residential properties within Waterer Gardens with regard to Reigate & Banstead Development Management Plan 2019 policy DES1.

INFORMATIVES

1. The applicant should be aware that where a path has been used without force, secrecy or permission for at least 20 years, public access rights can be acquired. By obstructing the path by these works and calling the potential right into question, a claim could be made for the path to be added to the Definitive Map and Statement as a public right of way.
2. 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.
3. You are advised that this permission does not authorize the display of advertisements at the premises and a separate application for advertisement

consent may be required from the Local Planning Authority under the Town and Country Planning (Control of Advertisement) Regulations 2007.

4. Environmental Health would like to draw the applicant attention to the specifics of the contaminated land condition 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 conditions 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.

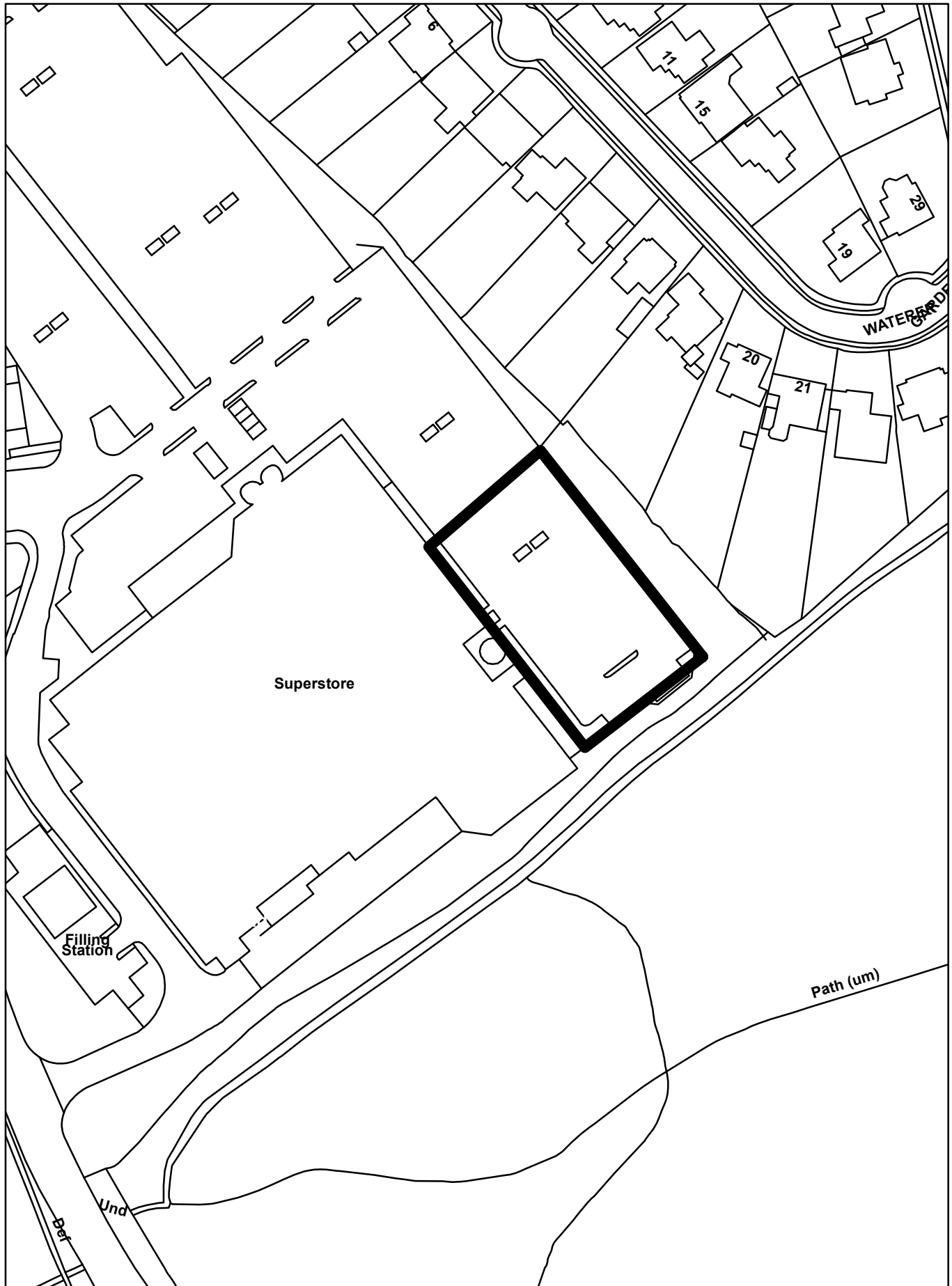
REASON FOR PERMISSION

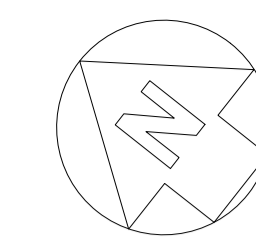
The development hereby permitted has been assessed against development plan policies CS1, CS4, DES1, DES8, DES9 and TAP1, and material considerations including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material 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 9
20/01071/F - Asda, Reigate Road, Burgh Heath

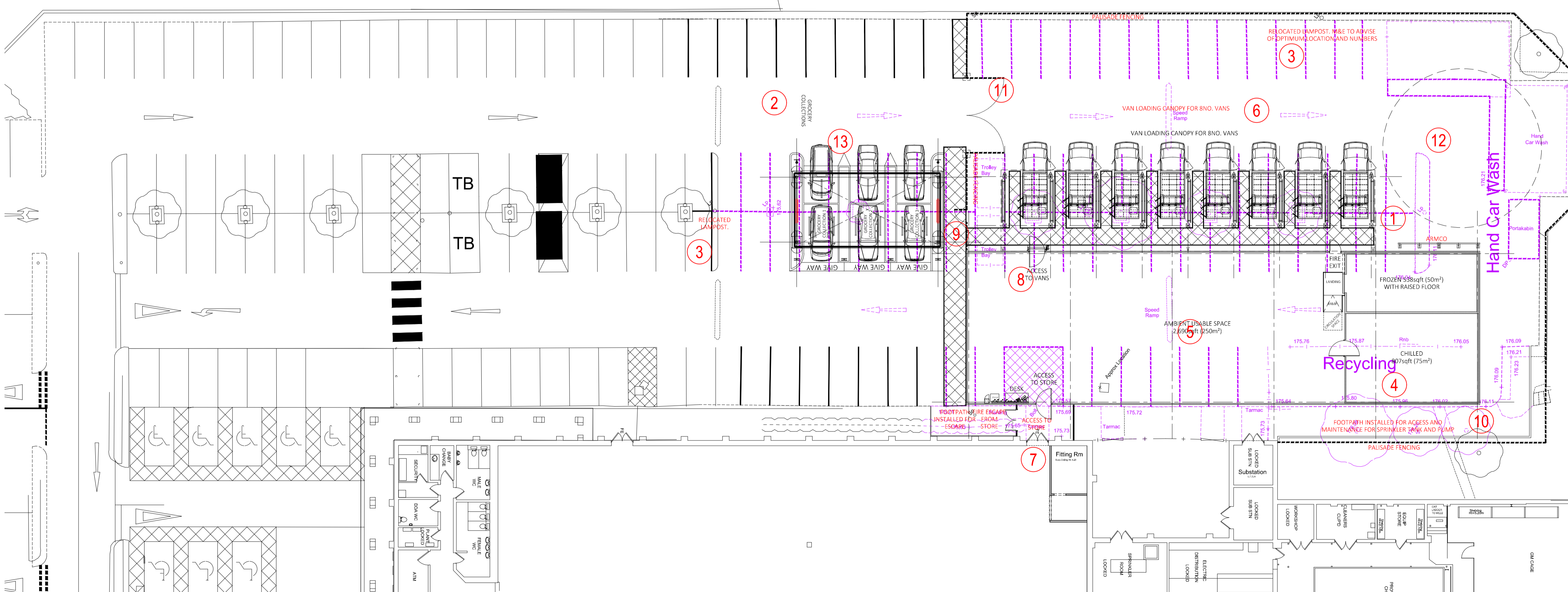




HOME SHOPPING

1. Burn off existing lining and remove tarmac to all effected area of pod and van loading in preparation of new to all area.
2. Alterations to existing parking spaces and linings to create two-way access.
3. Install new external lighting to affected car park area and home shopping loading area.
4. Allow for relocation of existing Recycle facility and Car wash facility in new location within car park. Exact location TBC.
5. New cladded Home Shopping POD and van loading compound to be constructed in car park.
6. New 8.no van loading bay and canopy to be installed with all associated works (Protection, bird netting, lighting, sprinklers, signage etc.)
7. Access to Home Shopping pod via enclosed, cladded link (RAL 7000, flashings RAL 7000) from existing shop floor with new fire exit doors to replace existing to create secure access to pod and to maintain escape route. New path required to form route externally, new escape doors out of link. 1.No. new batter thru door into pod.
8. Single oversize batter thru door with external shutter (linked to alarm system and battery backup) to allow access to van loading area.
9. Single door to be installed with swipe card access after hours & for means of escape (ironmongery and signage etc.)
10. New pedestrian walkway and tarmac area for access and maintenance of sprinkler tank.
11. New palisade fence and double gate with lock for access and egress to home shopping van loading area.
12. Lining for turning circle within van loading bays.
13. New 3.no lane click and collect drive through.

Lines denote demolition



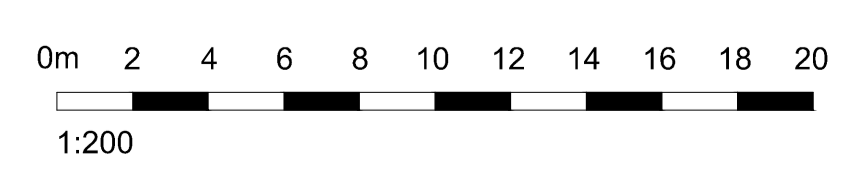
03/05/23 FIRST ISSUE	mm/SJS
PLANNING	
By Issue	Description
CLIENT	



PROJECT
**PROPOSED HOME SHOPPING
 ASDA BURGH HEATH**

TITLE
PROPOSED WORKS PLAN

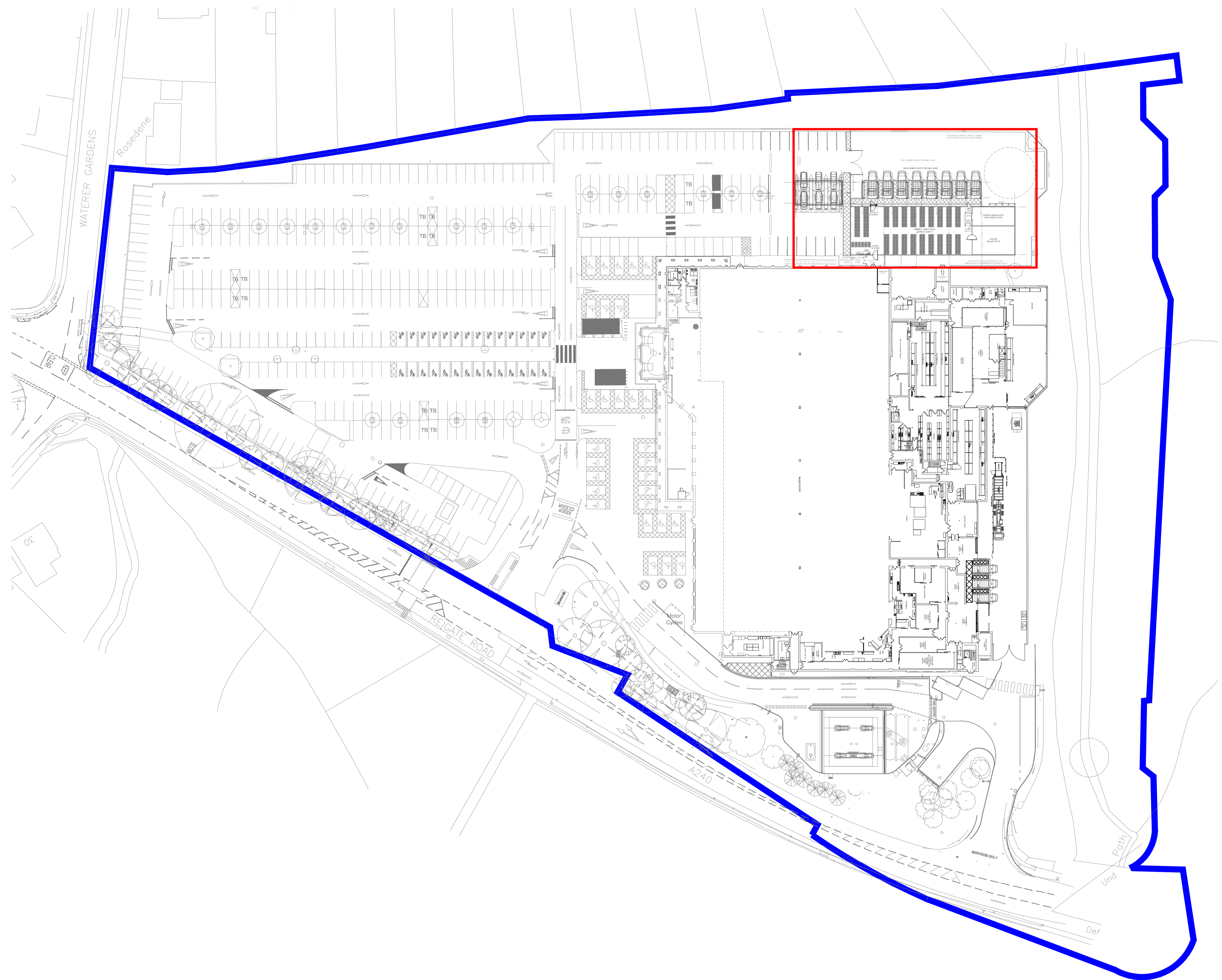
DRAWING STATUS	
PLANNING	
DRAWN	CHECKED
mm	-
SCALE	Scale 1:200 @ A1
DATE	MAY 20



Whittam Cox ARCHITECTS
 whittamcox.com

JOB NO.	DRAWING NO.	REV
190429	WCA_PL_06	-

Agenda Item 9



168

09/05/20 FIRST ISSUE mm/SJS

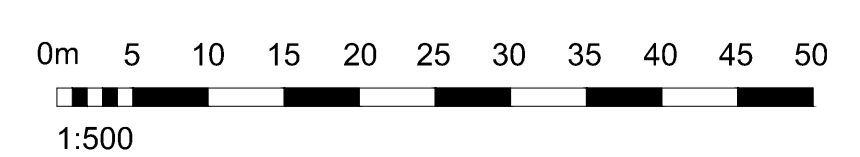
PLANNING		
No.	Description	Drawn/Checked by
1	CLIENT	



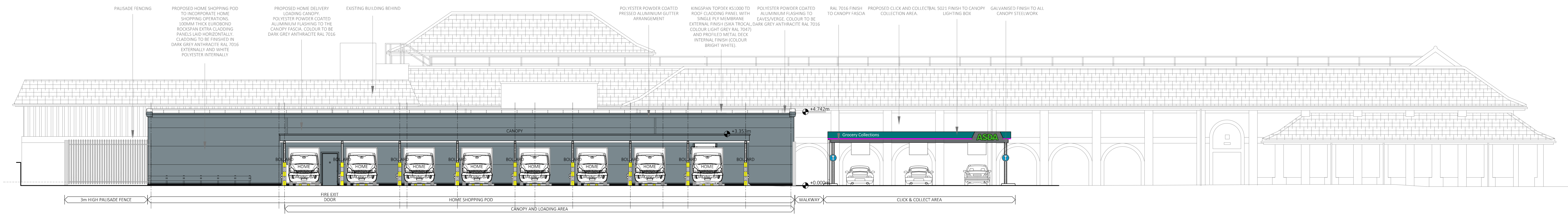
PROJECT
PROPOSED HOME SHOPPING
ASDA BURGH HEATH

TITLE
PROPOSED SITE PLAN

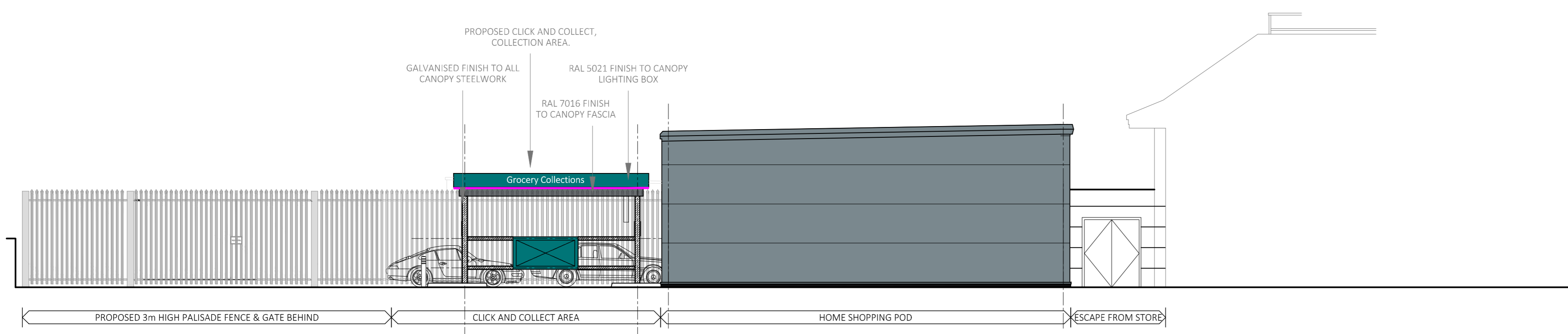
DRAWING STATUS	
PLANNING	
DRAWN	CHECKED
mm	-
SCALE	Scale 1:500 @ A1
DATE	APRIL 20



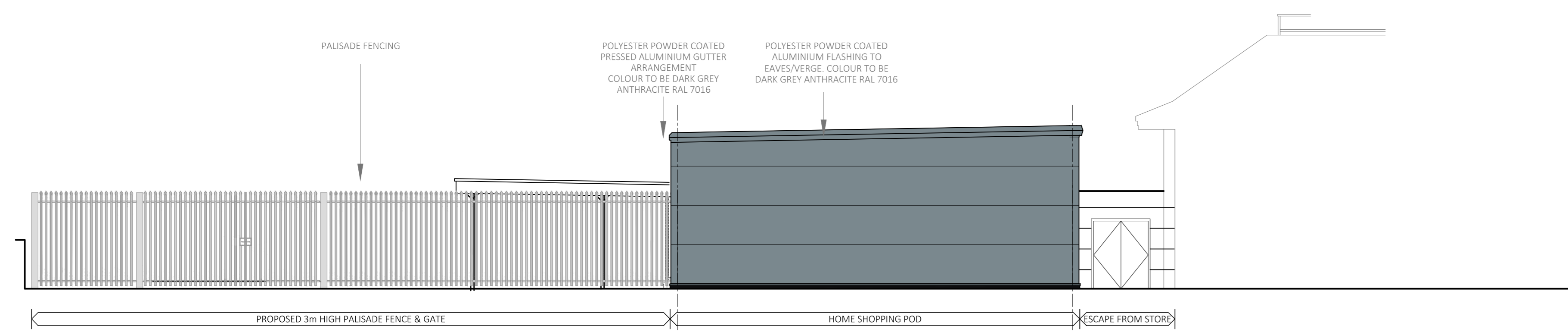
JOB NO.	DRAWING NO.	REV
190429	WCA_PL_03	-



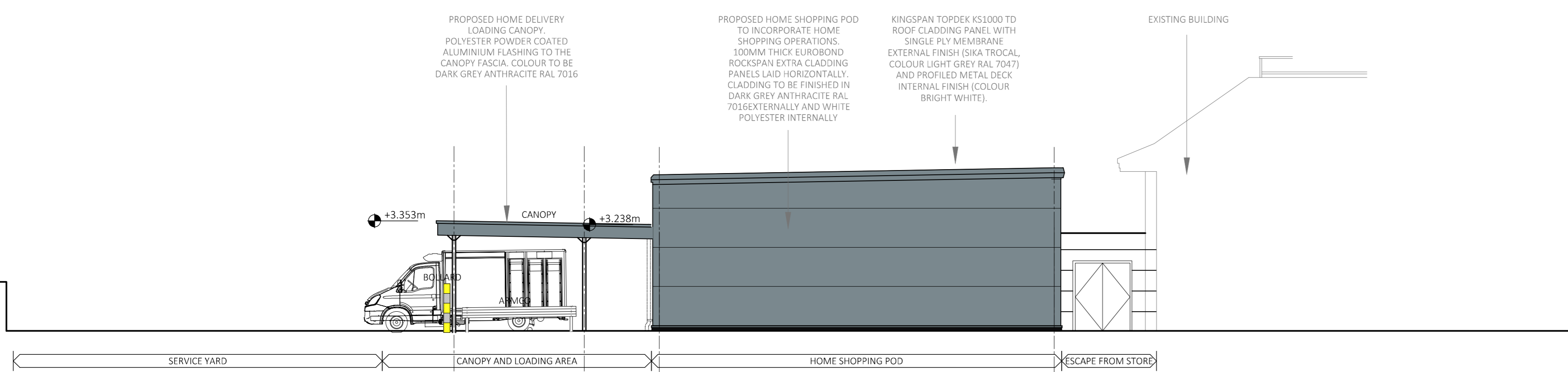
1 PROPOSED NORTH EAST FACING ELEVATION
 PL_05 Scale 1:100 @ A0



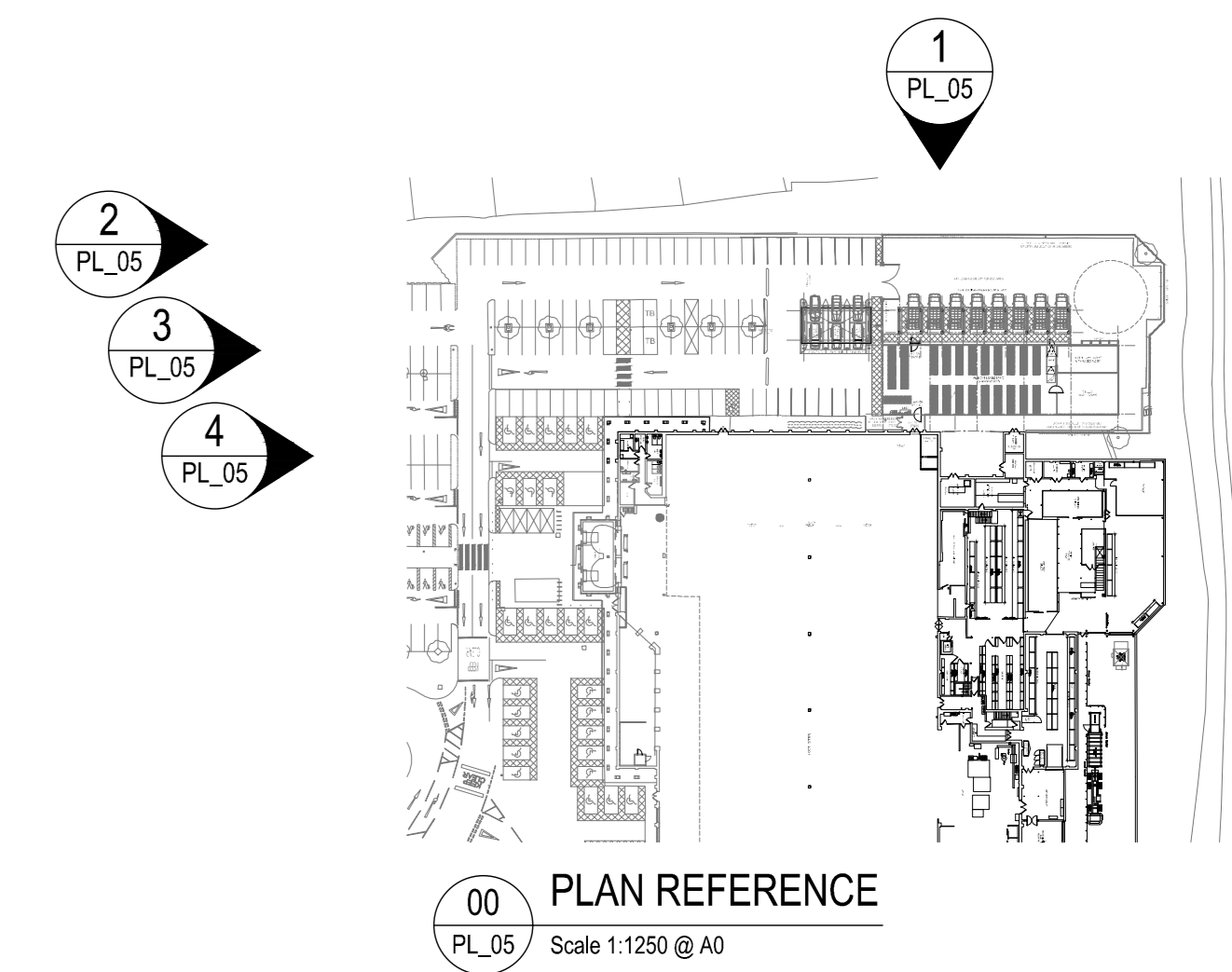
2 PROPOSED NORTH WEST FACING ELEVATION
 PL_05 Scale 1:100 @ A0



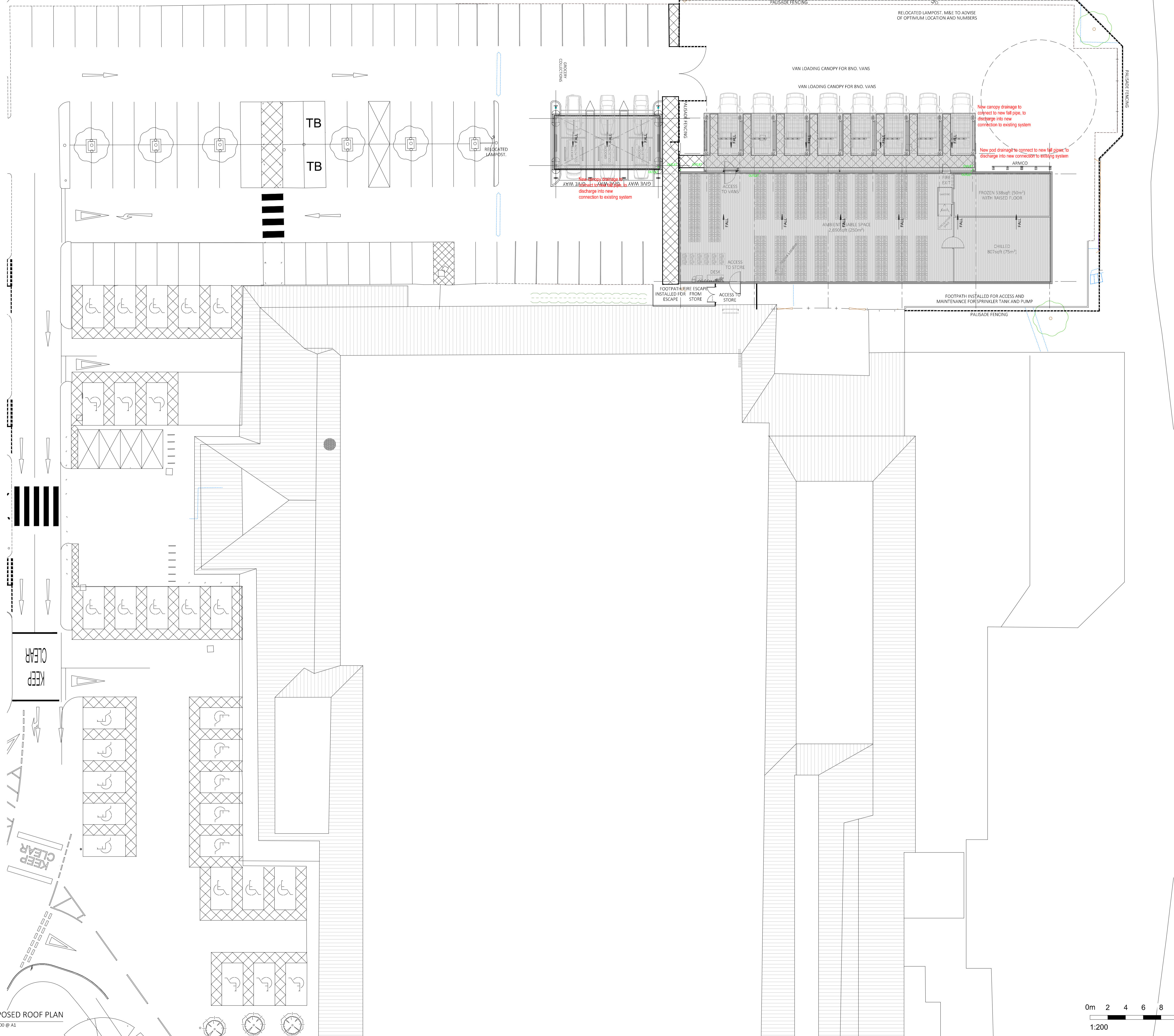
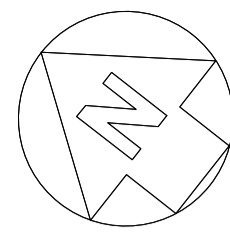
3 PROPOSED NORTH WEST FACING ELEVATION BEHIND CLICK & COLLECT
 PL_05 Scale 1:100 @ A0



4 PROPOSED NORTH WEST FACING ELEVATION BEHIND FENCING
 PL_05 Scale 1:100 @ A0



00 PLAN REFERENCE
 PL_05 Scale 1:1250 @ A0



170

1 PROPOSED ROOF PLAN
PL_08 Scale 1:200 @ A1

03/05/23 FIRST ISSUE mm/515

PLANNING		
No.	Description	Drawn/Checked by



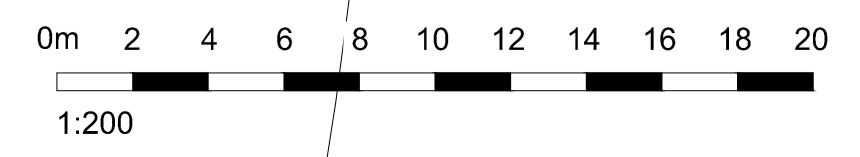
PROJECT
PROPOSED HOME SHOPPING
ASDA BURGHEATH


TITLE
PROPOSED ROOF PLAN

DRAWING STATUS PLANNING	
DRAWN	mm
CHECKED	-
SCALE	Scale 1:200 @ A1
DATE	MAY 20

Whittam Cox ARCHITECTS
Chesterfield / 01246 260261
London / 020 3388 0019
Leeds / 0113 468 2450
whittamcox.com

JOB NO.	DRAWING NO.	REV
190429	WCA_PL_08	-



 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	28 October 2020
	REPORT OF:	HEAD OF PLANNING
	AUTHOR:	Clare Chappell
	TELEPHONE:	01737 276004
	EMAIL:	Clare.Chappell@reigate-banstead.gov.uk
AGENDA ITEM:	10	WARD: Earlswood and Whitebushes

APPLICATION NUMBER:	20/01008/F	VALID:	01.06.2020
APPLICANT:	Surrey and Sussex Healthcare NHS Trust c/o Ameresco	AGENT:	Vail Williams
LOCATION:	EAST SURREY HOSPITAL CANADA AVENUE REDHILL SURREY RH1 5RH		
DESCRIPTION:	Demolition of an existing building enclosure and construction of a replacement two storey building and enclosure to house the new energy facilities and facilitate the relocation of ground floor storage/office to first floor. The energy facilities will include the removal of existing steam boilers and installation of 2x 3,000kg/h steam boiler, the installation of a new CHP plant comprising 1.5 MWe natural gas plant and 1x 2400kg/h composite boiler, the installation of 2x standby oil tanks and a new Transformer Enclosure and associated works. As amended on 27/08/2020 and on 11/09/2020.		
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.			

SUMMARY

This is a Full planning application for a new energy facility to provide heat and power to the East Surrey Hospital site. The energy facility would be a natural gas fuelled 'combined heat and power' (CHP) system which generates electricity and heat simultaneously. The facility would comprise part two storey and part single storey buildings and enclosures with associated plant and chimneys. The first-floor part of the new building would contain some office space associated with the adjoining estates and facilities building.

The NHS Trust are requiring the upgrade of their heat and power facilities; firstly, to meet energy efficiency and carbon reduction targets in line with legislation and NHS England; and secondly, to replace existing boilers which have exceeded their life expectancy. It is understood that the proposed onsite electricity generation would also address a vulnerability with the current electricity supply.

Agenda Item 10

Planning Committee
28 October 2020

Agenda Item: 10
20/01008/F

The application site comprises a relatively small area located to the south side of Canada Avenue (the main road into the hospital) about 220m from the main entrance. Currently, the site comprises a collection of single storey buildings and enclosures with various ancillary and service functions connected to the estates and facilities building. There is a service road off Canada Avenue that passes to the south side of the site and the surrounding buildings and yard areas have a utilitarian appearance.

The proposed development with its functional forms and tall chimneys would not be an attractive building, however, tall chimneys are found at most large hospitals and the need for tall chimneys for air dispersion is recognised. Given the constraints of finding a suitable location for retrofitting such a facility and given the context of the site, close to other service and more ancillary areas of the hospital, the appearance of the development is considered acceptable.

The Council's noise consultant is satisfied that the noise from the development can be mitigated and that there would be no adverse noise impact on nearby residential, hospital ward and commercial receptors. A set of conditions are recommended to control the design, implementation and validation in respect to noise.

The Council's Air Quality Officer is satisfied that the energy facility would be acceptable from an air quality viewpoint.

The proposed development would have no impact on the public highway or parking provision at the hospital site.

The proposed development would provide a more resilient and efficient energy supply for the hospital and would make a welcome contribution to national targets to reduce carbon emissions.

RECOMMENDATION(S)

Planning permission is GRANTED subject to conditions.

Consultations:

Highway Authority: no objection and no highway requirements.

The Reigate Society: no response.

RBBC's noise advisor, Regulatory Support Services: Suitable noise information has been submitted to be satisfied that the noise from the development can be mitigated and that there would be no adverse noise impact on nearby receptors. A set of conditions recommended to control the design, implementation and validation in respect to noise.

Environmental Health, RBBC: No objection, air quality assessment reviewed and considered acceptable. Informative to be added to caution that if stack height lowered, remodelling and consent from the LPA would be necessary.

Representations:

No letters were sent because there are no immediate neighbours to the hospital site. A site notice was posted on 9 September 2020. No representations have been received.

1.0 Site and Character Appraisal

1.1 The application site comprises a relatively small area of the Surrey and Sussex Healthcare NHS Trust East Surrey Hospital site. The application site is located to the south side of Canada Avenue (the main road into the hospital) about 220m from the main entrance. Currently, the site comprises a collection of single storey buildings, two large diesel tanks (back-up fuel) and some uncovered storage areas enclosed by a brick wall. The single storey buildings contain plant, storerooms and a workshop which connects into the adjacent two-storey building with the light red cladding at first floor. The existing appearance is unremarkable, with largely dark brick walls and is indicative of use by the estates and facilities activities. There is a service road off Canada Avenue that passes to the south side of the site and the surrounding buildings and yard areas also have a utilitarian appearance. The existing boiler house and chimney is 50 metres to the south of the application site. The site is relatively flat. There are no trees in the vicinity of the site.

2.0 Added Value

2.1 Improvements secured at the pre-application stage: The opportunity did not arise because the applicant did not approach the Local Planning Authority before submitting the application.

2.2 Improvements secured during the course of the application: A noise assessment has been requested and submitted. Further information was provided on the particulate levels from the system running on back-up fuel oil to ensure air quality levels were not adversely affected. The cladding colours have been adjusted. More details on materials and finishes have been submitted.

Agenda Item 10

Planning Committee
28 October 2020

Agenda Item: 10
20/01008/F

2.3 Further improvements to be secured through conditions or legal agreement:

- Materials
- Noise (4 parts)

3.0 Relevant Planning and Enforcement History

Significant number of applications across the hospital site - no recent applications relating to this part of the hospital site.

4.0 Proposal and Design Approach

4.1 The proposal is for a new energy facility building with associated plant to supply heat and power to the hospital site.

4.2 The applicant has submitted a design and access statement. 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.

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

Assessment	<p>The statement submitted with the application is thorough in describing the context of the development. The statement describes that the Surrey and Sussex Healthcare (SASH) NHS Trust are requiring the upgrade of their heat and power facilities for two main reasons; firstly to meet energy efficiency and carbon reduction targets in line with legislation and NHS England; and secondly to replace existing boilers which have exceeded their life expectancy. There is also vulnerability with the electricity supply from UK Power Networks; if one of the two supply legs should fail, the remaining single supply leg is insufficient to support the whole site and power has to come from standby generators.</p> <p>The solution proposed is a 'combined heat and power' (CHP) system; it generates electricity and heat simultaneously. The CHP would be gas powered. CHP systems are considered to be efficient because they make use of the heat which would otherwise be wasted when generating electrical or mechanical power.</p>
Involvement	<p>The applicant has not sought any advice from the planning department prior to submitting the application.</p>
Evaluation	<p>The design statement demonstrates that other alternative sites for</p>

	<p>the development were considered:</p> <p>Inside the existing boiler house was discounted due to lack of space and ventilation. Also, the existing boiler house needs to remain in operation until the new CHP is fully operational.</p> <p>The grassed area opposite the east entrance of the hospital was also considered but this was discounted due to the excessive pipe runs required, the proximity to electrical transmission lines and the visual impact on the more public area.</p>
Design	<p>The application site is described as being the optimal location because it is already used for fuel storage tanks and other service activities and so it is not losing valuable clinical space. There are existing access roads and the adjacent buildings are occupied by support services and are not sensitive clinical or ward areas.</p> <p>The façade of the building has been designed to be similar to the adjoining estates building with brickwork finish on the ground floor front elevation and cladding at first floor. The pent roof form has been chosen so the chimneys can be mounted at the rear to reduce their prominence as far as possible.</p>

4.4 Further details of the development are as follows:

Site area	0.032 hectares (the wider hospital site under policy RED9 is 26 hectares)
Existing use	Hospital (C2 use class)
Proposed use	Hospital (C2 use class)
Proposed parking spaces	none
DMP parking standard	not applicable

5.0 Policy Context

5.1 Designation

East Surrey Hospital outside of the Metropolitan Green Belt

5.2 Reigate and Banstead Core Strategy

- CS1 (Sustainable Development)
- CS2 (Valued Landscapes and the Natural Environment)
- CS10 (Sustainable Development)
- CS11 (Sustainable Construction)
- CS12 (Infrastructure Delivery)

5.3 Reigate and Banstead Development Management Plan

- DES1 (Design of New development)
- DES9 (Pollution and Contaminated Land)

Agenda Item 10

Planning Committee
28 October 2020

Agenda Item: 10
20/01008/F

TAP1 (Access, Parking and Servicing)
CCF1 (Climate Change Mitigation)
RED9 (East Surrey Hospital)

5.4 Other Material Considerations

National Planning Policy Framework
National Planning Practice Guidance
Supplementary Planning Guidance
Other

Human Rights Act 1998

6.0 **Assessment**

6.1 The application site is situated within the East Surrey Hospital 'RED9' policy area in the DMP which removed the site from the Metropolitan Green Belt designation to allow the hospital to expand to cope with increasing demand. The requirements of policy RED9 are more relevant to potential larger scale developments at the hospital which would necessitate, for example, a masterplan. In this case, the proposed energy facility is a renewal of existing ancillary services on a relatively small, brownfield part of the site and hence, many of the requirements of RED9 are not relevant to this scheme. Therefore, the principal of the proposed energy facility is not considered to conflict with the criteria of policy RED9.

6.2 The main issues to consider are:

- Design and effect on the character of the area
- Environmental matters
- Highways matters

Design and effect on the character of the area

6.3 The proposed energy facility would increase the amount of built form on the site by introducing a significantly taller two storey element with chimneys to the rear. The ridge of the two-storey element would draw level with the ridge of the adjacent facilities building, however, its front eaves would be higher than the adjacent eaves, which would add to the impression of height. The shallow roof finished in profiled metal cladding would not be dissimilar to the surrounding roof forms.

6.4 The four chimneys from the new boilers would be 17.0m tall and undoubtedly quite prominent in wider views of the hospital site. It is acknowledged that the chimneys have been positioned on the rear side of the building and disguised partly by the first floor and roof of the new building.

6.5 The chiller units and ducting associated with the CHP unit would be partly hidden by perforated metal screening panels in a similar grey colour to the cladding of the upper parts of the new buildings. There would also be two flues projecting from the

CHP unit which presumably need to be exposed due to their air exhaust and intake functions.

- 6.6 On the front, roadside elevation the dark brickwork shall be retained and extended to the height of the brickwork on the adjacent facilities building. This will help the development assimilate with the backdrop of the rest of the dark brick hospital buildings and sit more comfortably with the attached facilities building.
- 6.7 The cladding is to be dark grey for the upper walls and light grey for the pent roof. Grey is considered to be the best option for receding into the sky and the patchwork of grey roofs on the rest of the hospital site. Grey was considered preferable to matching the light pinkish-red of the adjacent facilities building or using a bright red (like the A&E entrance). When stood in Royal Earlswood grounds, the pinkish-red and the bright red draw the eye, and in the case of the proposed building, drawing attention to it was not considered appropriate.
- 6.8 The schedule of materials and photographs of similar installations at other hospital sites provides enough confidence on the overall appearance. This will be controlled through a compliance condition which will also ensure the matching brickwork.
- 6.9 In summary, the proposed development would have a utilitarian appearance and the cluster of tall chimneys would look quite industrial. Its location on the main road into the hospital site, visible to all visitors is somewhat unfortunate, however, tall chimneys are found at most large hospitals and their essential function for air dispersion at height is recognised. The applicant has demonstrated that they have reviewed other options for siting the energy facility and that the proposed site is the most suitable given the constraints of retrofitting. The context of the site, close to other service and more ancillary areas of the hospital would mean that the new building and plant would not look out of place. It is therefore concluded that the proposed development would be acceptable in terms of its design and impact upon the character of the wider area, and complies with policies DES1 and RED9.

Environmental Matters

- 6.10 On submission, the application was not supported by any form of noise assessment. This has since been provided following discussions with the Council's noise consultant, Regulatory Support Services.
- 6.11 The final comments from the Council's noise consultant are summarised as follows:

“Recommendation: Suitable noise information has now been submitted and a noise condition can be provided for the development and we are satisfied that it will be suitably mitigated and reduced to ensure that there is no material adverse noise impact on the nearby residential receptors.

However, there is some consideration required as to the final details and the level of mitigation and the final target to be applied.”

“Conclusion: Based on the submitted noise calculations the target the noise rating level at the boundary of the hospital is predicted to be below background level and therefore it is considered that policy requirements will be met if the proposed target

Agenda Item 10

Planning Committee
28 October 2020

Agenda Item: 10
20/01008/F

is complied with in accordance with the BS4142 rating method i.e. the impact will be mitigated and reduced to a minimum.

Protection of the hospital wards is also provided through this noise target although some additional mitigation may be required to protect office spaces this can be dealt with by localised on site screening or additional mitigation that can be designed into the scheme as part of the detailed submissions that will be required to comply with the conditions.”

- 6.12 A set of conditions are recommended for the applicant to follow a step-by-step process of designing, proposing a scheme to validate and verify the design, confirming that the installation has been carried out as per the design, and then a noise assessment once operational to demonstrate the noise targets have been achieved. In the case of failing to meet the targets, the condition will then secure mitigation measures.
- 6.13 The Council's Air Quality Officer has reviewed the submitted Air Quality Assessment and addendum and is satisfied that the energy facility (when running normally and when running on fuel oil in case of interruption to the gas supply) would be acceptable from an air quality viewpoint. No conditions are considered necessary.
- 6.14 In summary, it is demonstrated that the proposed development would not result in a significant adverse impact on the local environment in terms of noise or air pollution. The proposal thereby complies with policy DES9.

Highways Matters

- 6.15 The County Highway Authority has undertaken an assessment in terms of the likely net additional traffic generation, access arrangements and parking provision and are satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway. The County Highway Authority therefore has no highway requirements.
- 6.16 The proposed scheme would not have a material impact on vehicle parking at the hospital site. The development, although providing some new office space at first floor, would also result in loss of existing workshop space at ground floor, and so I do not consider that the net result would generate additional parking demand e.g. from staff.
- 6.17 There is a small existing motorbike parking area located next to the proposed transformer. This will be temporarily relocated into the main car park but reinstated following the construction.
- 6.18 The site is 220m from the main road entrance to the hospital and Canada Avenue is a private road. Therefore, construction transport management would be for the hospital to control.
- 6.19 In summary, the proposed scheme would be acceptable from a highway safety viewpoint and complies with policy TAP1.

CONDITIONS

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

Plan type	Reference	Version	Date Received
Block Plan	C-2019-804-PM-DRW-0004	0	21.05.2020
Roof Plan	C-2019-804-ME-DWG-0003	0	21.05.2020
Floor Plan	C-2019-804-ME-DWG-0002	0	21.05.2020
Floor Plan	C-2019-804-ME-DWG-0001	0	21.05.2020
Location Plan	C-2019-804-PM-DRW-0003	0	21.05.2020
Elevation Plan	C-2019-804-PL-DWG-0001	1	06.10.2020
Elevation Plan	C-2019-804-PL-DWG-0002	1	06.10.2020

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

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. The materials to be used in the construction of the external surfaces of the development must be as specified within the application or as approved in writing by the Local Planning Authority.

Reason: To ensure that the development hereby permitted is only constructed using the appropriate external facing materials or suitable alternatives in the interest of the visual amenities of the area with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

4. No development shall commence until a tabulated scheme of equipment and supporting drawings of all internal and external plant, equipment and trunking, is submitted to and approved in writing by the local planning authority. The scheme shall be designed in accordance with the principles and supporting calculations specified in the AF acoustics report dated 11th September 2020. The scheme shall demonstrate performance in accordance with the principles of BS 4142: 2014 (or subsequent superseding equivalent) and other relevant standards, and shall include details of attenuation measures to ensure the cumulative rating level of noise emitted from the proposed plant, machinery or equipment is 5dBA less than background at the most sensitive residential receptors for both day and night metrics. All equipment, including internal and external plant shall be installed in accordance with the approved details.

Reason: To ensure that the development does not affect the amenity for nearby residential and commercial occupants by way of noise nuisance or disturbance with regard to Reigate and Banstead Development Management Plan 2019 policy DES9.

Agenda Item 10

Planning Committee
28 October 2020

Agenda Item: 10
20/01008/F

5. No development shall commence above ground level (excluding demolition and site clearance) until a scheme of verification and validation to demonstrate that all equipment will be installed in accordance with the agreed scheme in condition no.1 above is submitted to and approved in writing by the Local Planning Authority.
Reason: To ensure that the development does not affect the amenity for nearby residential and commercial occupants by way of noise nuisance or disturbance with regard to Reigate and Banstead Development Management Plan 2019 policy DES9.
6. Prior to the commissioning of the plant and the commencement of operation, a statement of conformity from the main contractor or his appointed consultant (to show the plant has been installed in accordance with the approved scheme in condition no.1 above) shall be submitted to and approved in writing by the local planning authority.
Reason: To ensure that the development does not affect the amenity for nearby residential and commercial occupants by way of noise nuisance or disturbance with regard to Reigate and Banstead Development Management Plan 2019 policy DES9.
7. Within three months of commissioning the plant and the commencement of operation a post-construction noise assessment based on the scheme of verification and validation approved in condition no.2 above shall be submitted to and approved in writing by the local planning authority. The post-construction noise assessment shall be carried out to confirm compliance with BS 4142: 2014 (or subsequent superseding equivalent) and other relevant standards, to ensure the cumulative rating level of noise emitted from the proposed plant, machinery or equipment is 5dBA less than background at the most sensitive residential receptors and that the nearest onsite commercial receptors are suitably protected from adverse noise impacts in accordance with BS8233. If adverse noise impacts are identified, a scheme of mitigation shall also be submitted to and approved in writing by the Local Planning authority with the post-construction noise assessment and all mitigation measures to be implemented and validated within 6 months of commencement of operation. The approved measures shall be permanently retained and maintained in working order for the duration of the use and operation of the development. All measures shall be designed and implemented by a suitably qualified person and shall be retained in accordance with manufacturers recommendations for the duration of the use hereby permitted.

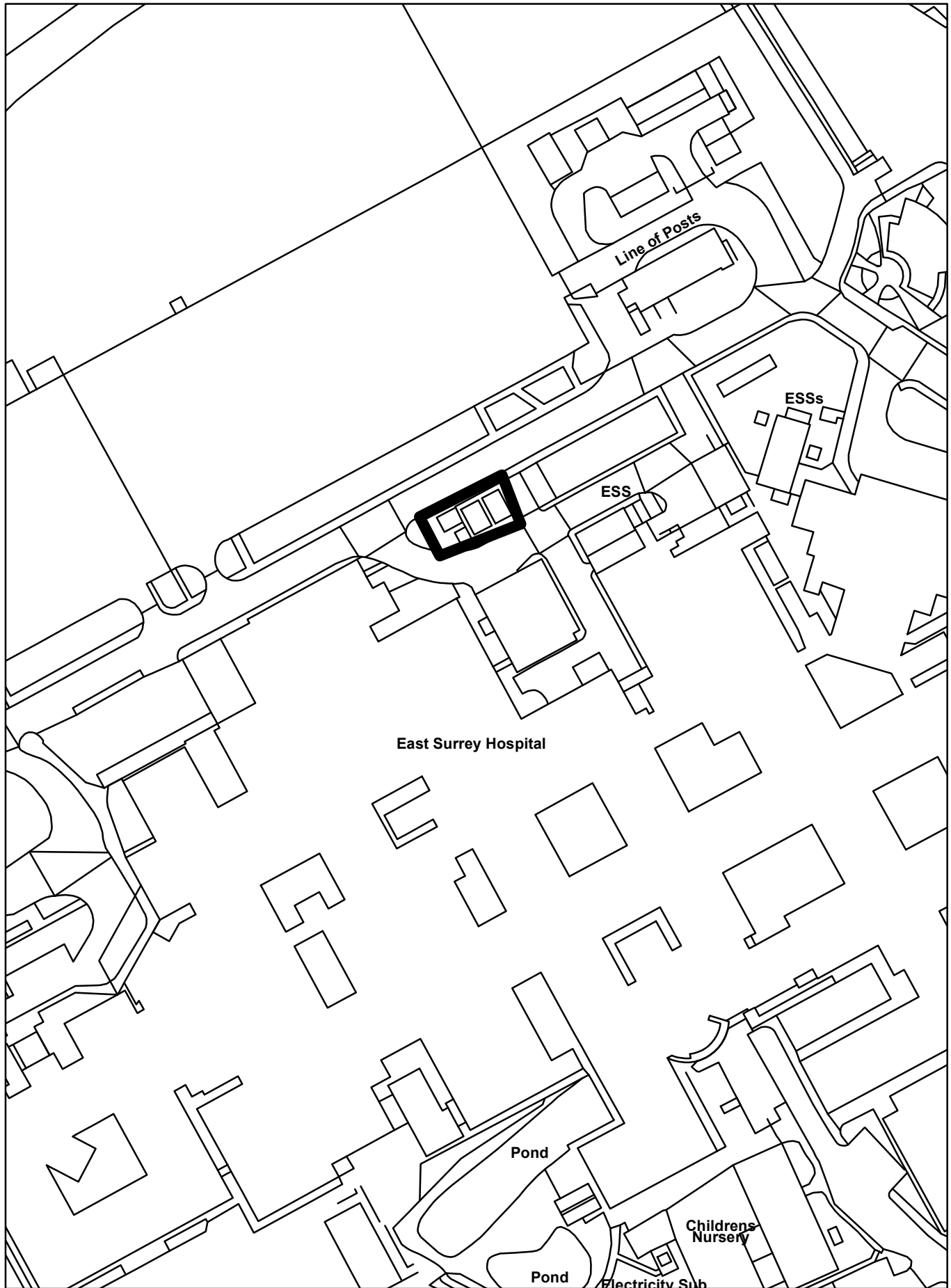
Reason: To ensure that the development does not affect the amenity for nearby residential and commercial occupants by way of noise nuisance or disturbance with regard to Reigate and Banstead Development Management Plan 2019 policy DES9.

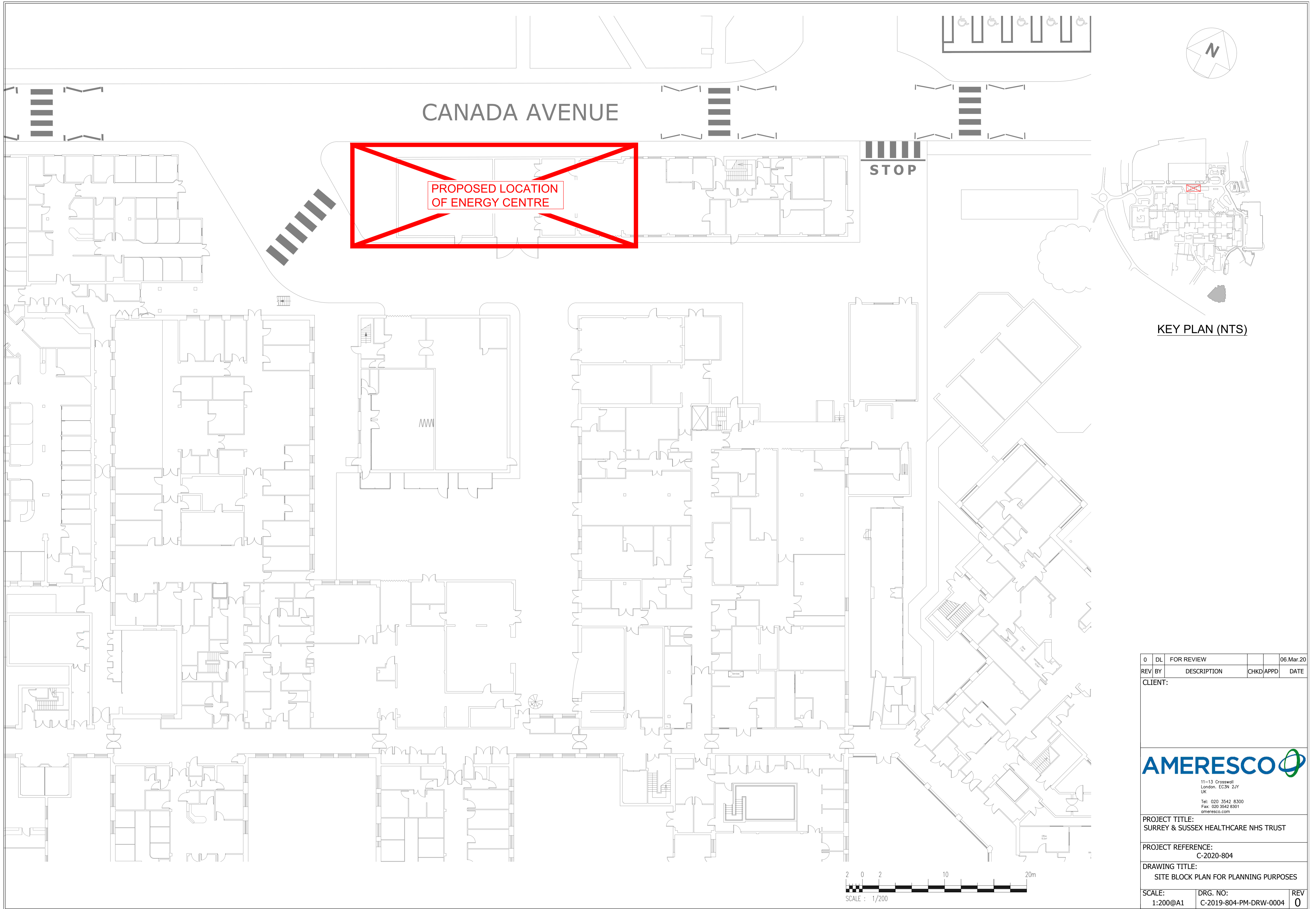
INFORMATIVES

1. If following detailed design, the stack heights are proposed to be lowered, remodelling for air quality purposes and consent from the Local Planning Authority would be necessary.


-
2. In conjunction with the noise conditions above, the applicant is reminded that their consultant's initial assessment of the noise impacts is based on a previous noise survey which was carried out within a hospital courtyard and was influenced to some degree by onsite plant noise.

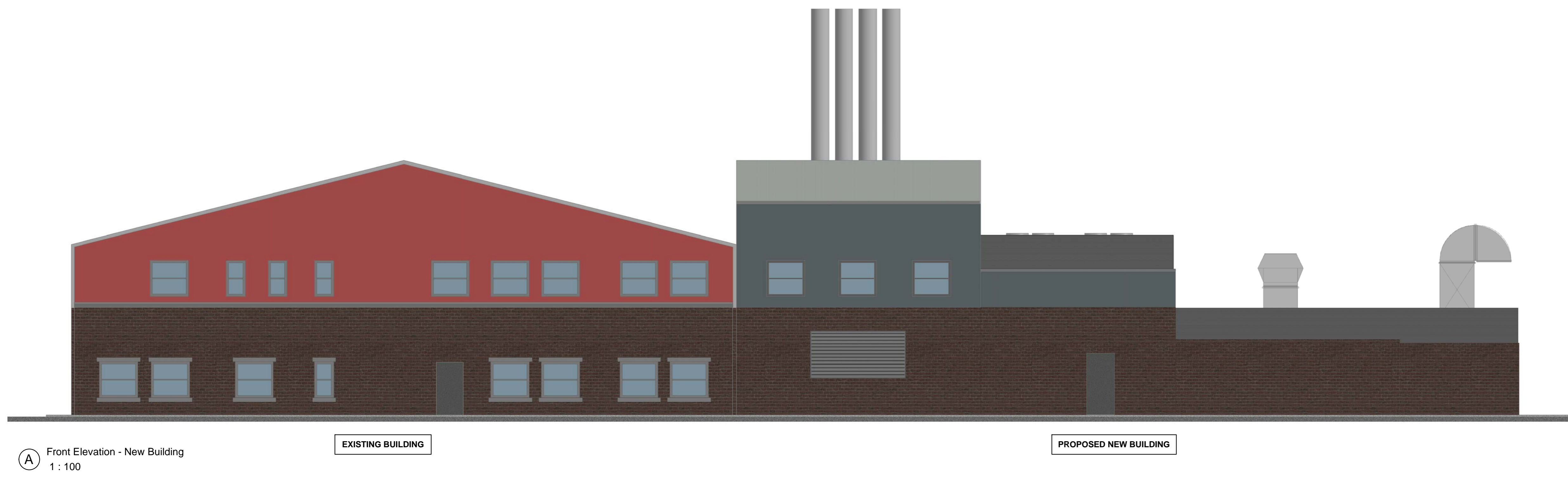
Agenda Item 10
20/01008/F - East Surrey Hospital, Canada Avenue, Redhill



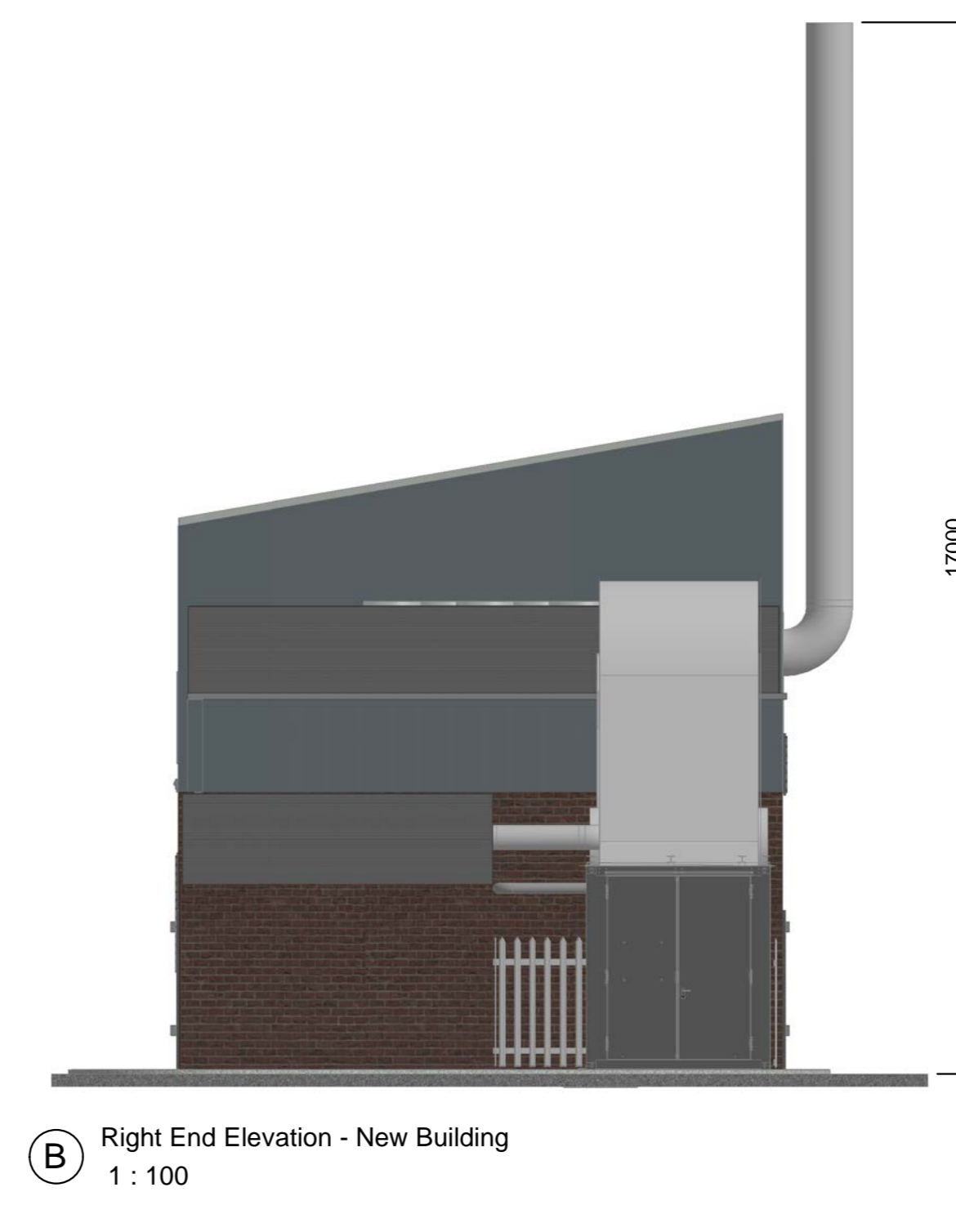


183

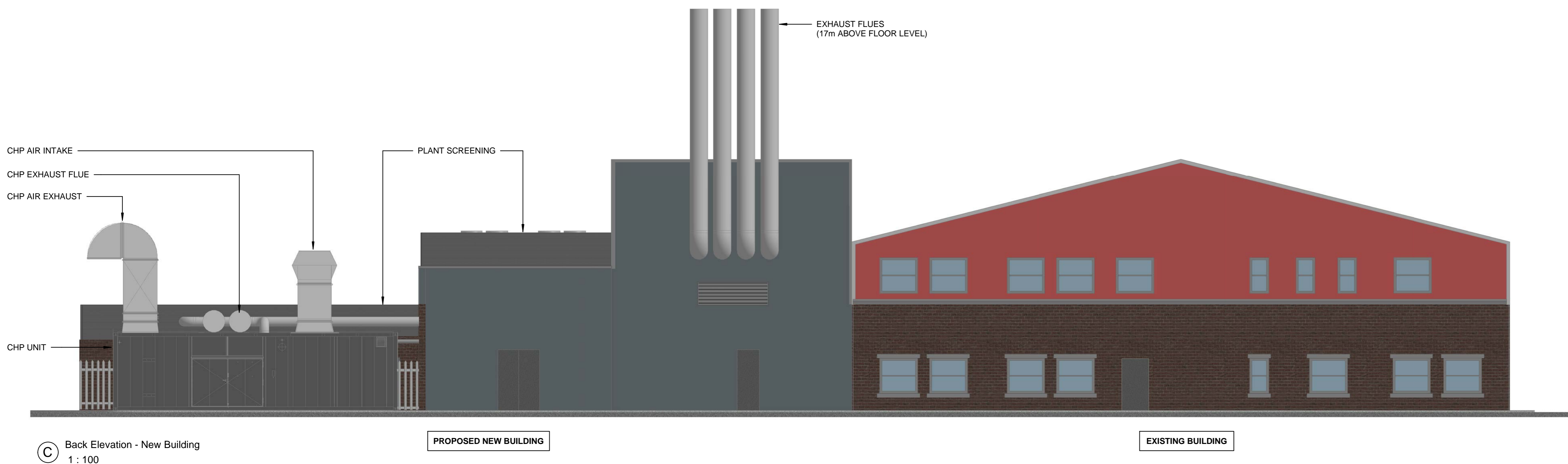
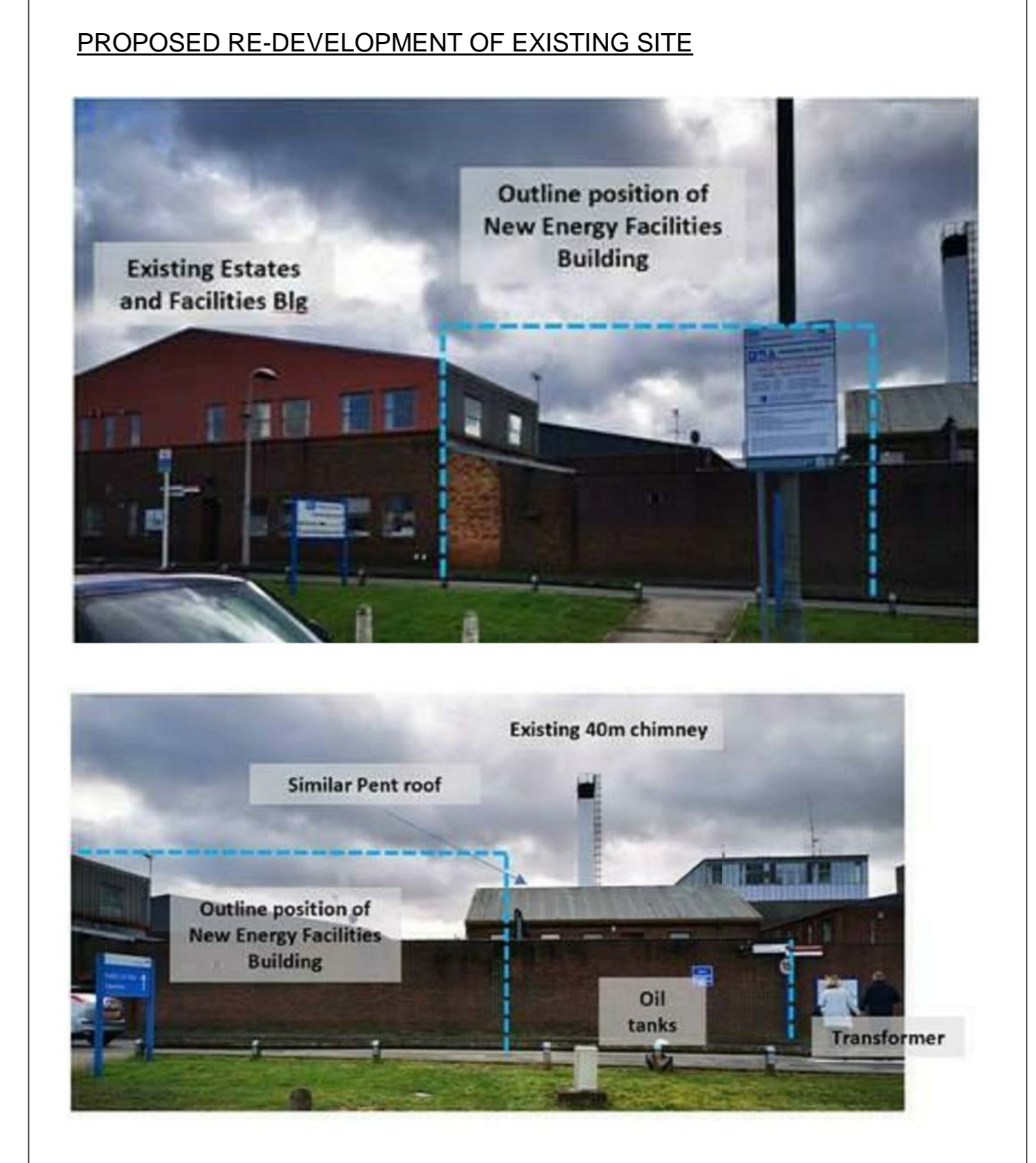
0	DL	FOR REVIEW		06.Mar.20
REV BY		DESCRIPTION	CHKD/APPD	DATE
CLIENT:				
				
<small>11-13 Crosswell London. EC3N 2JY UK Tel: 020 3542 8300 Fax: 020 3542 8301 ameresco.com</small>				
PROJECT TITLE: SURREY & SUSSEX HEALTHCARE NHS TRUST				
PROJECT REFERENCE: C-2020-804				
DRAWING TITLE: SITE BLOCK PLAN FOR PLANNING PURPOSES				
SCALE: 1:200@A1	DRG. NO: C-2019-804-PM-DRW-0004	REV 0		



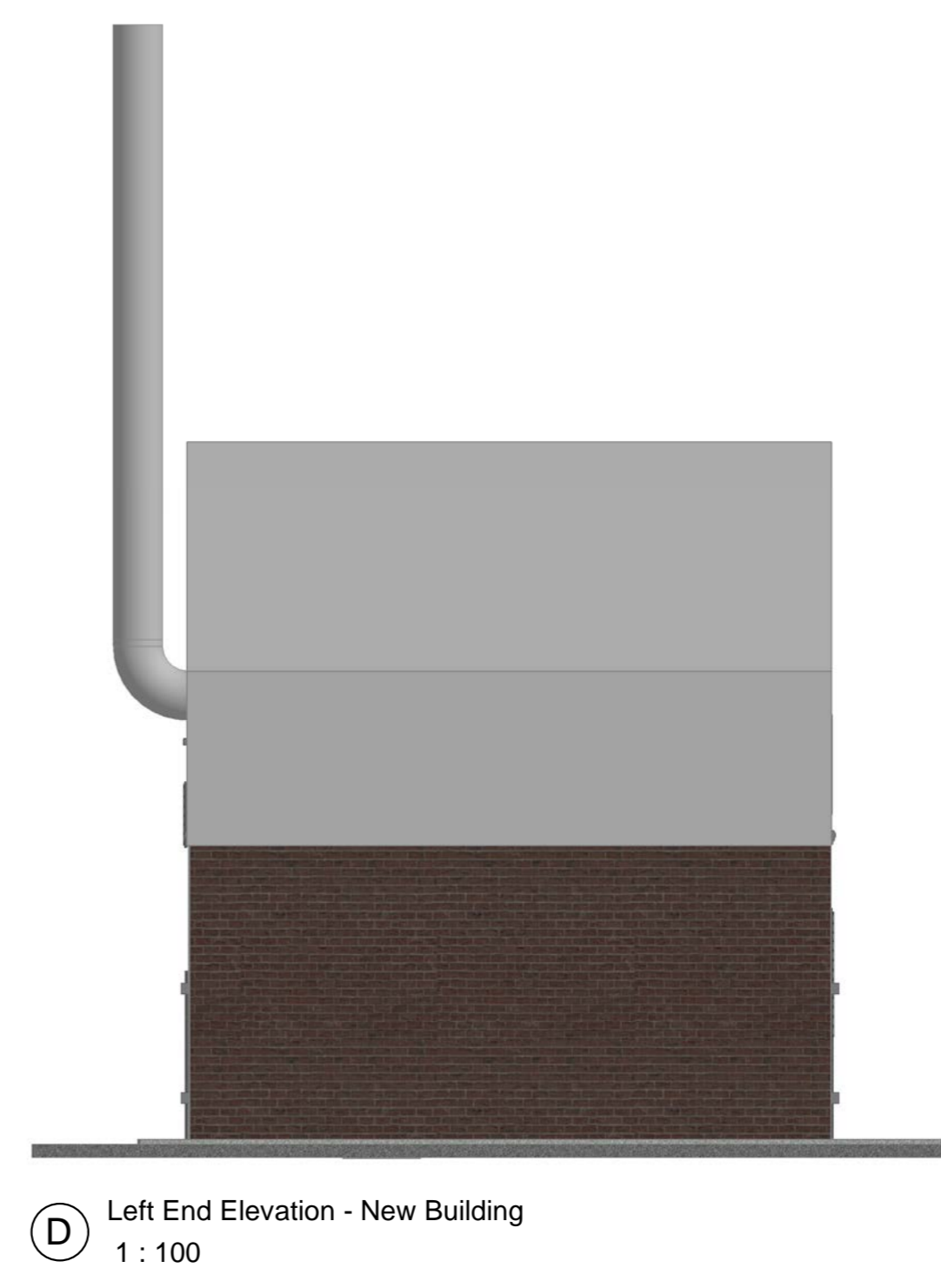
(A) Front Elevation - New Building
1 : 100



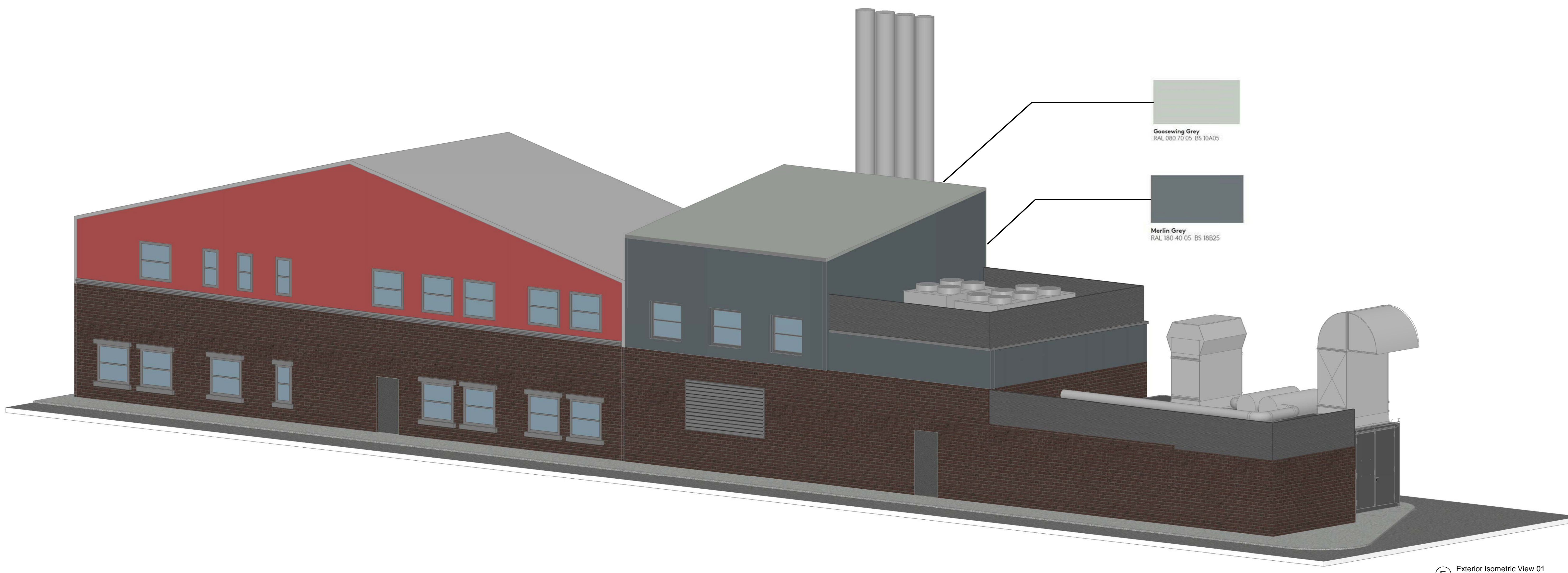
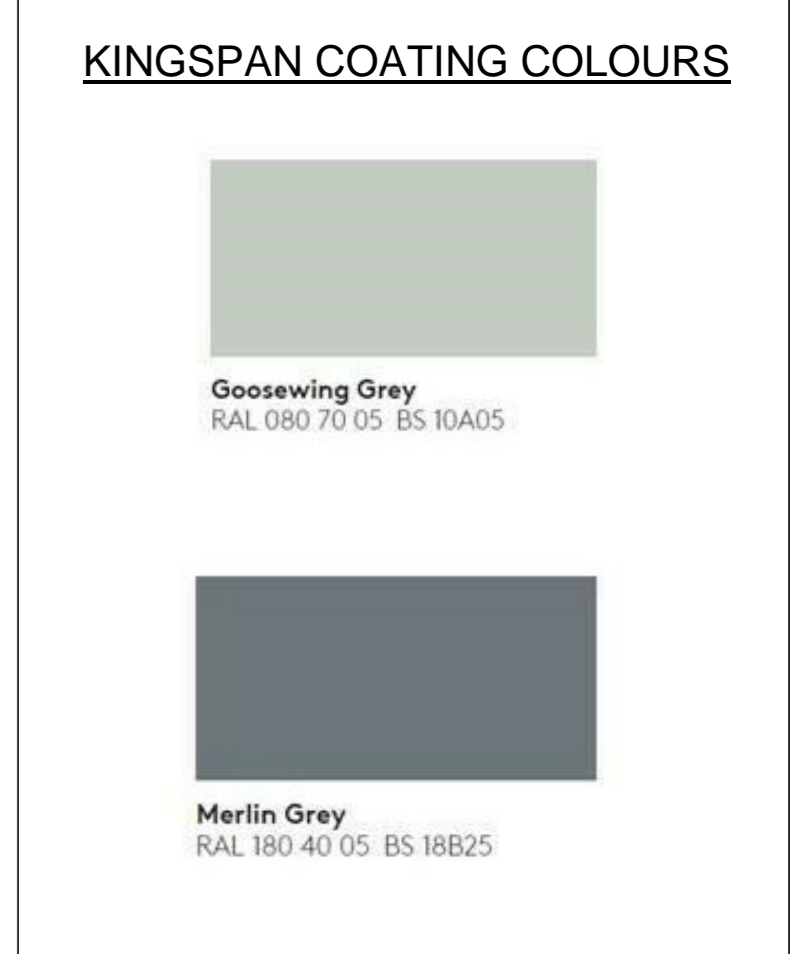
(B) Right End Elevation - New Building
1 : 100



(C) Back Elevation - New Building
1 : 100



(D) Left End Elevation - New Building
1 : 100



(E) Exterior Isometric View 01

REV	BY	DESCRIPTION	CHKD	APPD	DATE
1	BB	ROOF & WALL CLADDING COLOURS UPDATED	DV	SM	21.09.20
0	BB	ISSUED FOR COMMENT	DV	SM	11.03.20

CLIENT:

11-13 CROSSWALL LONDON EC2N 2JY, UK
TEL: 020 3542 8300
FAX: 020 3542 8301
AMERESCO.COM

AMERESCO

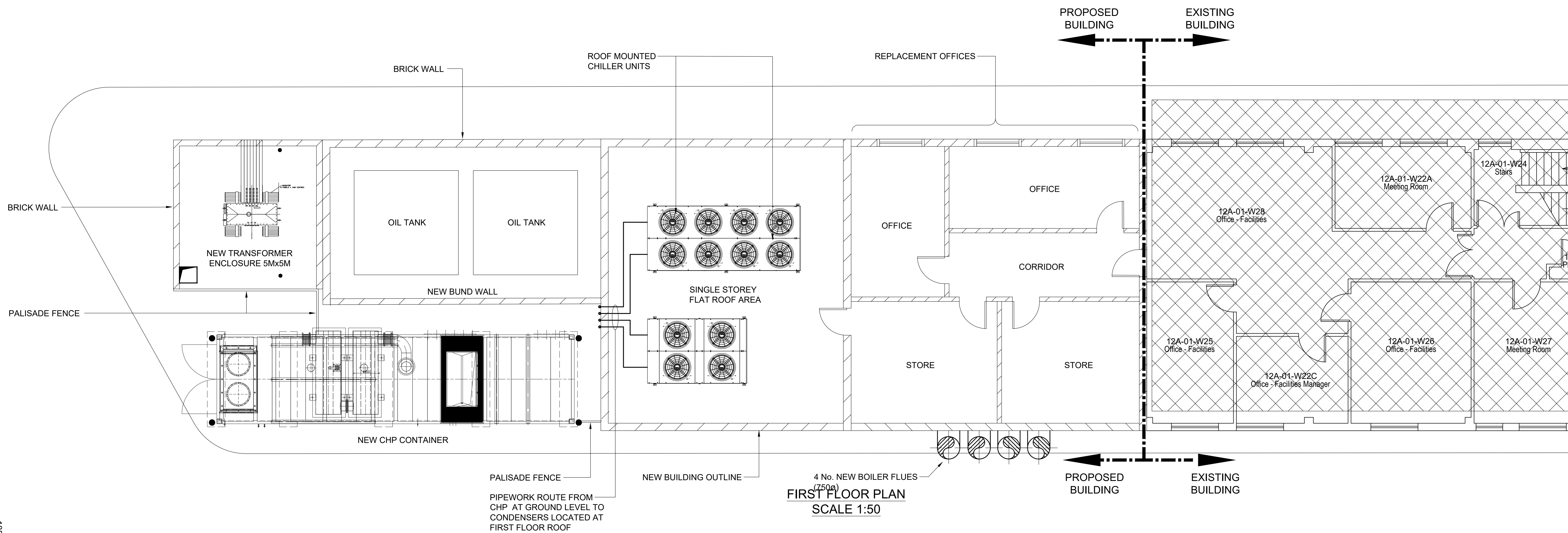
THE BIM BUREAU
3D REVIT & BIM DELIVERY SPECIALISTS
COMMER HOUSE, SUITE 13, STATION ROAD, TADCASTER, LS24 9JF
TEL: 01937 835 708 | WWW.THEBIMBUREAU.COM

PROJECT TITLE:
EAST SURREY HOSPITAL

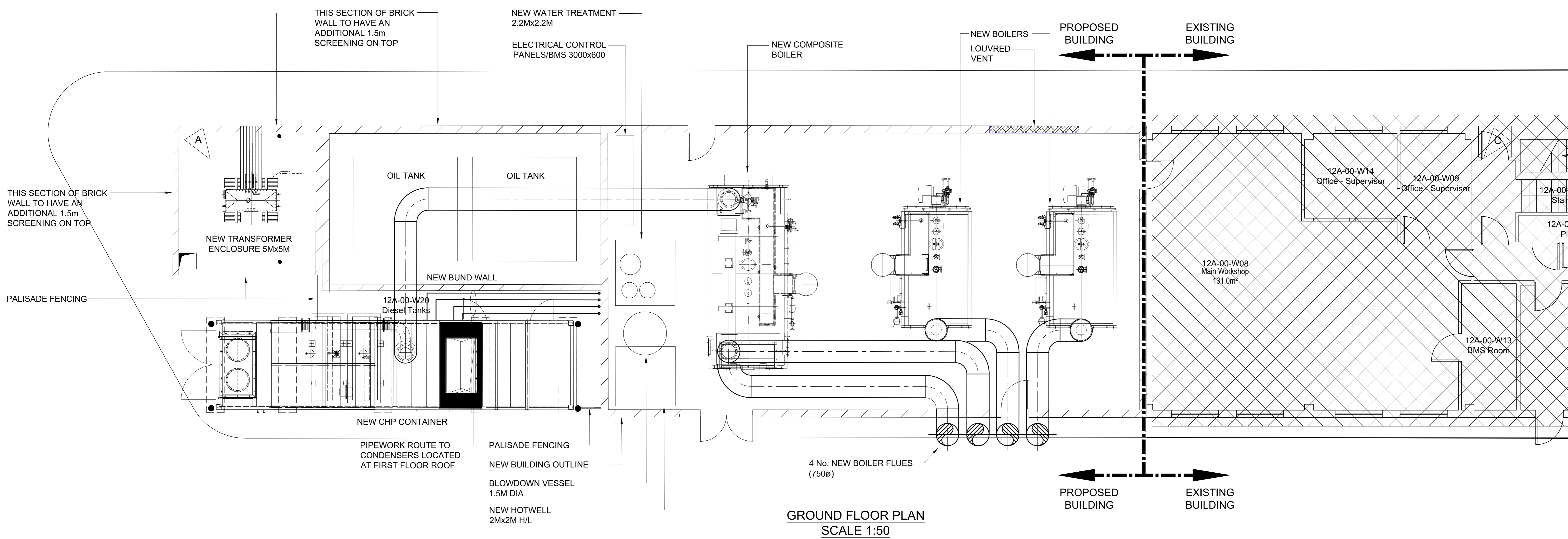
PROJECT REFERENCE:

DRAWING TITLE:
PROPOSED ENERGY CENTRE ELEVATIONS & ISOMETRIC VIEW

SCALE: 1:100/BA0 DRG. NO: C-2019-004-PL-DWG-0002 REV 1



FIRST FLOOR PLAN
SCALE 1:50



GROUND FLOOR PLAN
SCALE 1:50


0	BB	ISSUED FOR COMMENT	DV	SM	02.03.20
REV BY	DESCRIPTION	CHKD	APPD	DATE	
CLIENT:					
11-13 CROSSWALL LONDON EC2M 2JY, UK TEL: 020 3542 8300 FAX: 020 3542 8301 AMERESCO.COM					
AMERESCO					
THE BIM BUREAU 3D REVIT & BIM DELIVERY SPECIALISTS COMMER HOUSE, SUITE 13, STATION ROAD, TADCASTER, LE24 9JF TEL: 01937 835 728 WWW.THEBIMBUREAU.COM					
PROJECT TITLE: EAST SURREY HOSPITAL ENERGY CENTRE					
PROJECT REFERENCE:					
DRAWING TITLE: PLAN VIEWS FOR PROPOSED ENERGY CENTRE					
SCALE: 1:50 @ A0	DRG. NO: C-2019-804-ME-DWG-0002	REV	0		

This page is intentionally left blank

Agenda Item 11

Planning Committee
28th October 2020

Agenda Item: 11
20/00829/F

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	28 October 2020
	REPORT OF:	HEAD OF PLANNING
	AUTHOR:	Matthew Sheahan
	TELEPHONE:	01737 276514
	EMAIL:	Matthew.sheahan@reigate-banstead.gov.uk
AGENDA ITEM:	11	WARD: Hooley, Merstham and Netherne

APPLICATION NUMBER:	20/00829/F	VALID:	23/04/2020
APPLICANT:	Prestige London Homes Ltd	AGENT:	Clemebil Ltd
LOCATION:	8 BRIGHTON ROAD HOOLEY SURREY CR5 3EB		
DESCRIPTION:	Demolition of existing dwelling and erection of two buildings comprising 10 new homes with associated access, parking and landscaping. As amended on 24/06/2020 and on 30/06/2020		
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.			

SUMMARY

This is a full application for the demolition of the existing dwelling on site and the erection of two buildings comprised of 10x 2 bedroom flats with associated access, parking and landscaping.

The site is currently occupied by a vacant detached chalet bungalow, which has been in a state of disrepair for a considerable period of time. The proposed scheme would see the demolition of this building and its replacement with a new building comprised of 7 flats. The building would be traditional in appearance, with a hipped roof, hanging tile and plain tile for the roof, a palette of materials typical of the vernacular of the borough. The building would be situated at a lower level than the neighbouring residential property to the south which and would appear appropriate in terms of its design, as well as its' scale within the road. Whilst the depth of the building would increase over and above that of the existing building, this would only be a marginally deeper projection in to the plot than the existing building and would be a significant reduction over and above the previously refused scheme 17/02060/F, which was dismissed at appeal. To the rear of the site would be a much smaller 1.5 storey building containing 3 flats. This building would be largely obscured from view by both the frontage building and surrounding vegetation and would not harm the character of the surrounding area.

Whilst the increased scale and amount of development, particularly the proposed frontage building, would change the relationship with surrounding residential

Agenda Item 11

Planning Committee
28th October 2020

Agenda Item: 11
20/00829/F

properties, it is not considered that their amenity in terms of light, privacy or outlook would be impeded.

It is acknowledged that there is a shortfall in parking provision for the site; however it has been demonstrated through the submission of comprehensive car ownership evidence that this proposed shortfall would not result displacement parking on to the highway or an increased risk to the safe operation of the highway network.

Many of the existing trees and vegetation would remain, offering ample screening of the proposed development from particular vantage points. Appropriate ecological measure would be put in place to ensure that protected species and their habitats identified on site can be appropriately protected and where necessary compensated for during and post development.

RECOMMENDATION(S)

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

Consultations:

County Highway Authority: has undertaken an assessment in terms of safety, capacity and policy grounds and have recommended a condition requiring the provision of secure cycle storage facilities in the event that planning permission is granted. It should be noted that the development is located on a section of the A23 that is not maintained by the County Highway Authority, instead being maintained by Highways England.

Highways England: The development would be accessed via the A23, which forms part of the SRN (Strategic Road Network) for which Highways England is the highway authority. Highways England will be concerned with proposals that have the potential to impact on the safe and efficient operation of the highway. Having reviewed the scheme Highways England has recommended conditions in the event of planning permission being granted for the submission of a Construction Transport Management Plan and a Construction Method Statement prior to the commencement of development.

Lead Local Flood Authority: On the matter of drainage the LLFA has reviewed the submitted surface water drainage strategy submitted in support of the application and is satisfied that the scheme would comply with the requirements of the NPPF 219 and Non-Statutory Technical Standards for sustainable drainage systems. It is advised that, in the event that planning permission is granted, suitably worded conditions and informatives are applied to ensure that the SuDS Scheme is properly implemented and maintained throughout the lifetime of the development.

Surrey Wildlife Trust: A Preliminary Roost Assessment, Arboricultural Method Statement and Bat Survey Report have been submitted in support of the application. The roost assessment and Bat survey report are deemed appropriate in scope and methodology, though the loss of one active roost would result. Recommendations and conditions/ informatives have been recommended. This is discussed in sections 6.22-6.24 of this report.

UK Power Networks: No objection subject to informatives.

SCC Minerals and Waste Authority: No objections raised.

Representations:

Letters were sent to neighbouring properties on 4th May 2020. A total of 6 responses were received. Following the receipt of amended plans further notifications were sent to neighbouring properties on 2nd July 2020. A further 5 responses were received. The following issues have been raised:

Agenda Item 11

Planning Committee
28th October 2020

Agenda Item: 11
20/00829/F

Overdevelopment	See paragraph 6.2-6.7
Out of character	See paragraph 6.2-6.7
Out of character with the surrounding area	See paragraph 6.2-6.7
Overdevelopment	See paragraph 6.2-6.7
Alternative location/ proposal	See paragraph 6.2-6.7
Overlooking and loss of privacy	See paragraph 6.14-6.19
Overbearing relationship	See paragraph 6.14-6.19
Overshadowing	See paragraph 6.14-6.19
No need for the development	See paragraph 6.2-6.7
Loss of/ harm to trees	See paragraph 6.21
Loss of private view	See paragraph 6.14-6.19
Hazard to highway safety	See paragraph 6.20-6.25
Inadequate parking	See paragraph 6.20-6.25
Increased traffic congestion	See paragraph 6.20-6.25
Inconvenience during construction	See paragraph 6.20-6.25
Increased Noise and disturbance	See paragraph 6.20-6.25
Drainage/ sewerage capacity	See paragraph 6.14-6.19
Property values	See paragraph 6.14-6.19
Crime fears	See paragraph 6.14-6.19
Health fears	See paragraph 6.14-6.19

One letter has been received in support of the application on the grounds of improvement of the environment and economic benefits to for the local area.

1.0 Site and Character Appraisal

- 1.1 The application site comprises a residential plot on the western side of the A23 (Brighton Road), in Hooley. At present, the site is occupied by a vacant chalet bungalow which is in a state of disrepair, with a front driveway and large rear garden. The site slopes quite significantly upwards away from the road frontage.
- 1.2 The site is located within the urban area; however, it is on the very edge of the urban settlement and marks the transition between the village of Hooley and open countryside which is within the Metropolitan Green Belt and Area of Great Landscape Value.
- 1.3 The immediate urban environment has a mixed character. Along the A23, development consists of a mixture of small blocks of flats and detached and semi-detached houses. Buildings are typically two storeys, although there is some 2.5/3 storey development at the small local centre to the south along Brighton Road. To the west of the site is a residential neighbourhood (Maple Way, et al.) consisting of two storey semi-detached dwellings and bungalows

typical of housing estate. The western side of Brighton Road within which the site sits retains a relatively verdant open character due to set back buildings and tree cover. To the north, the site adjoins a gas utility compound.

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 applicant was advised that there was not an in principal issue with the redevelopment of the site subject to the amount being appropriate. The view expressed was that the frontage building was large a should be reduced in its overall scale. Concern was raised with regard to the proposed shortfall in parking and that this would need to be strongly justified as part of an application submission.
- 2.2 Improvements secured during the course of the application: Amended plans have been submitted in response to concerns raised regarding elements of the design and scale of the frontage building.
- 2.3 Further improvements could be secured: Improvements to the scheme could be secured by way of suitably worded conditions and the imposition of informatives.

3.0 Relevant Planning and Enforcement History

The following list of applications are relevant to the consideration of this application:

17/02060/F	Amended proposal Demolition of existing building, redevelopment to provide 21 self-contained flats with basement parking, associated landscaping, refuse and cycle stores	Refused 31/01/2018 Appeal Dismissed
15/02725/F	Conversion of detached 7 bedroom house to 5 no.1 bedroom self-contained flats	Granted 24/03/2016
15/02005/F	Conversion of detached 7 bedroom house to 3 no.1 bedroom and 1 no.2 bedroom self-contained flats	Granted 19/11/2015

Agenda Item 11

Planning Committee
28th October 2020

Agenda Item: 11
20/00829/F

15/01300/F

Conversion and
extension of detached 7
bedroom house to 3 no
.2 bedroom self-
contained flats

Granted 20/08/2015

4.0 Proposal and Design Approach

- 4.1 This is a full application for the demolition of the existing dwelling and the construction of 10 flats spread across two buildings (one to the front of the site and a smaller building to the very rear of the plot) with associated carparking and landscaping concentrated largely in between the two, with a small number of additional parking spaces to the front. Each of the units would have 2 bedrooms.
- 4.2 Block A to the front of the site is a large detached building that is of a traditional residential form, incorporating as it does a large hipped roof with pitched roof gable to the principal elevation, which also features two small flat roof dormer windows, and tile hanging to the first floor. A further three such dormers would feature to the rear elevation, along with one to the south side elevation. The block would be two storeys in height with accommodation in the roof, 9.1m to the extent of the ridge, 16m in width and 16.5m in depth. This building would contain 7x2 bed units.
- 4.3 Block B would be located to the very rear of the site, approximately 30m from Block A, at an elevated ground level to the front of the site. This building would be smaller in scale, being 1.5 storeys with accommodation in the roof, 6.8m in height, 16.5m in width and 8m in depth. Again the building would be of a traditional design with a hipped roof with tile hanging to the first floor, with small flat roof dormers to the front and rear elevations. This building would contain a further 3x2 bed units.
- 4.4 Turning to the external areas of the site, it is proposed to concentrate the majority of the parking spaces between the two buildings (12 in total) with a further 3 spaces to the front of Block A. Secure cycle and refuse storage would also be contained at the front of the site. Access to the site from the road would be to the north end via the existing entrance, with a covered access being incorporated in to the building leading to the main parking area. Landscaping would be incorporated around the buildings and the sides of the plot, with an area of amenity space in front of Block B.
- 4.5 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.

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

Assessment	<p>The site is identified as being located within the built up area of Hooley. The area is defined as being of mixed character, ranging from semi-detached and terraced traditional cottages with pitched slate roofs to maisonette blocks ranging from 60s/70s to more recent styles. To the rear on Maple Way and St Margaret’s Road there is somewhat of a more cohesive character, typical of a planned housing estate. A small shopping parade to the south is identified as being within short walking distance of the site, with convenience store, as is the proximity to Maple Way play area and recreation ground to the north. The site is assessed as being within a particularly sustainable location, being in close proximity to bus stops on the A23, with regular services running north and south with access to Redhill, Merstham rail station, Coulsdon, Purley and Croydon</p> <p>The presence of trees to the boundary are identified and, despite being of low quality, are to remain as they provide good screening of the site.</p>
Involvement	No community consultation is identified as having taken place.
Evaluation	It is not indicated that alternative development options have been considered.
Design	The design, form and scale of the proposed buildings has been informed the previous dismissed appeal, advice received during the pre-application stage and in response to the residential character area. The buildings have been designed to respect the Surrey vernacular, through the use of pitched roof, hanging tiles to the first floor with pronounced gable running from front to rear.

4.6 Further details of the development are as follows:

Site area	0.13 hectares
Site Density	76 d.p.h
Existing Use	C3 Residential (single dwelling)
Proposed Use	C3 Residential (10x 2 bed flats)
Existing Parking Space	3
Proposed parking spaces	15

Agenda Item 11

Planning Committee
28th October 2020

Agenda Item: 11
20/00829/F

Parking standard	2 car parking spaces per 2 bed unit in an area of Low Accessibility
------------------	---

5.0 Policy Context

5.1 Designation

Urban area
Transition to Metropolitan Green Belt

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)
CS10 (Sustainable Development),

5.3 Reigate & Banstead Development Management Plan 2019

Design	DES1 DES2 DES4 DES5 DES6 DES8
Access and Parking	TAP1
Climate change resilience and flooding	CCF1
Natural and Historic Environment	NHE3
Infrastructure to support growth	INF3

5.4 Other Material Considerations

National Planning Policy Framework	
National Planning Practice Guidance	
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 demolition of the existing dwelling and the erection of two buildings comprised of 10 flats. The site is within the urban area and, as established through the previous consents to convert the existing building in to separate units, there is no in principle objection to residential development or intensification of residential use on the site. Therefore the main issues to consider are:

- Design and impact on character;
- Amenity of future occupiers;
- Housing Mix;
- Impact on neighbouring amenity;
- Highway Impacts, Access and parking;
- Trees and Landscaping;
- Ecology;
- CIL
- Affordable Housing

Design assessment

- 6.2 The design of the proposed development has been informed by the character of the area, which other than being predominantly residential, is fairly mixed with regard to architectural style and age of properties. The inspector, in considering the refusal of application 17/02060/F, observed that *'there is no one single prevailing architectural style that characterises the residential development in the area. The development along this part of Brighton Road is of an overall domestic size and of traditional appearance with gaps between properties.'*
- 6.3 Beginning with Block A to the front of the site, it would represent an increase in scale and depth over the existing dwelling currently occupying the plot; however it is considered that on balance this would be acceptable. The overall height would be below that of the adjacent building to the south by approximately 0.55m, and the eaves too would be lower, as per the current relationship. The incorporation of hips to both side of the roof would serve to lessen the sense of scale when viewed in the road. The scheme has been amended from the original submission to remove a rear gable projection that would have mirrored that at the front, removing a not insignificant amount of bulk from the building. The building would be 2.5 storeys in height, which is appropriate and within the context of the area, which is observed to comprise 2-2.5 storey properties, with some even being 3 storeys in height within the wider area, as observed by the inspector in considering the previous application.
- 6.4 On the matter of the depth, the footprint within the plot would be approximately 5m greater than the existing building; however the majority of this is accounted for by the more forward projection of the proposed building, whilst to the rear this would only be 1m more than the existing house. The scheme has been reduced in depth during the course of the application by 1m, reducing the extent of crown roof in the process, to a point where it is considered that on balance Block A would be acceptable with regard to its height, bulk, depth and mass. Its siting forward of 10a to 10d Brighton Road would not in itself be harmful, following as it does a natural staggering of the building line at this point which increases in a northerly direction. The building is deemed to fit within the context of domestic sized residential development identified by the inspector and would be significant reduction on the previously refused submission, which

Agenda Item 11

Planning Committee
28th October 2020

Agenda Item: 11
20/00829/F

proposed 21 flats to be contained within a single building, 4 storeys in height, with a footprint which covered much of this extensive plot.

- 6.5 Block B is smaller in its overall size however it is located at an elevated position by virtue of the sloping ground level, increasing from front to rear. However views of the building from the wider street scene would be minimal, as it would be largely obscured by the frontage building, as well as vegetation to the side boundaries.
- 6.6 Both properties would utilise materials, such a plain tile for the roof, hanging tiles and red/ brown coloured brickwork that would be appropriate to the character of the area, which is quite mixed with regard to materials.
- 6.7 It is considered that, whilst the level of build form on the site would be increased, on balance the proposed development is considered to be acceptable with regard to its design and impact on the character of the wider area. The two buildings would be significantly spaced apart, allowing for an appropriate amount of soft landscaping in the intervening spaces to ensure that a sense of spaciousness is retained within the site, which would be appropriate for this location at the edge of the urban area.

Amenity for Future Occupiers

- 6.8 It is a fundamental objective of planning policy and stated within the National Planning Policy Framework that we provide high quality housing that is well designed and built to a high standard. The advice is amplified further by policies DES2 and DES5 of the Development Management Plan, which requires developments to demonstrate that dwellings have been designed to ensure that a good standard of amenity for all existing and future occupants and meet the minimum relevant nationally described space standards and be arranged to ensure that habitable rooms are arranged to have an acceptable outlook and where possible receive direct sunlight.
- 6.9 Nationally Described Space Standards require a 2 bedroom dwelling, in this case a flat, to provide a minimum of 61 sq. metres of internal floor area and a maximum of 70 sq. m, depending on the number of occupiers. All 10 of the proposed dwellings would meet or exceed this requirement. These are summarised in the table below:

Flat No.	Floor Area (sq. m)
1	62.64
2	76.4
3	72.8
4	66.5
5	62.2
6	66
7	62
8	69

9	74.4
10	78.3

- 6.10 Each of the bedrooms would be of an acceptable size, with windows appropriately placed to ensure each would be provided with an acceptable level of sunlight/ daylight as well as a reasonable outlook. Each of the main living spaces would be equally well served in this regard.

- 6.11 Not all the flats would be provided with their own private garden spaces; however some of the ground floor units would have access to private patio areas. There would be shared access to the grounds around the building, particularly in front of Block B to the rear. Policy DES5 of the DMP encourages the provision of such communal spaces, especially for flats, where private amenity space may be more difficult to provide. There would also be access to both Hooley recreation ground, approximately 200m to the north of the site further along Brighton Road, and Maple Way play area.

- 6.12 In light of the above the development is considered to provide an acceptable amount of living space for each unit, each of which is deemed to have an appropriate layout that would provide a good quality living environment for future occupants. The development is therefore deemed to comply with Policy DES5 of the Development Management Plan 2019.

Housing Mix

- 6.13 Policy DES4 of the DMP requires all new residential developments to provide homes of an appropriate type, size and tenure to meet the needs of the local community. Residential developments for up to 20 homes would be expected to provide 20% of dwellings as one or two bed units, in order to meet an identified need for smaller housing within the Borough. Each of the units would have 2 bedrooms. Over 65% of housing stock in Hooley had 3 or more bedrooms at the last census, and over 70% are houses as opposed to flats. The proposal would therefore meet the need for smaller housing units in the area, increasing housing mix and choice within Hooley. On this basis the scheme would achieve the aims of Policy DES4.

Impact on Neighbouring Residential Amenity

- 6.14 Block A would be in closest proximity to numbers 10A-10D Brighton Road the south, which occupy a large, two storey pitched roof building split in to flats, an area of private garden amenity space behind, with parking and large quadruple garage to the very rear of the plot. Block A would be sited 3.5m from this property at the closet point, 2m from the shared boundary between the two, whilst extending approximately 5m beyond the neighbouring rear elevation. Two side windows would face towards the application site; however these appear to be secondary. Rear facing windows feature to the ground and first floor, likely serving a habitable room on the ground floor with bedroom above. Block A would be positioned below the neighbouring property by approximately

Agenda Item 11

Planning Committee
28th October 2020

Agenda Item: 11
20/00829/F

0.4m. This, coupled with the separation distance between the two, would ensure that Block A would not be unacceptably overbearing in nature. This would be assisted by the angle of the proposed roof, which is sufficiently shallow to avoid unacceptable impact on the two neighbouring side windows, which would receive sufficient light between the buildings. With regard to the two neighbouring rear windows, a 45 degree measurement taken in the horizontal plane would be intersected though this would only be very marginal, and there would be a sufficient visual gap between the two to allow light to the neighbours and avoid unacceptable levels of overshadowing to the rear garden.

- 6.15 Block B would be sited 37m away from the neighbouring properties at a higher ground level. This would be a sufficient distance to avoid harmful overlooking between windows. The rear boundary of the 10A-10D is well screened by mature vegetation, which would assist in obscuring views. Block B would also be visible to a number of properties on Maple Way, particularly numbers 91-95, which are at an elevated position to the site. Whilst some views of these properties may be afforded from the proposed rear facing dormers, these views would be minimal given the lower ground position. In any case these windows would largely be facing towards the gas valve site and countryside beyond.
- 6.16 It is considered that, whilst giving rise to a degree of change in the relationship between the site and neighbouring properties, the scheme would be acceptable with regard to its impact on residential amenity, in accordance with Policy DES1 of the DMP.
- 6.17 On concerns raised with regard to increased health and crime fears resulting from the proposed development, it is not considered that a development for 10 residential units would give rise to such issues. Any instances of crime would be a police matter.
- 6.18 On the matter of impact on drainage capacity this would be a matter for consideration at building control stage. A condition requiring the submission of a drainage scheme prior to commencement of development would be included in the event of permission being granted.
- 6.19 Impact of the development on the values of surrounding properties is not a material planning consideration.

Highway Matters and Parking

- 6.20 The site is located within an area of low accessibility as defined within Annex 4 of the DMP. Within such an area a 2 bed flat would be expected to be provided with 2 parking spaces. On this basis the scheme would be expected to provide 22 parking spaces; 20 for residents and a further 2 spaces for visitors. The scheme proposes 15 spaces, a shortfall of 7. Policy TAP1(c) of the DMP expects development to comply with residential parking standard requirements unless satisfactory evidence is provided to demonstrate that non-compliance would not result in unacceptable harm. Such evidence could

include on-street parking surveys, evidence of parking demand, and/ or further information on the accessibility of the site.

6.21 The site is within 100m of bus stops on both sides of the A23 which are served by the 405 (TfL) bus route. This route is regular, and – compared to other services elsewhere in the borough – it is also frequent (every 12-14 minutes). This bus service would provide future residents with access to major town centres and rail services to London (on the Brighton mainline). These routes would also provide access to Croydon, central Coulsdon, Purley, Merstham and Redhill. The level of public transport access to key centres (for work, shopping and services) and rail stations (for commuting and travel) at this site is therefore far greater than many other areas of the borough, and belies the “low accessibility” categorisation of the site, which is based on walking times/distances to defined locations (rail stations and defined retail centres). Within the immediate vicinity, there are also a small number of shops and services available at the Hooley local parade (approximately 150m south of the site), including a small convenience store at the petrol station and a small news agent, both of which would offer everyday essentials without the need to travel further afield. There is clear evidence that travel to and from the site by means of a private car would be more than feasible and therefore the lower levels of car ownership than 2 per unit are realistic.

6.22 To further justify the parking shortfall, the application has been supported by assessment and evidence of car ownership levels in the Hooley and wider area. This evidence demonstrates that car ownership for flats is significantly lower than the 2 spaces suggested. The Council’s DMP parking evidence identified average car ownership in the Chipstead, Hooley & Woodmansterne ward as being 1.79 cars per household. It is worth recognising that this ward contains both (a) a very high proportion of larger detached family homes (4 and 5 bedrooms) which are shown to have higher car ownership in this area and (b) large areas of rural countryside with homes in much more remote and inaccessible locations than Hooley. When the data for the Output Areas covering the village of Hooley is interrogated, this identifies:

- Output area E00155891 – 241 cars across 129 households – 1.86 per household;
- Output area E00155893 – 238 cars across 143 households – 1.66 per household;
- Output area E00170400 – 148 cars across 98 households – 1.51 per household;
- Output area E00155892 – 172 cars across 115 households – 1.50 per household;
- Total – 799 cars across 485 households – 1.64 per household

As stated in paragraph 6.13 the housing stock across those areas is skewed in favour of larger homes (65% over 3 bed) so it is reasonable to assume that car ownership for a scheme of 2 bedroom flats will be lower than this level, and most likely below the 1.5 cars per household which would be allowed for within the scheme. The Council’s DMP Parking Standards Evidence document identifies that flats have much lower car ownership than average. Compared to

Agenda Item 11

Planning Committee
28th October 2020

Agenda Item: 11
20/00829/F

the borough average of 1.47 spaces per household, 2-bedroom flats have an average car ownership of 1.12 (owned) and 0.92 (rented), so between 63% and 76% of the overall average. Even if you apply the upper ratio (i.e. 76%) to the average for the Hooley area (1.64 as per this list above), car ownership could be expected to be 1.3 spaces per household for this scheme, equivalent to a requirement for 13 spaces overall. Even if additional parking did occur (for example from visitors), the adjacent road (the A23) is double yellow lined along its entire length, and the immediate vicinity of the site is subject to no waiting (at any time) and no loading restrictions between specified times. As such, there is no risk of displacement parking onto the adjoining highway causing safety or traffic flow issues, since it would be subject to robust enforcement. There are, however, dedicated parking bays along this side of the A23 a short walk away. These bays, although restricted, would allow for short stay visitors during the day of up to one hour and would also offer potential evening and weekend parking for visitors (or residents) for longer periods (as the restrictions do not apply after 7pm or at weekends). The lack of opportunity for displacement parking on the would ensure against increased risk of highway safety and operational issues.

- 6.23 The proposed access arrangements would remain similar to that of the existing, with the southern access being narrowed to become a pedestrian accessway. This part of the A23 forms part of the Strategic Road Network and therefore falls under the remit of Highways England. They recognise that this section of the A23 is prone to congestion due to the volume of traffic choosing to use this route. In order to ensure that the construction process does not interfere with this and cause highway safety issues, Highways England have recommended a condition requiring the submission of a Construction Transport Management Plan prior to commencement of development. This would include details of construction vehicle access and egress to/from the site, whether any temporary changes to the boundary are required to accommodate this access, the timing of delivery vehicles, construction vehicle frequency and any temporary pedestrian diversions. It is also expected that the management plan would confirm that no vehicles relating to the development will be parked outside of the site on the highway. A further condition requiring the submission of a Construction Method Statement shall also be included.
- 6.24 Surrey County Council has also commented on the application with regard to any impact that the development may have on the adjacent highway network. They acknowledge the shortfall in parking and that this could increase demand for parking on the highway; however it is considered unlikely due to the distance of the proposed development from the highway network. A condition requiring the provision of secure cycle storage would be included in the event of permission being granted to encourage alternative forms of transport in accordance with Policies CCF1 and TAP1 of the DMP 2019.
- 6.25 To conclude it is considered that sufficient evidence has been submitted to satisfy the requirement of Policy TAP1(c) that the proposed shortfall in parking provision would not result in an unacceptable level of harm to the safe operation of the highway, and therefore is deemed to be acceptable.

Trees and Landscaping

- 6.21 There are no protected trees identified as being within the site, however there are a number of non-protected trees, both on and off site. It is proposed to remove 2 trees of low quality as well as carry out minor pruning works to off-site trees, to which there is no objection. A substantial amount of tree cover would remain to the site boundaries to provide ample screening of the development. A tree protection plan has been submitted and is deemed to be acceptable. A condition requiring the submission of a landscaping scheme would be attached in the event of permission being granted. On this basis the development is considered to comply with policy NHE3 of the Development Management Plan 2019 with regard to trees.

Ecology

- 6.22 Due to the derelict nature of the existing building and its disuse having been occurring for some time, the site has the potential to house bats. As such a Preliminary Roost Assessment and Bat Survey have been submitted, which have been assessed by Surrey Wildlife Trust (SWT) and have been deemed appropriate in scope and methodology. An active bat roost (likely a Brown Long Eared feeding roost) has been identified within the building on site. The development would therefore result in the loss of an active roost. The applicant would be required to obtain a European Protected Species Licence prior to commencing any works which may affect bats and be required to undertake actions with regard to impact avoidance, mitigation, compensation and enhancement as detailed within the submitted Bat Survey Report Dated June 2020. This report also notes that the building offers suitable features for hibernating bats. As recommended in the submitted report, works to the building would be expected to be carried out outside of bat hibernation season. A bat box suitable for hibernating bats should also be installed on the proposed dwellings. Commuting and foraging bats have also been recorded. As nocturnal animals they are sensitive to artificial lighting. As such the development would be expected to comply with the requirements of the Bat Conservation Trusts document entitled "Bats and Lighting in the UK – Bats and the Built Environment" and recommendations of the submitted bat survey report.
- 6.23 It is also expected that the construction of the development would take place outside of the breeding season for birds. Additional planted would provide opportunity for bio-diversity net gain, the specific species of which would be secured by condition.
- 6.24 Subject to the development being carried out in accordance with the recommendations of the submitted ecology and bat surveys the development is deemed acceptable with regard to Policy NH3 of the DMP.

CIL

Agenda Item 11

Planning Committee
28th October 2020

Agenda Item: 11
20/00829/F

6.25 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

6.26 Both the Development Management Plan and the Council's Affordable Housing SPD only require affordable housing or financial contributions towards it on sites over 10 units, in line with the NPPF. As this site is for 10 units, affordable housing cannot be required.

CONDITIONS

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

Plan Type	Reference	Version	Date Received
Block Plan	2001 / PL 02	A	24.06.2020
Roof Plan	2001 / PL 06	A	24.06.2020
Floor Plan	2001 / PL 04	A	24.06.2020
Floor Plan	2001 / PL 05	A	24.06.2020
Section Plan	2001 / PL 11	A	24.06.2020
Elevation Plan	2001 / PL 09	A	24.06.2020
Site Layout Plan	2001 / PL 03	A	24.06.2020
Elevation Plan	2001 / PL 08	A	24.06.2020

Reason:

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

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 a schedule 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 Policies DES1 of the Development Management Plan 2019 and the NPPF 2019.

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

If any of the new or existing tree/s or hedge/s, detailed and approved under this condition, are removed, die, or become significantly damaged or diseased within 5 years of completion, it/they shall be replaced before the expiry of one calendar year, to a planting specification agreed in writing by the Local Planning Authority. The hedges detailed shall be retained at a minimum height of 1 metre, or if new, once grown to this height thereafter.

Reason: To ensure good landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies NHE3, DES1 and DES3 of the Reigate and Banstead Development Management Plan 2019.

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 compiled by DAA, dated April 2020

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

6. The development hereby approved shall not be first occupied unless and until an Energy and Water Efficiency Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall detail how the development will:
 - a) Ensure that the potential water consumption by occupants of each new dwelling does not exceed 110 litres per person per day

Agenda Item 11

Planning Committee
28th October 2020

Agenda Item: 11
20/00829/F

- b) Achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations

The development shall be carried out in accordance with the approved details and any measures specific to an individual dwelling(s) shall be implemented, installed and operational prior to its occupation.

Reason: To ensure that the development supports the efficient use of resources and minimises carbon emissions with regard to Policy CS10 of the Reigate & Banstead Core Strategy 2014 and Policy CCF1 of the Reigate & Banstead Development Management Plan 2019.

7. All dwellings within the development hereby approved shall be provided with the necessary infrastructure to facilitate connection to a high speed broadband. Unless otherwise agreed in writing with the Local Planning Authority, this shall include as a minimum:
 - a) A broadband connection accessed directly from the nearest exchange or cabinet
 - b) Cabling and associated installations which enable easy access for future repair, replacement or upgrading.

Reason: To ensure that the development promotes access to, and the expansion of, a high quality electronic communications network in accordance with Policy INF3 of the Reigate & Banstead Development Management Plan 2019.

8. No part of the development hereby permitted shall commence until a Construction Traffic Management Plan (CTMP) has been approved in writing by the Local Planning Authority (who shall consult Highways England). The CTMP shall include, but not be limited to, details to include factors such as proposed Traffic Management for construction vehicle access and egress to/from the site. This should include details of whether temporary changes will be made to the boundary to accommodate vehicles, delivery vehicle frequency and temporary pedestrian diversions. We would also expect confirmation that no vehicles relating to this development will be parked outside of the application site on the highway.

Reason: To minimize construction traffic generated by the development and to ensure that the A23 continues to be an effective part of the national system of routes for through traffic in accordance with Section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of highway safety.

9. Prior to construction work commencing on site the applicant shall submit a method statement in respect of the works to the front boundary of the property where it is contiguous to the strategic road highway boundary. This shall include information about the current condition of each of the existing verge crossings between the property and the highway and also means by which the existing street furniture in the grassed area outside the property boundary will be protected. The applicant will be responsible for making good

damage to highway land or street furniture as a result of the works to complete the development. The applicant shall express a willingness to enter in to an agreement with the highway authority for this section of the A23, which is Highways England, to carry out agreed reinstatement works. This will be an agreement under S278 of the Highways Act 1980.

Reason: To protect the interests of the Secretary of State for Transport and ensure that the footway and verge of the A23 where it is contiguous to the application site remains in good condition and is kept safe for the use of vulnerable road users. This condition is intended to ensure that the A23 continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

10. The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with the approved plans for:

(a) The secure parking of a minimum of 10 bicycles within the development site in a fully covered secure and accessible location.
and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

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

11. The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:

- a) The results of infiltration testing completed in accordance with BRE Digest: 365 and confirmation of groundwater levels.
- b) Evidence that the proposed final solution will effectively manage the 1 in 30 & 1 in 100 (+40% allowance for climate change) storm events during all stages of the development.
- c) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.).

Agenda Item 11

Planning Committee
28th October 2020

Agenda Item: 11
20/00829/F

- d) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected. This could include details of how any exceedance flows could be contained within the carpark where possible. Linking soakaways wherever practical should be considered.
- e) Details of drainage management responsibilities and maintenance regimes for the drainage system.
- f) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

Reason: To ensure the design meets the national Non-Statutory Technical Standards for SuDS and the final drainage design does not increase flood risk on or off site.

12. 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 the Drainage System is constructed to the National Non-Statutory Technical Standards for SuDS.

13. The development hereby approved shall not be occupied unless and until three of the proposed parking spaces have been 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 recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2019.

14. The development hereby permitted shall be carried out in strict accordance with the mitigation and avoidance recommendations of the bat survey report undertaken by David Archer Associates dated June 2020.

Reason: To ensure there is no harm to protected species and no loss of biodiversity with regards policy NHE2 of the Development Management Plan 2019.

INFORMATIVES

1. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions

2. 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.
3. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, a 140 litre wheeled bin conforming to British Standard BSEN840 and a 60 litre recycling box should be provided for the exclusive use of the occupants of that dwelling. Prior to the initial occupation of any communal dwellings or flats, wheeled refuse bins conforming to British Standard BSEN840, separate recycling bins for paper/card and mixed cans, and storage facilities for the bins should be installed by the developer prior to the initial occupation of any dwelling hereby permitted. Further details on the required number and specification of wheeled bins and recycling boxes is available from the Council's Neighbourhood Services on 01737 276501 or 01737 276097, or on the Council's website at www.reigate-banstead.gov.uk. Bins and boxes meeting the specification may be purchased from any appropriate source, including the Council's Neighbourhood Services Unit on 01737 276775.
4. You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:
 - (a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs Saturday and not at all on Sundays or any Public and/or Bank Holidays;
 - (b) The quietest available items of plant and machinery should be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels;
 - (c) Deliveries should only be received within the hours detailed in (a) above;
 - (d) Adequate steps should be taken to prevent dust-causing nuisance beyond the site boundary. Such uses include the use of hoses to damp down stockpiles of materials, which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of bowsers and wheel washes;
 - (e) There should be no burning on site;
 - (f) Only minimal security lighting should be used outside the hours stated above; and
 - (g) Building materials and machinery should not be stored on the highway and contractors' vehicles should be parked with care so as not to cause an obstruction or block visibility on the highway.

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

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

5. The use of landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above relevant conditions. Replacement 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

Agenda Item 11

Planning Committee
28th October 2020

Agenda Item: 11
20/00829/F

replacement structural landscape trees will be of Semi- 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 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).
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 applicant should ensure that the proposed development will result in no net increase in external artificial lighting in line with recommendations of the Bat Conservation Trusts document entitled 'Bats and Lighting in the UK – Bats and The Built Environment Series'.
9. 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 our website.

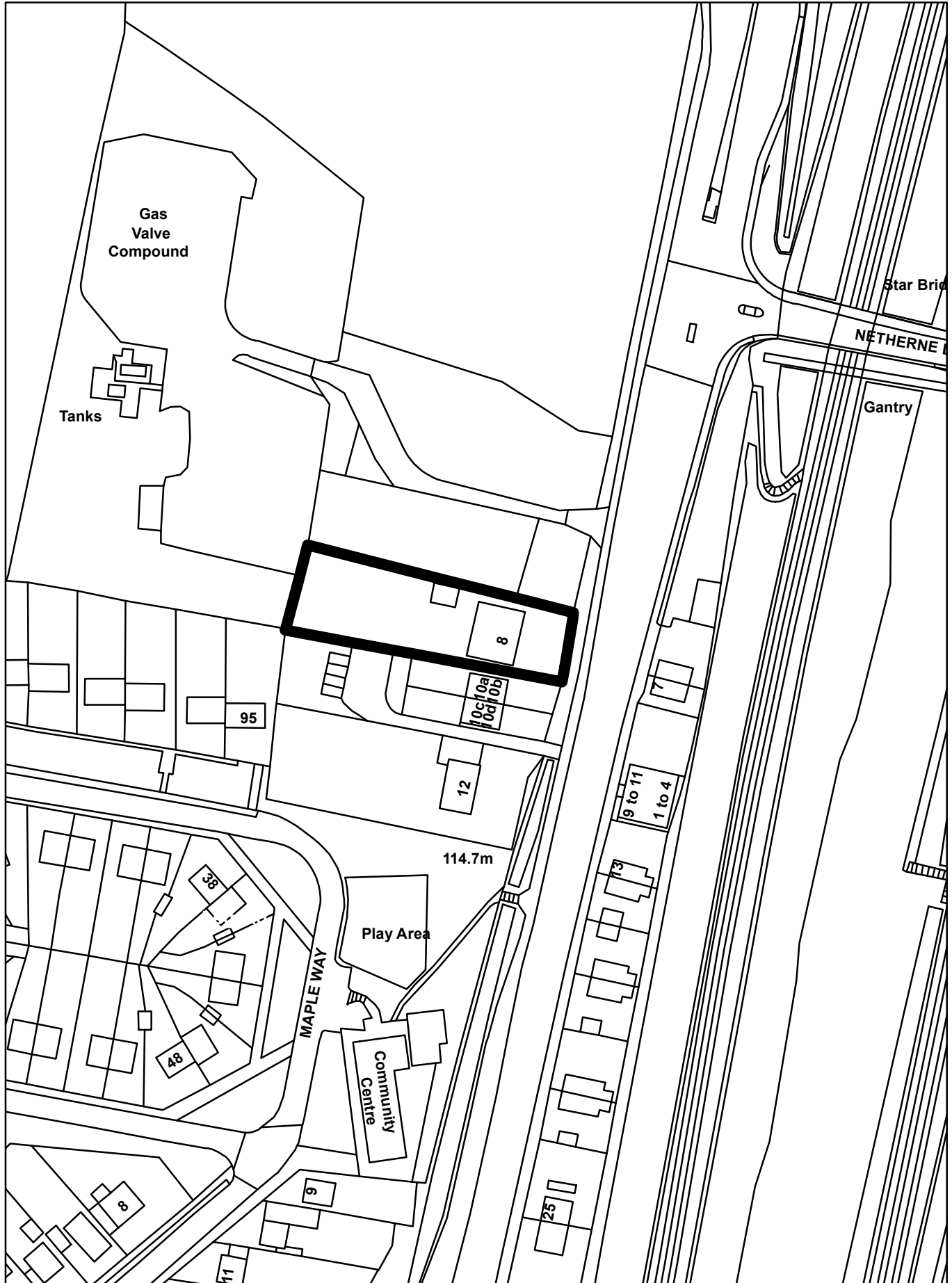
If proposed works result in infiltration of surface water to ground within a Source Protection Zone the Environment Agency will require proof of surface water treatment to achieve water quality standards.

REASON FOR PERMISSION

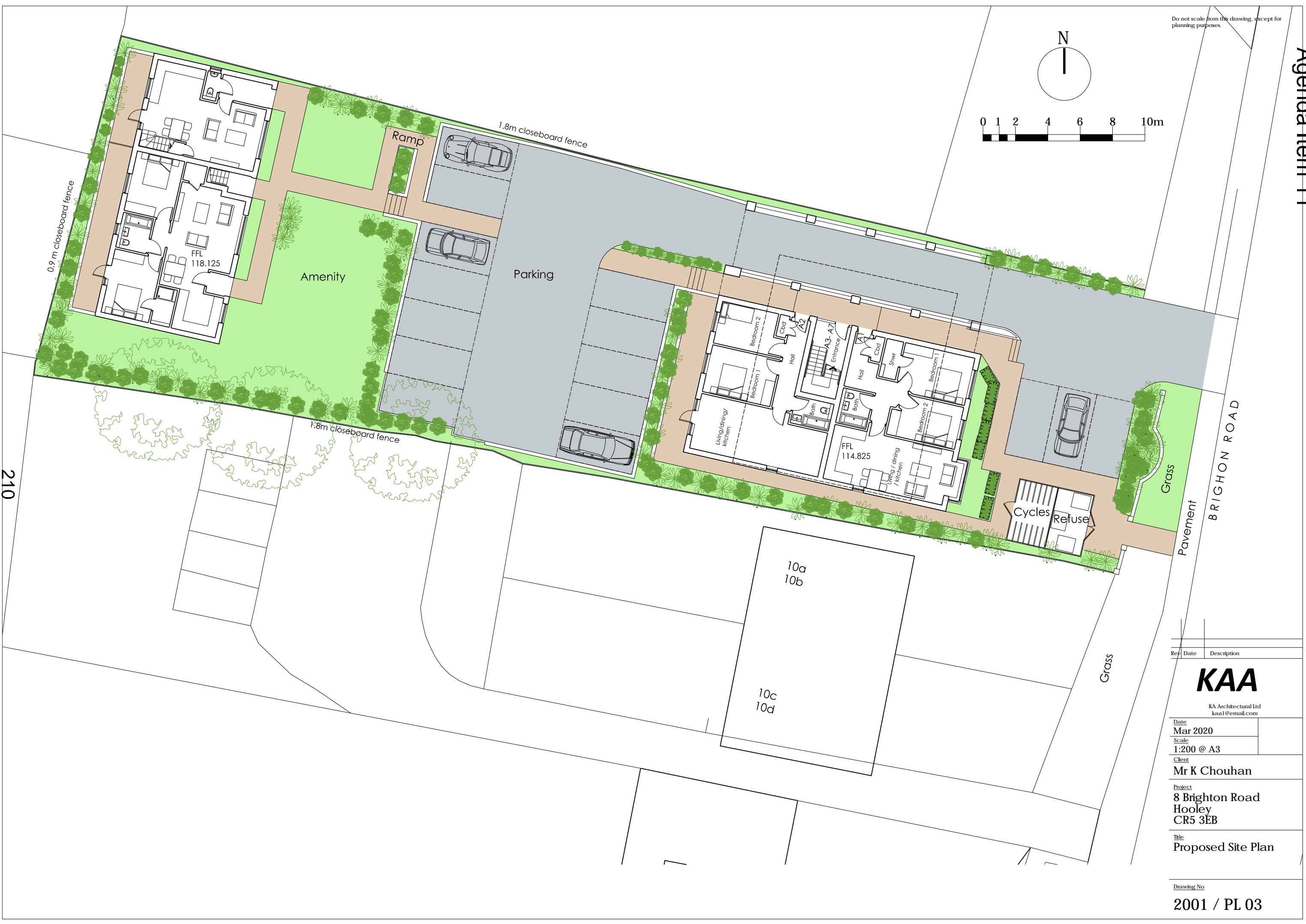
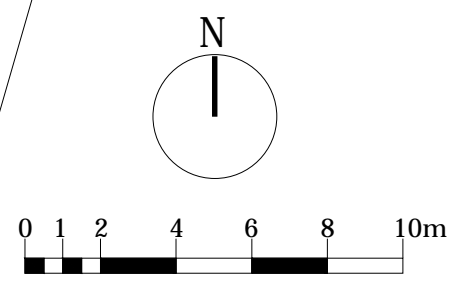
The development hereby permitted has been assessed against the NPPF 2019 and Development Management Plan policies DES1 DES2 DES5 DES8 TAP1 NHE2 NHE3 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan 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.



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



Rev	Date	Description

KAA

KA Architectural Ltd
kaa1@email.com

Date
Mar 2020
Scale
1:200 @ A3
Client

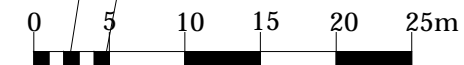
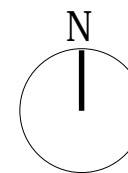
Mr K Chouhan

Project
8 Brighton Road
Hooley
CR5 3EB

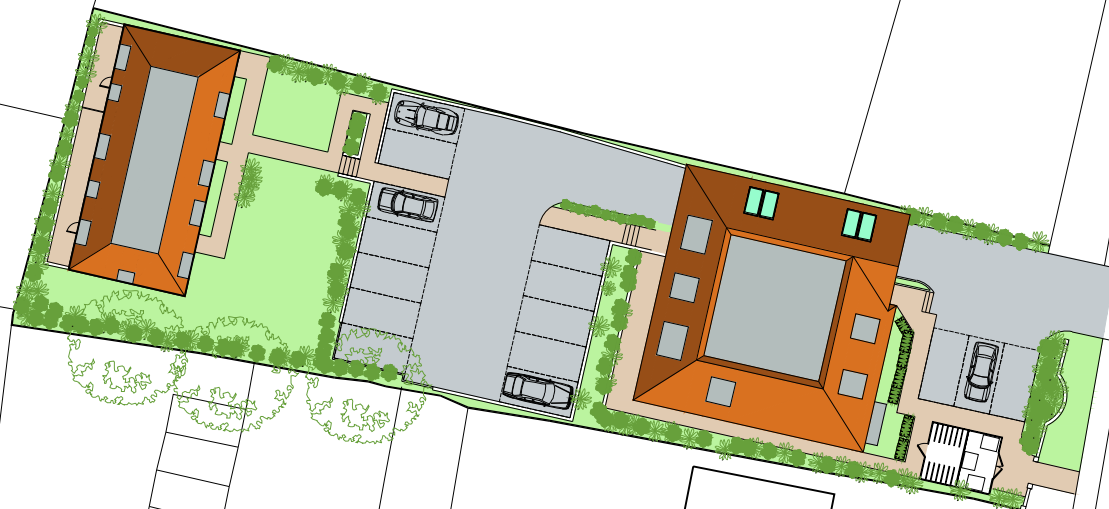
Title
Proposed Site Plan

Drawing No
2001 / PL 03

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



Tanks



211

95

12

7

1 to 4
9 to 11

13

38

Play Area

Rev	Date	Description
A	23.6.20	Block A footprint reduced

KAA

KA Architectural Ltd
kaa1@email.com

Date
Apr 2020

Scale
1:500 @ A3

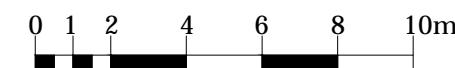
Client
Mr K Chouhan

Project
8 Brighton Road
Hooley
CR5 3EB

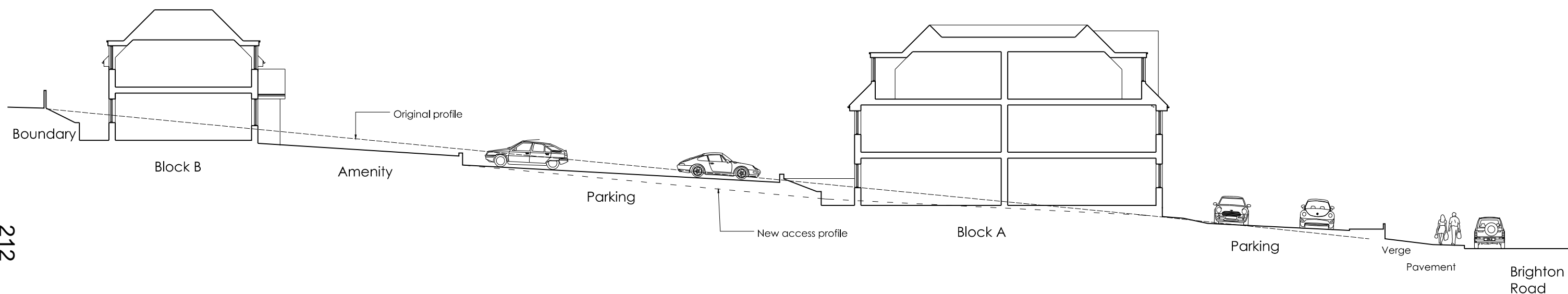
Title
Block Plan

Drawing No
2001 / PL 02 A

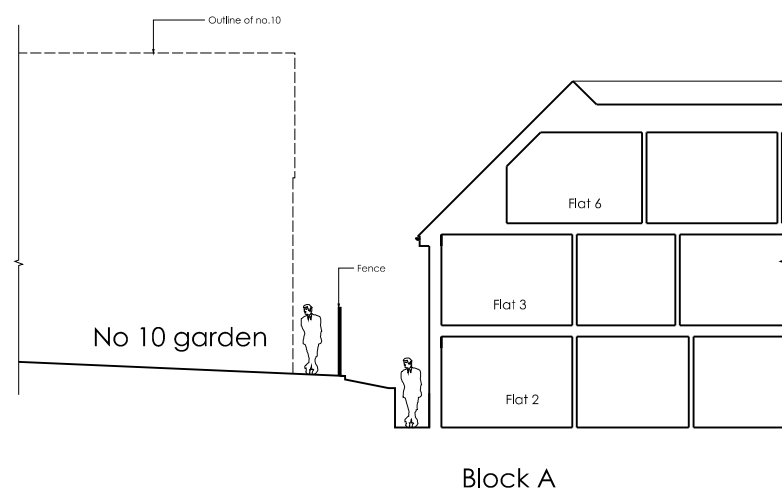
Agenda Item 11



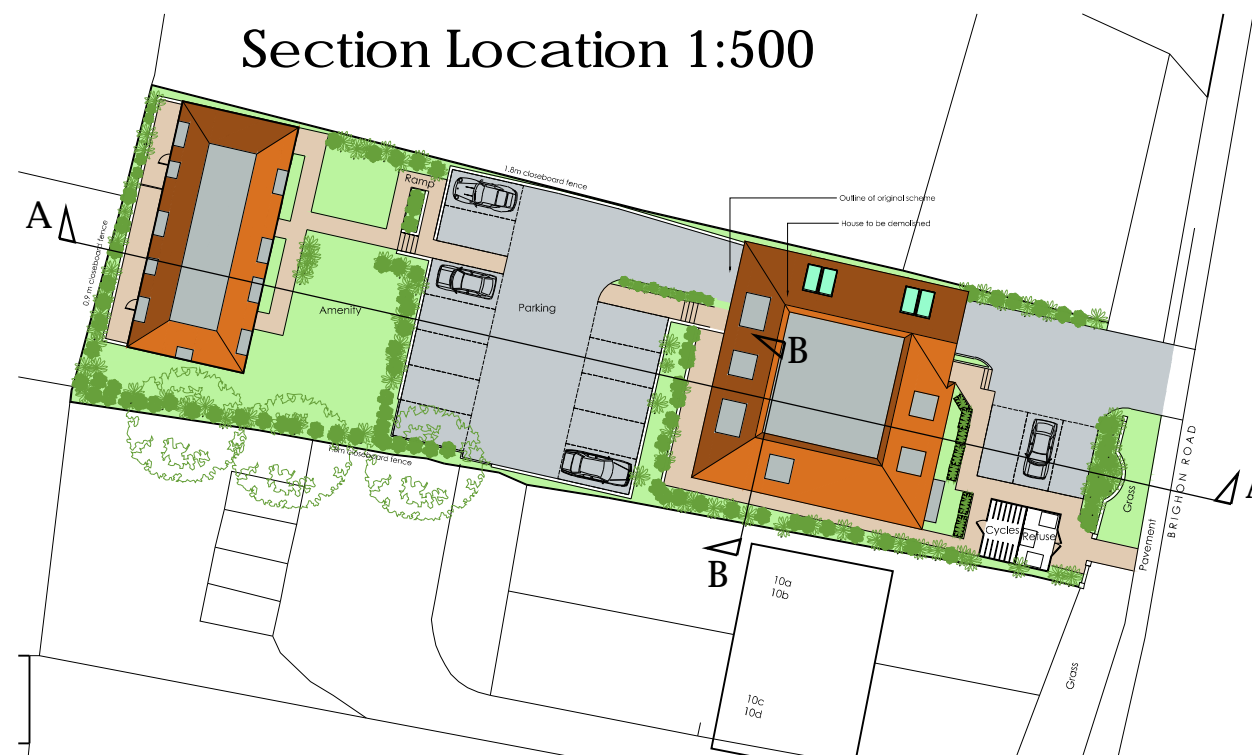
Section A-A



Section B-B



Section Location 1:500



Rev	Date	Description
A	22.6.20	Section B-B added

KAA

KA Architectural Ltd
kaa1@email.com

Date
Mar 2020
Scale
1:200 @ A3
Client
Mr K Chouhan

Project
8 Brighton Road
Hooley
CR5 3EB

Title
Site Sections

Drawing No
2001 / PL 11 A

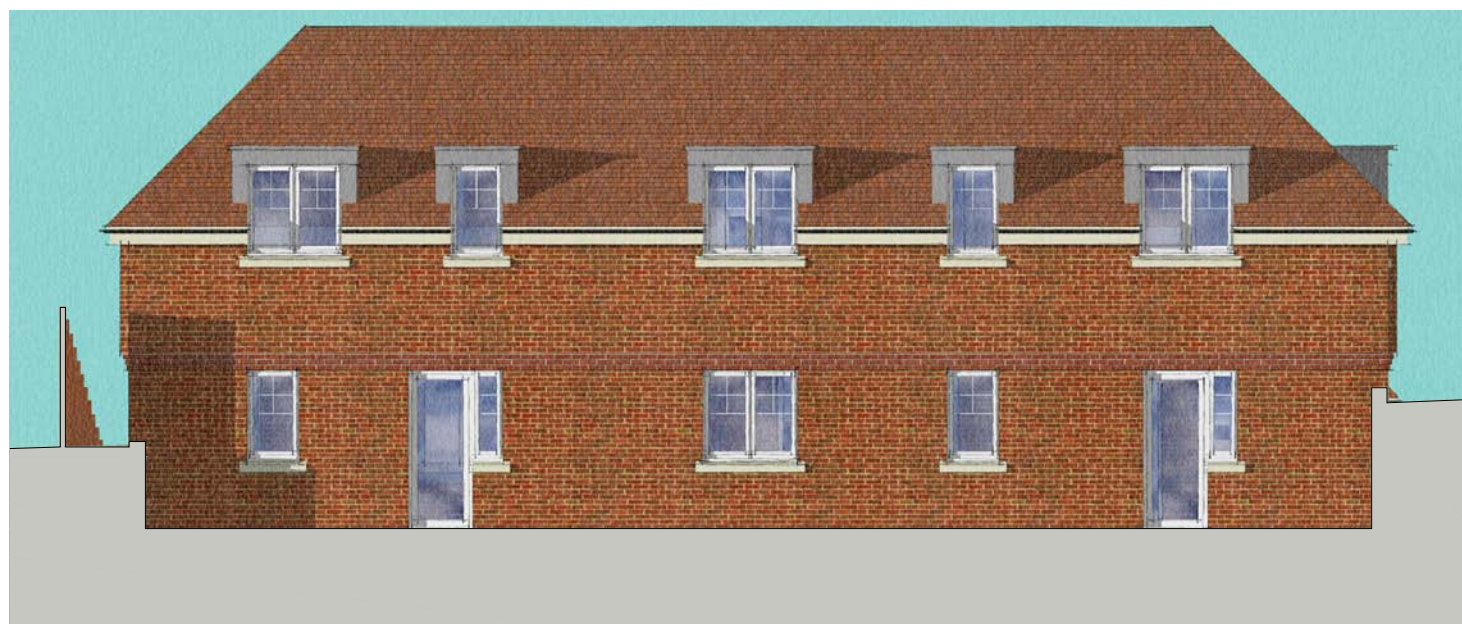
FRONT



LEFT



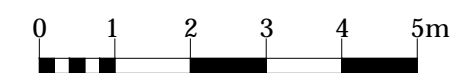
REAR



RIGHT



213



Rev	Date	Description

KAA

KA Architectural Ltd
kaa1@email.com

Date
Mar 2020

Scale
1:100 @ A3

Client
Mr K Chouhan

Project
8 Brighton Road
Hooley
CR5 3EB

Title
Block B
Elevations

Drawing No

2001 / PL 10

Agenda Item 11

West



South



Rev	Date	Description
A	22.6.20	Building depth reduced; south elev. tiling added

KAA

KA Architectural Ltd
kaa1@email.com

Date
Mar 2020

Scale
1:100 @ A3

Client
Mr K Chouhan

Project
8 Brighton Road
Hooley
CR5 3EB

Title
Block A
Elevations
Sheet 2

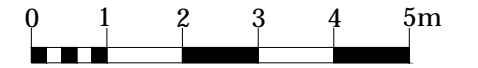
Drawing No

2001 / PL 09 A



East

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



North



Rev	Date	Description

KA

KA Architectural Ltd
kaa1@email.com

Date
Mar 2020

Scale
1:100 @ A3

Client
Mr K Chouhan

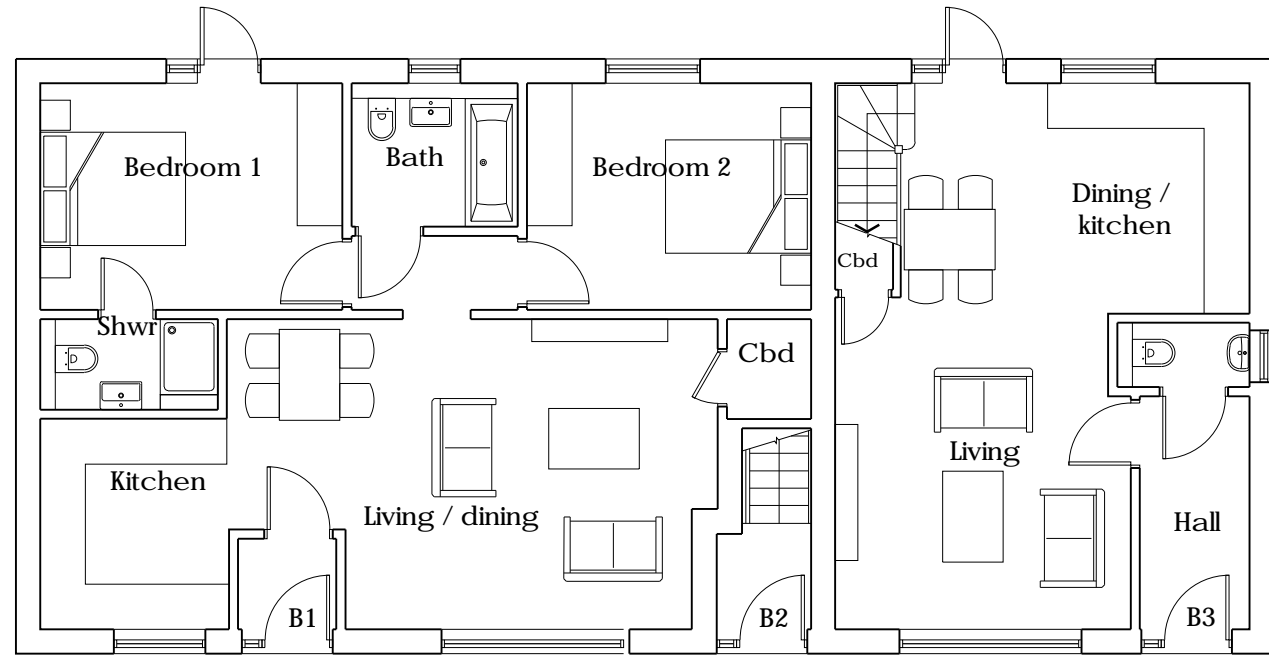
Project
8 Brighton Road
Hooley
CR5 3EB

Title
Block A
Elevations
Sheet 1

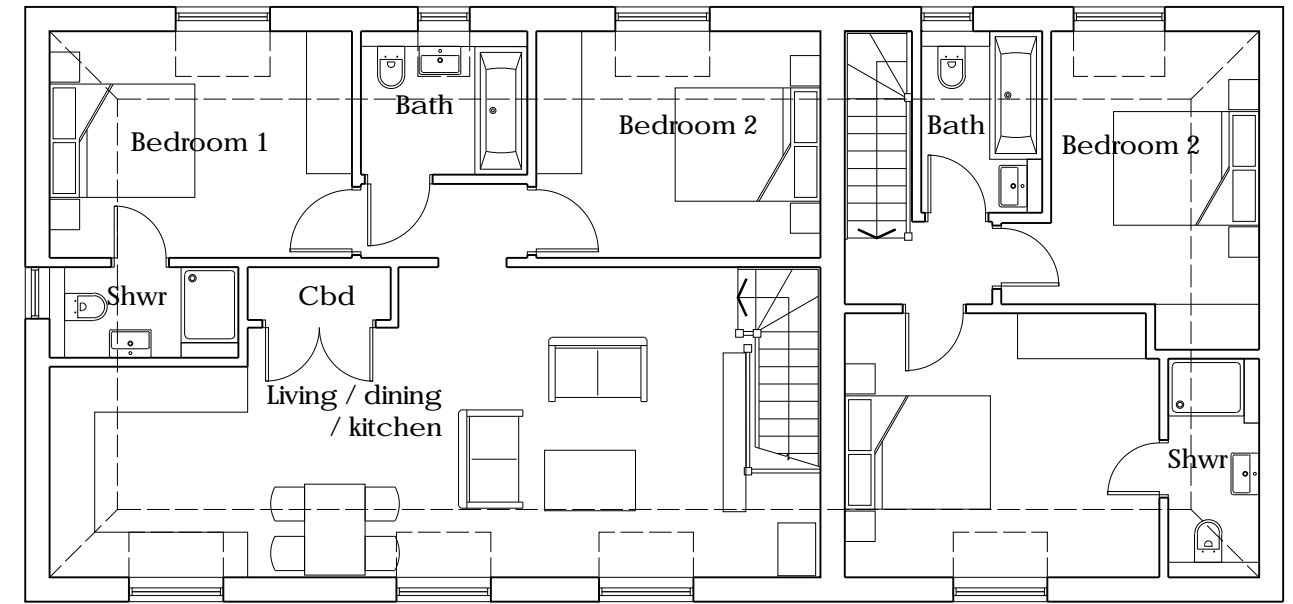
Drawing No
2001 / PL 08

Agenda Item 11

GROUND FLOOR

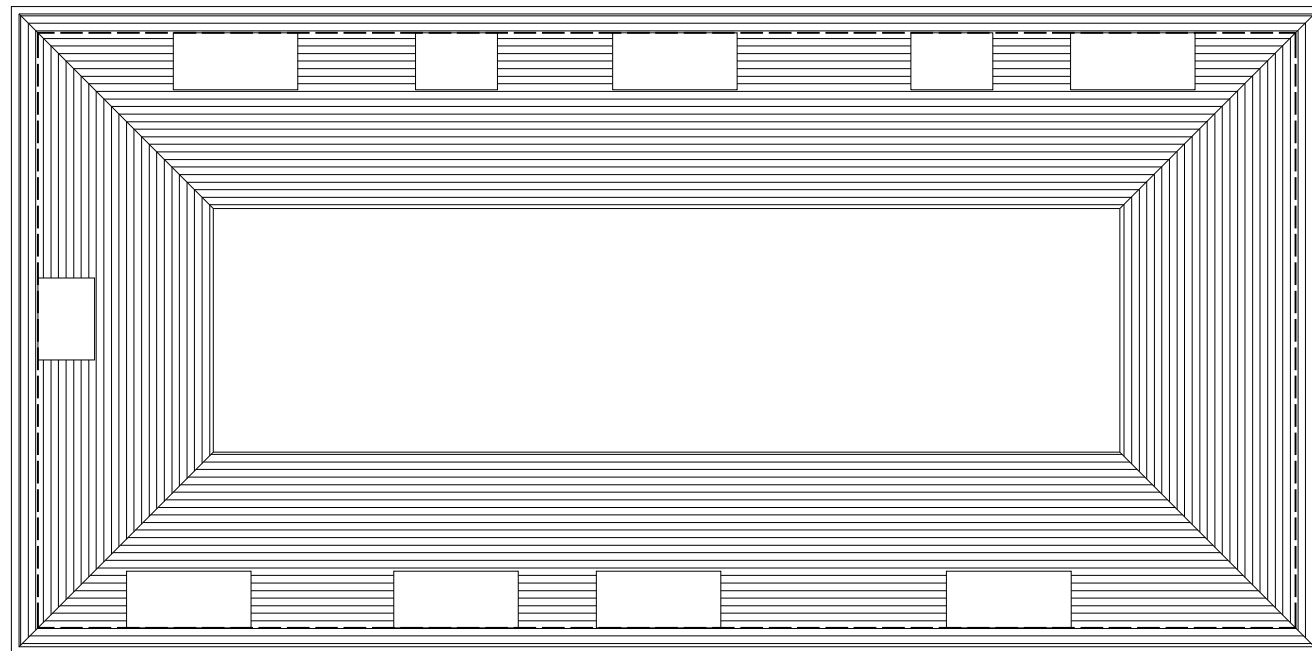


FIRST FLOOR



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

ROOF



Rev	Date	Description

KAA

KA Architectural Ltd
kaa1@email.com

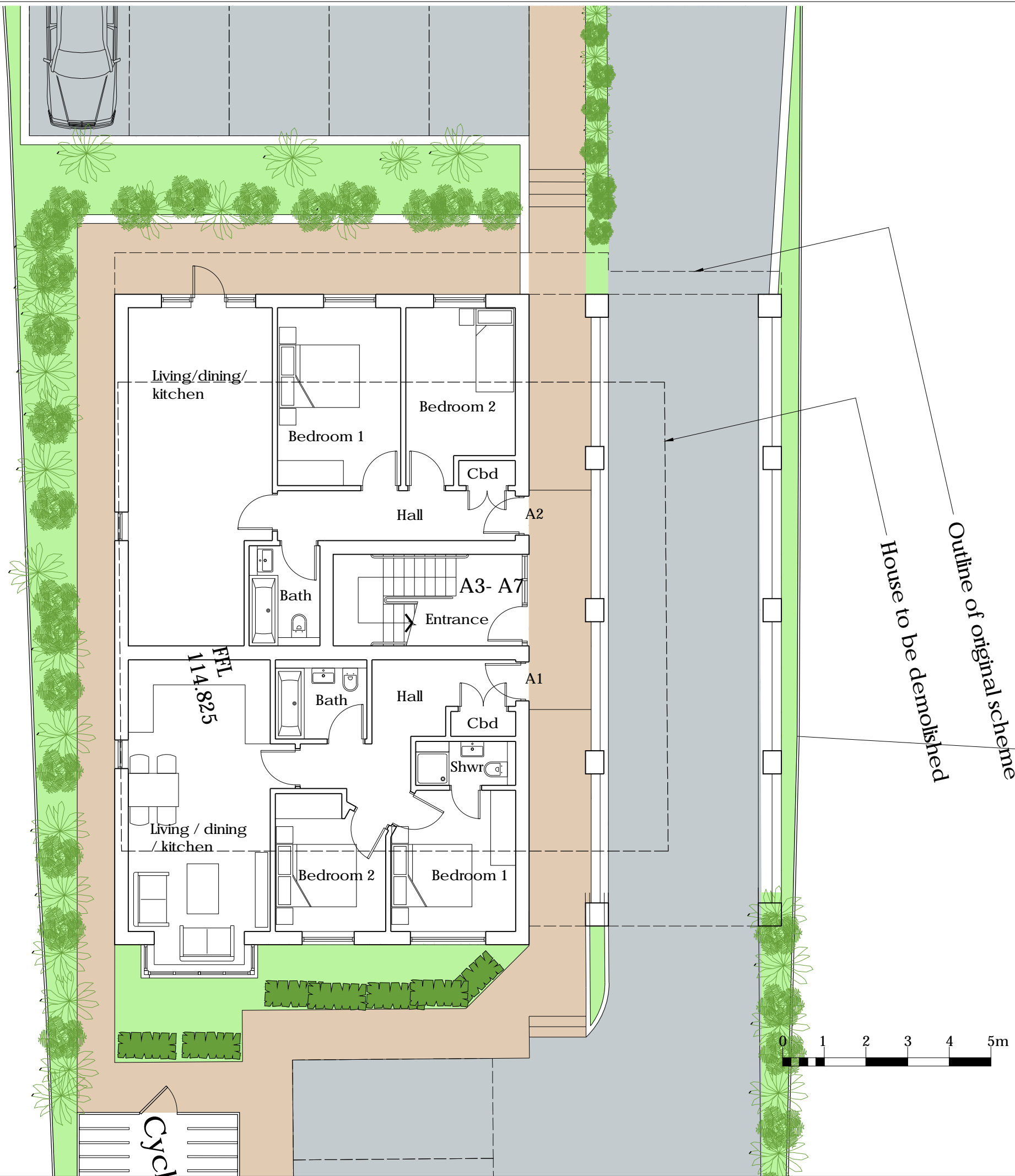
Date
Mar 2020
Scale
1:100 @ A3
Client
Mr K Chouhan

Project
8 Brighton Road
Hooley
CR5 3EB

Title
Block B
Floor Plans

Drawing No
2001 / PL 07

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



10a
10b

217

Rev	Date	Description
A	22.6.20	Building depth reduced

KAA

KA Architectural Ltd
kaa1@email.com

Date
Mar 2020

Scale
1:100 @ A3

Client
Mr K Chouhan

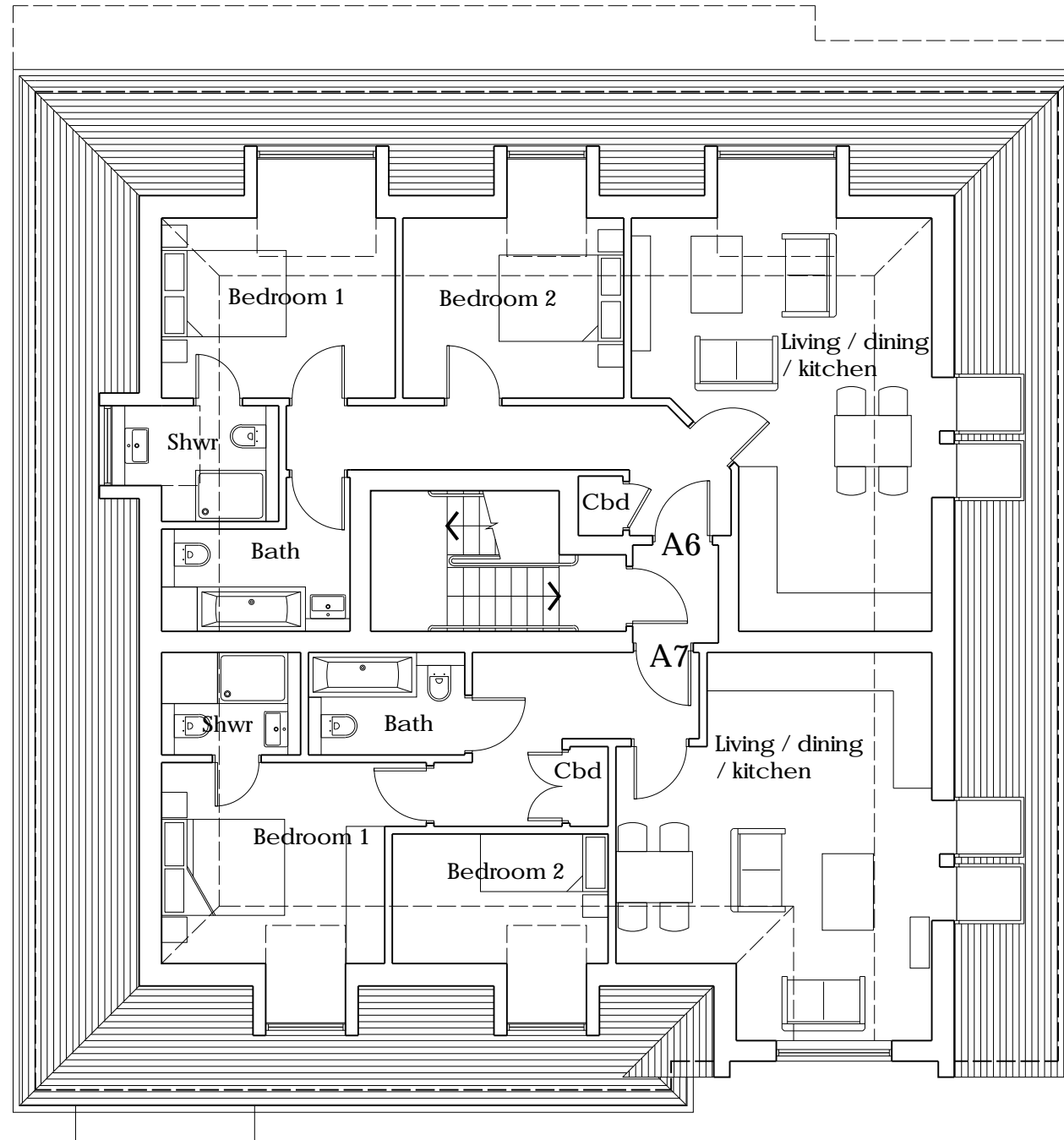
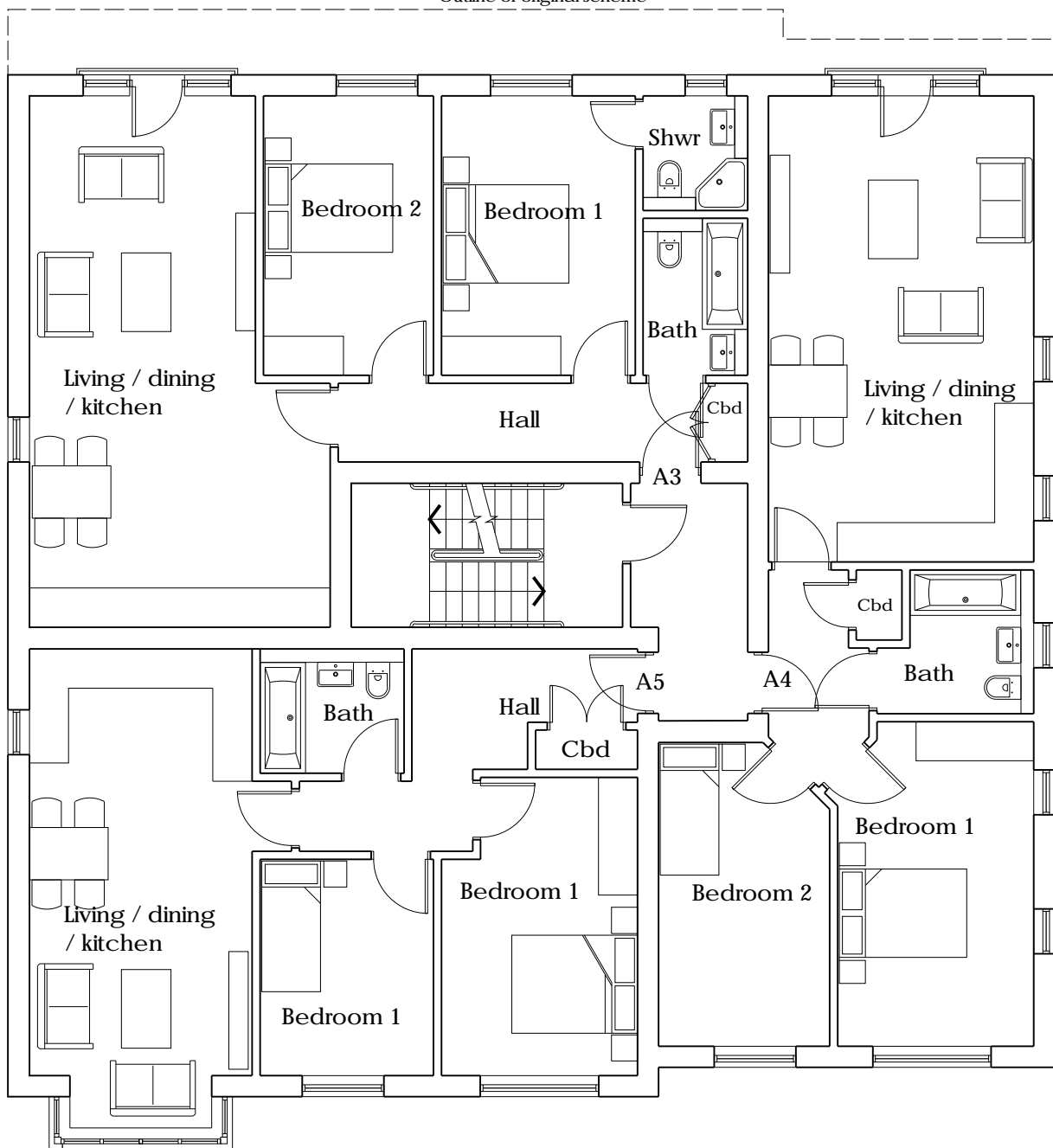
Project
8 Brighton Road
Hooley
CR5 3EB

Title
Block A
Ground Floor Plan

Drawing No
2001 / PL 04 A

Agenda Item 11

Outline of original scheme



218

Rev	Date	Description
A	22.6.20	Building depth reduced

KAA

KA Architectural Ltd
kaa1@email.com

Date
Mar 2020

Scale
1:100 @ A3

Client
Mr K Chouhan

Project
8 Brighton Road
Hooley
CR5 3EB

Title
Block A
First & Second
Floor Plans

Drawing No

2001 / PL 05 A





219

Rev	Date	Description

KAA

KA Architectural Ltd
kaa1@email.com

Date
Apr 2020

Scale
NTS

Client

Mr K Chouhan

Project
8 Brighton Road
Hooley
CR5 3EB

Title
Block A
Perspective View

Drawing No

2001 / PL 12


Agenda Item 11

This page is intentionally left blank

Agenda Item 12

Planning Committee
28th October 2020

Agenda Item: 12 a and 12b
20/01805/F & 20/01806/LBC

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:		PLANNING COMMITTEE
	DATE:		28 th October 2020
	REPORT OF:		HEAD OF PLANNING
	AUTHOR:		Matthew Lambert
	TELEPHONE:		01737 276659
	EMAIL:		matthew.lambert@reigate-banstead.gov.uk
AGENDA ITEM:	12a and b	WARD:	Chipstead, Kingswood and Woodmansterne

APPLICATION NUMBER:	a) 20/01805/F b) 20/01806/LBC	VALID:	25/08/2020
APPLICANT:	Commander Brian Boxall-Hunt	AGENT:	Mr Ed Lattimore
LOCATION:	WESTON ACRES, BELVEDERE HOUSE, WOODMANSTERNE LANE, WOODMANSTERNE, SM7 3HB		
DESCRIPTION:	<p>Planning application for the extension and refurbishment of The Royal Alfred Seafarers' Society; to reorganise and enlarge the first floor bedroom suits by extending two areas of the first floor over existing single storey ground floor areas. Small additional garden room at ground floor of 14m².</p> <p>All existing and proposed use class will remain as C2 and there will be no change to total bedroom numbers.</p>		
<p>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.</p>			

SUMMARY

This is a full planning application and listed building consent for a proposal to extend the building at first floor level in two locations, alongside the addition of a small garden room at ground floor level. The building is mainly two storeys, with one single storey section to the north-west corner. The proposal will provide improved accommodation for residents by providing en-suite bathrooms to all bedroom accommodation on the first floor. There would be no increase in overall room numbers. The extensions would be designed to match the host building in terms of overall design and roof pitch.

The Royal Alfred Seafarers Society, a residential care provider for the elderly, located on the Weston Acres estate and set within its own landscaped grounds, occupies the site. Weston Acres, once the only house occupying the site, is now a Grade II listed building dating from 1906 and is used as living accommodation for residents. Belvedere House on the Weston Acres estate was constructed and opened in 2001 as a 56-bedroom nursing care home with 32 rooms upstairs and 24

Agenda Item 12

Planning Committee
28th October 2020

Agenda Item: 12 a and 12b
20/01805/F & 20/01806/LBC

on the ground floor; there were also 10 sheltered units included in the building downstairs. Resident rooms were 12sq m floor area and included an en-suite lavatory and wash basin; separate bathrooms were included in each passageway.

In 2011, a 12 bedroomed, single storey Annexe was added with each room of 16 sq m floor area and including a generous size en-suite shower room and Lavatory. The whole ground floor was then designated for dementia care set around 4 sides of an internal courtyard, leaving 32 rooms upstairs for residents without dementia; most residents now also receive high dependency nursing care in both units. In 2015, the first floor was re-ordered to include a lounge extension (built out over an enlarged kitchen) and updated facilities incorporating nursing station, dispensary, nursing station and staff office area. All the resident bedrooms were also redecorated and refurnished but were left as constructed in 2001.

The area is rural in character, being situated within the Metropolitan Green Belt (MGB). Nearby residential properties along Woodmansterne Lane are relatively modern 20th century houses, with some variation in their design and character. Given the previous extensions to the building which existed in 1948, the extensions now proposed are considered to be inappropriate development within the green belt. However, they are not considered to have a significant impact on openness and such impact is considered outweighed by the very special circumstances which exist by virtue of ensuring that the accommodation is brought up to modern standards, including toilet facilities for all bedrooms.

Although a number to established trees are in proximity, it is acknowledged that the increase in built area at ground floor level would not impede upon any species. The Council's tree officer has not commented upon the proposal. Parking and access arrangements would be unchanged. On balance, the proposal is considered to sufficiently respect the openness of the greenbelt, and the character of the area.

RECOMMENDATION

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

Consultations:

Highway Authority: The County Highway Authority has assessed the application on safety, capacity and policy grounds and is satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway with respect of access, net additional traffic generation and parking. The County Highway Authority therefore has no highway requirements.

Archaeological Officer: The proposed works only involve a very limited amount of new ground disturbance and this will be within an area that has previously been disturbed so I can confirm that I have no archaeological concerns in this area.

Natural England: Natural England has no comments to make on this application

Forestry Commission: The forestry commission has no specific requirements in relation to the application under consideration

SES Water: SES Water has no specific requirements in relation to the application under consideration

Thames Water: Thames Water has no specific requirements in relation to the application under consideration.

Southern Gas Network: SGN formally object to this proposal until such time a detailed consultation of the surrounding high-pressure pipelines in the nearby vicinity has been carried out. When a consultation has taken place, another request for information and high pressure maps must be made online.

UK Power Networks: UK Power Networks has no specific requirements in relation to the application under consideration.

Representations:

Letters were sent to neighbouring properties on 08th September 2020 and a site notice was posted 12th September 2020.

No responses in objection or support have been received:

1.0 Site and Character Appraisal

1.1 The Royal Alfred Seafarers Society is a residential care provider for the elderly, located on the Weston Acres estate and set within its own landscaped grounds. Weston Acres, once the only house occupying the site, is now a Grade II listed building dating from 1906 and is used as living accommodation for residents. A later addition, Belvedere House, is a two storey modern building providing 56 individual rooms for residents along with associated communal and service facilities.

Agenda Item 12

Planning Committee
28th October 2020

Agenda Item: 12 a and 12b
20/01805/F & 20/01806/LBC

1.2 The area is rural in character, being situated within the Metropolitan Green Belt (MGB). Nearby residential properties along Woodmansterne Lane are relatively modern 20th century houses, with some variation in their design and character.

2.0 Added Value

2.1 Improvements secured at the pre-application stage: Formal pre-application advice was not sought prior to submission.

3.0 Relevant Planning and Enforcement History

- | | | | |
|-----|-----------------|--|-----------------------|
| 3.1 | 07/01468/F | Single storey extension to existing residents' lounge and dining area | Granted
20/11/2007 |
| 3.2 | 07/02437/LBC | Single storey extension to existing residents' lounge and dining area | Granted 29/01/2008 |
| 3.3 | 09/00279/F | Erection of single storey annexe to provide twelve additional specialist nursing bedrooms, day space and ancillary facilities and three care assisted living units | Granted 30/10/2009 |
| 3.4 | 09/00280/LBC | Erection of single storey annexe to provide twelve additional specialist nursing bedrooms, day space and ancillary facilities and three care assisted living units | Granted 29/04/2009 |
| 3.5 | 09/00279/NMAMD1 | Non-Material amendment to 09/00279/F to allow insertion of additional windows | Granted 19/03/2010 |
| 3.6 | 10/02105/F | Erection of single storey Victorian style timber frame conservatory and installation of a ground floor timber frame window to the day room of Belvedere House | Granted 26/01/2011 |
| 3.7 | 10/02109/LBC | Erection of single storey Victorian style timber frame conservatory and installation of a ground floor timber frame window to the day room of Belvedere House | Granted 26/01/2011 |
| 3.8 | 14/00982/F | First floor extension to provide new day room and refuse store below. | Granted 14/07/2014 |

Upgrade refuse and recycling
facilities and new bio-mass boiler
and store hoppers

- 3.9 17/02250/F Landscaping works including Granted 13/04/2018
formation of ponds and access
ways around them, fencing and
erection of bridge. As amended on
15/02/2018 and 07/03/2018

4.0 Proposal and Design Approach

4.1 This is a full planning application and listed building consent for a proposal to extend the building at first floor level in two locations, alongside the addition of a small garden room at ground floor level. The building is mainly two storeys, with one single storey section to the north-west corner consisting of 14m² of new built area. The proposal will provide improved accommodation for residents by providing en-suite bathrooms to all bedroom accommodation on the first floor. There would be no increase in overall room numbers. The extensions would be designed to match the host building in terms of overall design and roof pitch.

4.2 A design and access statement has been submitted as part of the proposal. It 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.

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

Assessment	The character of the surrounding area is assessed as being home to many detached, family homes of mixed style and size. Mostly built in the twentieth century with styles ranging from Edwardian to contemporary. The roof styles are predominantly traditional pitched with small areas of flat roof often to later additions. To the east lies Woodmansterne Park Recreation Ground.
	It is noted that any proposed extensions are best suited within the existing footprint at first floor, above the various single storey areas. Furthermore, the extensions should be located as far away from the listed building as possible to minimise any potential impact on the setting of the listed building
Involvement	Community views were not sought by the applicants.

Agenda Item 12

Planning Committee
28th October 2020

Agenda Item: 12 a and 12b
20/01805/F & 20/01806/LBC

Evaluation	No other development options were considered by the applicants.
Design	The applicant's reasons for choosing the proposal from the available options were based on the location of the site within the green belt, and the nearby listed building.

4.6 Further details of the development are as follows:

Site area	5.80 ha
Existing use	Residential care provider for the elderly (C2 care home)
Proposed use	Residential care provider for the elderly (C2 care home)
Existing parking spaces	40
Proposed parking spaces	40
Parking standard	1 per room + 8 (re-provision) – Total 40
Net increase in dwellings	0

5.0 Policy Context

5.1 Designation

Metropolitan Green Belt

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)
CS2 (Valued Landscapes and Natural Environment),
CS4 (Valued Townscapes and the Historic Environment)
CS10 (Sustainable Development),
CS11 (Sustainable Construction),

5.3 Reigate and Banstead Development Management Plan 2019

DES1 (Design of New development)
CCF1 (Climate Change Mitigation)
NHE3 (Protecting trees, woodland areas and natural habitats)
NHE5: Development within the Green Belt
NHE9: Heritage assets
TAP1: Parking and Servicing

5.4 Other Material Considerations

National Planning Policy Framework

National Planning Practice Guidance

Supplementary Planning Guidance

Other

Surrey Design

Local Distinctiveness Design Guide
Vehicle and Cycle Parking
Guidance 2018

Human Rights Act 1998

Community Infrastructure Levy
Regulations 2010

6.0 Assessment

6.1 The main issues to consider are:

- Impact upon the openness of the greenbelt
- Design appraisal / Impact upon the Listed Building
- Neighbour amenity
- Highway matters
- Impact on Trees
- Community Infrastructure Levy

Impact upon the openness of the greenbelt

6.2 The National Planning Policy Framework (NPPF) attaches great importance to the Metropolitan Greenbelt, stating under paragraph 133 that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

6.3 Policy NHE5 of the Council's Development Management Plan 2019 (DMP) states further that:

1. Extensions or alterations to buildings in the Green Belt will be permitted where:
 2. a. the host building is lawful and permanent
 3. b. in the case of dwellings and ancillary buildings, the extensions would not result in accommodation readily capable of conversion into a separate dwelling(s)
 4. c. the design respects the original form and appearance of the existing building and the character of the area; and
 5. d. the extensions, in combination with any other additions, would not be disproportionate compared to the original building (being that as originally built, or as existed on 1 July 1948, whichever is later) taking account of:
 - i. The additional footprint and floor area created by the alteration(s).
 - ii. The massing and bulk of the proposed alteration(s) and resultant building.
 - iii. The height of the proposed alteration(s) and overall height of the resultant building.
 - iv. The location, positioning and visual prominence of the proposed alteration(s).

Agenda Item 12

Planning Committee
28th October 2020

Agenda Item: 12 a and 12b
20/01805/F & 20/01806/LBC

- 6.4 The design and access statement as submitted on 26/08/2020 contends the following: The site lies within the Metropolitan Green Belt (MGB) and therefore any extension should aim to have little or no negative impact on this designation. This means that any proposed extensions are best suited within the existing footprint at first floor, above the various single storey areas.
- 6.5 The proposals at first floor level would not result in the increase in the built floorarea of the site. The designs elements have been addressed in such a way that the proposals would appear modest, in keeping with the proportion, and harmonious with the existing style and character of Belvedere House. The height of the proposal would not result in an addition which would exceed that of the highest part of the building as it is in-situ, and the materials proposed would match those of the existing.
- 6.6 Turning to the proposal at ground floor level. This part of the scheme seeks to infill the existing staggered footprint to the far north-west corner of Belvedere House, in order to provide additional communal facilities. It would result in an increase of 14m² in area. Despite this, it would be positioned between the north and the west elevations, and would not protrude beyond these existing building lines. In this regard it is considered to respect the original form and built area of the site, and would not of itself represent a disproportionate addition. However, when taken together, and combined with previous extensions to the property since 1948, the extensions are considered to be disproportionate to the original dwelling and so constitute inappropriate development. Inappropriate development should only be permitted where very special circumstances exist to outweigh the harm caused. In this case the harm caused is relatively slight, given there would be only a marginal impact on openness. It is therefore considered that the benefit of providing improved facilities, to bring the living accommodation up to modern standards, is sufficient to demonstrate very special circumstances and is therefore acceptable in the green belt.

Design appraisal / Impact upon the Listed Building

- 6.7 The proposal seeks to carry out works to a Listed Building. The National Planning Policy Framework 2018 requires local planning authorities to have regard to any impact that a proposal may have on the character and setting of an identified heritage asset. As such the particular significance of the heritage assets in question needs to be assessed. Great weight should be afforded to the assets conservation and the more important the heritage asset the greater that weight should be. Any harm to, or loss of, the significance of these heritage assets would require clear justification to be made. Harm to Grade II listed buildings should be exceptional. Within the local policy framework, Policy CS4 of the Core Strategy requires development to be designed sensitively to respect, conserve, and enhance the historic environment, including heritage and their settings. Policy NHE9 of the Council's Development Management Plan states that development will be required to protect, preserve, and wherever possible enhance, the Borough's designated and non-designated heritage assets and historic environment

including special features, area character or settings of statutory and locally listed buildings.

- 6.8 DMP Policy DES1 relates to the Design of New Development and requires new development to be of a high quality design that makes a positive contribution to the character and appearance of its surroundings. New development should promote and reinforce local distinctiveness and should respect the character of the surrounding area. The policy states that new development will be expected to use high quality materials, landscaping and building detailing and have due regard to the layout, density, plot sizes, building siting, scale, massing, height, and roofscapes of the surrounding area, the relationship to neighbouring buildings, and important views into and out of the site.
- 6.9 With regard to design, the proposal focusses on enlargement in two key areas. The first being the north-west corner of Belvedere House. The proposed infilling at ground floor level to produce a 14m² recreational room will take place here. The replacement of approximately 21m of hipped roof above the existing ground floor with a first floor addition to match that of the existing first floor which runs along the western wing to the south-west point would also occur on this side. This newly-constructed first floor element would also incorporate a roof of the same design and pitch to match that of which it would replace, integrating in to the roof presently in-situ further south upon this wing. Turning to the second area, a large addition would be instated upon the centre of the east wing, within the built area between the two courtyards. It would project approximately 24.8m, also forming a new first floor and roof pitch to match the design of the surrounding upper floors upon this wing.
- 6.10 The proposal whilst representing a substantial addition, would therefore take careful steps to preserve and enhance the original design features of Belvedere House. The roof pitches and angles would follow those of the existing building, the design and positioning of the fenestration at first floor level would also respect those of the respective lower floors, and the bulk and massing at first floor is considered to suitably respond to that of the existing building. The addition at ground floor level is considered to appropriately infill the area between the northern and western flank. It is also considered to respect the original ground floor in terms of fenestration, materials, bulk and massing. In this regard, the proposal is considered to employ appropriate scale, massing and size, whilst not posing a detrimental impact to the surrounding locality including the setting of the Listed Building. In this regard it is considered to correspond with the aims of policies NHE9, and DES1 alongside the Local Distinctiveness Guide and the intent of the NPPF.
- 6.11 Neither the Council's Archaeological Consultant nor the Council's Conservation/Heritage Officer have raised concerns in relation to the proposal, subject to conditions to control matching materials and ensuring equally sized window casements in order to preserve sightlines.

Agenda Item 12

Planning Committee
28th October 2020

Agenda Item: 12 a and 12b
20/01805/F & 20/01806/LBC

- 6.12 Overall, it is considered that the proposed development would be of appropriate scale and design and would not be unduly detrimental to the setting of the Listed Building, nor the or the character of the wider locality. It therefore complies with policies DES1, NHE9 and the intent of the NPPF in this respect.

Neighbour amenity

- 6.13 The nearest residential properties outside the application site are in excess of 100m from the location of the proposed landscaping works. It is considered that there would not be impact on the amenity of these properties. The proposal therefore complies with policy DES1 and the Householder Extensions and Alterations SPG in regards to impact on neighbour amenity.

Highway matters

- 6.14 The proposed development has been assessed by the County Highway Authority who do not raise any objections to the development. The proposal would not result in the formation of any further rooms, and as such it does not propose to amend the current access and parking provision.

Impact on Trees

- 6.15 The proposal involved majority development at first floor level, with a small introduction of built area at ground floor level, situated away from any significant species on site. As such, the Council's tree officer has not commented upon the proposal. The applicants have also not sought to provide details in relation to trees and landscaping.

Community Infrastructure Levy (CIL)

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

CONDITIONS - Application A: 20/01805/F

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

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

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

Plan Type	Reference	Version	Date
Location Plan	ELP_2020_021 AL(0)001	A	26/08/2020
Existing Other Plan	ELP_2020_021 AL(0)002	A	26/08/2020
Proposed Other Plan	ELP_2020_021 AL(0)003	A	26/08/2020
Proposed Site Layout	ELP_2020_021 AL(0)005	A	26/08/2020
Existing Floor Plan	ELP_2020_021 AL(0)011	A	26/08/2020
Existing Roof Layout	ELP_2020_021 AL(0)012	A	26/08/2020
Existing Floor Plan	ELP_2020_021 AL(0)010	A	26/08/2020
Proposed Roof Layout	ELP_2020_021 AL(0)022	A	26/08/2020
Proposed Floor Plan	ELP_2020_021 AL(0)021	A	26/08/2020
Proposed Floor Plan	ELP_2020_021 AL(0)020	A	26/08/2020
Existing Site Layout	ELP_2020_021 AL(0)004	A	26/08/2020
Existing and Proposed Elevations	ELP_2020_021 AL(0)43	A	26/08/2020
Existing and Proposed Elevations	ELP_2020_021 AL(0)41	A	26/08/2020
Existing and Proposed Elevations	ELP_2020_021 AL(0)45	A	26/08/2020
Existing and Proposed Plans	ELP_2020_021 AL(0)44	A	26/08/2020
Existing and Proposed Elevations	ELP_2020_021 AL(0)46	A	26/08/2020
Existing and Proposed Plans	ELP_2020_021 AL(0)47	A	26/08/2020
Existing and Proposed Elevations	ELP_2020_021 AL(0)47	A	26/08/2020
Existing and Proposed Elevations	ELP_2020_021 AL(0)42	A	26/08/2020

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

3. No development shall take place above slab level until written details 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 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 and the adjoining Listed Building with regard to Reigate and Banstead Development Management Plan 2019 policy DES1 and NHE9

4. 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) measures to prevent the deposit of materials on the highway
 - (f) provision of boundary any hoarding behind visibility zones
 - (g) vehicle routing

Agenda Item 12

Planning Committee
28th October 2020

Agenda Item: 12 a and 12b
20/01805/F & 20/01806/LBC

(h) measures to prevent the deposit of materials on the highway 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: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policies DES1 and TAP1 Parking, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

INFORMATIVES - Application A: 20/01805/F

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. 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.

4. 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.

5. 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.
6. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
7. 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 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 and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that 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/floodingadvice.
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
9. highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).

Agenda Item 12

Planning Committee
28th October 2020

Agenda Item: 12 a and 12b
20/01805/F & 20/01806/LBC

10. 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.
11. 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.
12. SGN formally object to this proposal until such time a detailed consultation of the surrounding high-pressure pipelines in the nearby vicinity has been carried out. When a consultation has taken place, another request for information and high pressure maps must be made online.

CONDITIONS - Application B: 20/01806/LBC

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

Reason: To comply with Section 18(1)(a) of the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended by Section 52 (4) of the Planning and Compulsory Purchase Act 2005.

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

Plan Type	Reference	Version	Date
Location Plan	ELP_2020_021 AL(0)001	A	26/08/2020
Existing Other Plan	ELP_2020_021 AL(0)002	A	26/08/2020
Proposed Other Plan	ELP_2020_021 AL(0)003	A	26/08/2020
Proposed Site Layout	ELP_2020_021 AL(0)005	A	26/08/2020
Existing Floor Plan	ELP_2020_021 AL(0)011	A	26/08/2020
Existing Roof Layout	ELP_2020_021 AL(0)012	A	26/08/2020
Existing Floor Plan	ELP_2020_021 AL(0)010	A	26/08/2020
Proposed Roof Layout	ELP_2020_021 AL(0)022	A	26/08/2020
Proposed Floor Plan	ELP_2020_021 AL(0)021	A	26/08/2020
Proposed Floor Plan	ELP_2020_021 AL(0)020	A	26/08/2020
Existing Site Layout	ELP_2020_021 AL(0)004	A	26/08/2020
Existing and Proposed Elevations	ELP_2020_021 AL(0)43	A	26/08/2020
Existing and Proposed Elevations	ELP_2020_021 AL(0)41	A	26/08/2020
Existing and Proposed Elevations	ELP_2020_021 AL(0)45	A	26/08/2020
Existing and Proposed Plans	ELP_2020_021 AL(0)44	A	26/08/2020
Existing and Proposed Elevations	ELP_2020_021 AL(0)46	A	26/08/2020
Existing and Proposed Plans	ELP_2020_021 AL(0)47	A	26/08/2020

Existing and Proposed Elevations ELP_2020_021 AL(0)47 A 26/08/2020
Existing and Proposed Elevations ELP_2020_021 AL(0)42 A 26/08/2020

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

3. No development shall take place above slab level until written details 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 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 and the adjoining Listed Building with regard to Reigate and Banstead Development Management Plan 2019 policy DES1 and NHE9

INFORMATIVES - Application B: 20/01806/LBC

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. You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:
 - (b) 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.

Agenda Item 12

Planning Committee
28th October 2020

Agenda Item: 12 a and 12b
20/01805/F & 20/01806/LBC

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.

4. 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.
5. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
6. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit 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 and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that 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/floodingadvice.
7. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
8. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
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. SGN formally object to this proposal until such time a detailed consultation of the surrounding high-pressure pipelines in the nearby vicinity has been carried out. When a consultation has taken place, another request for information and high pressure maps must be made online.

Applications A & B

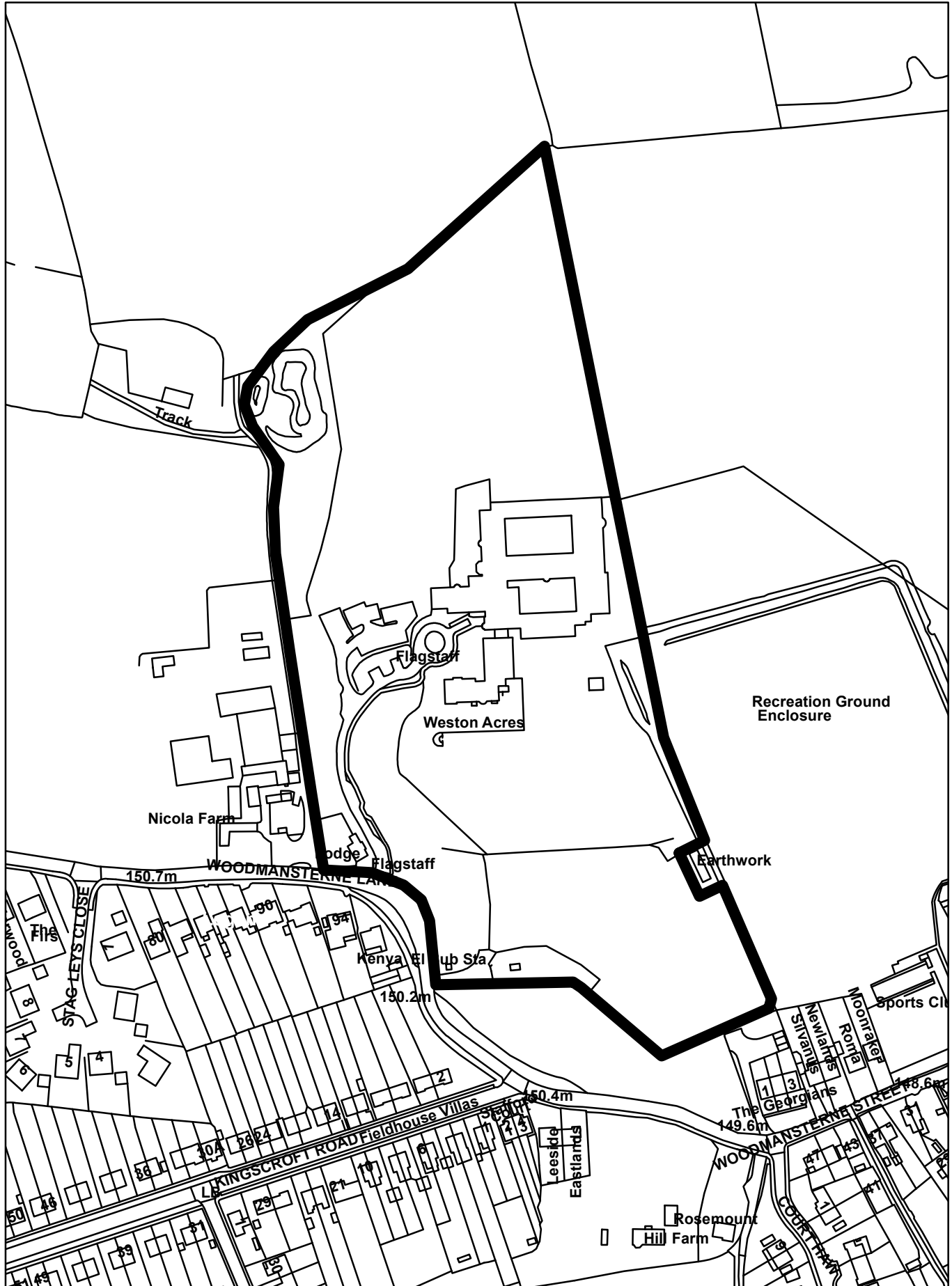
REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies CS1, CS2, CS4, CS10, CS11, CS12, DES1, TAP1, CCF1, NHE3, NHE5, NHE9 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.

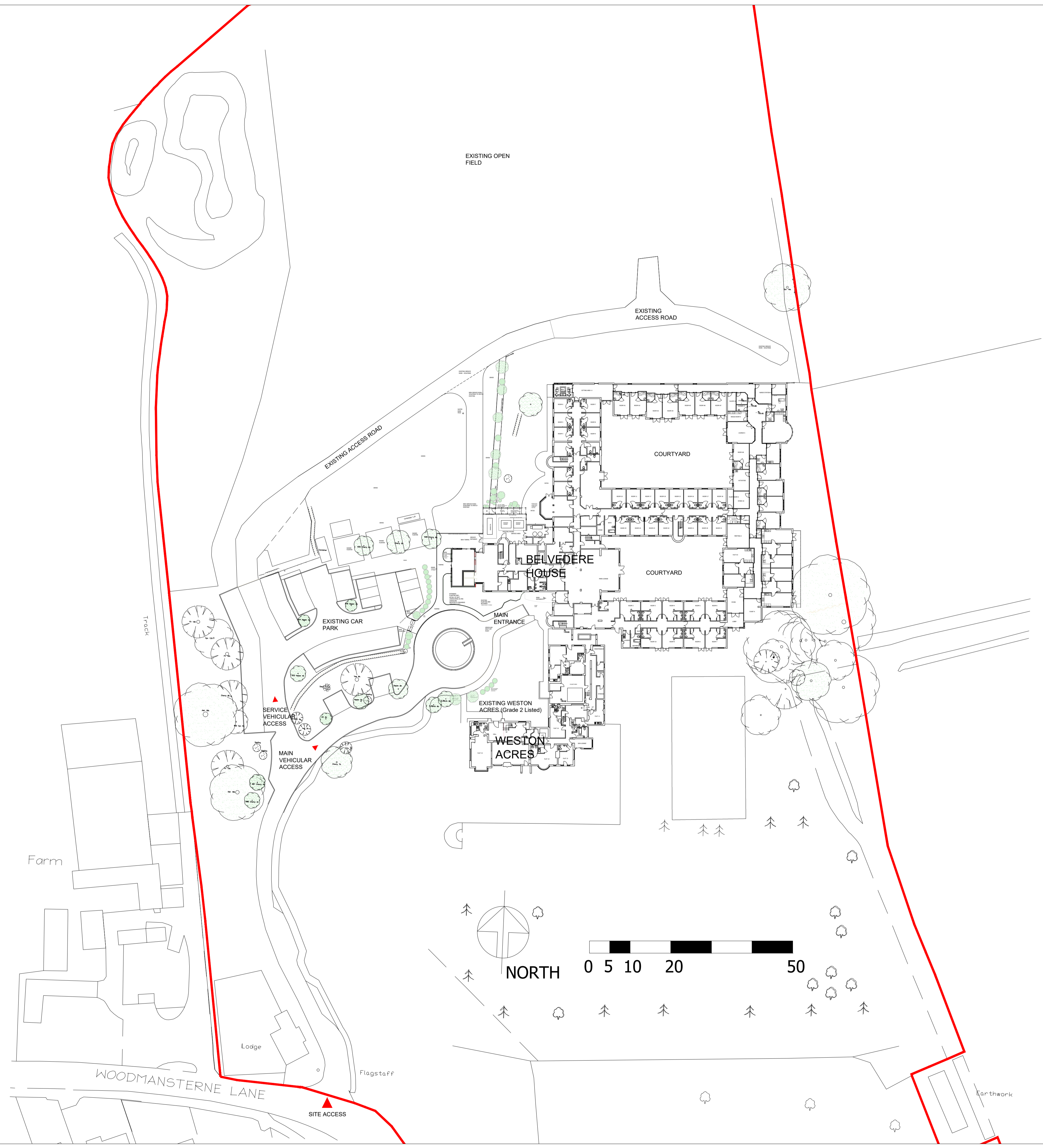
Agenda Item 12
20/01805/F and 20/01806/LBC - Royal Alfred Seafarers Society
Belvedere House, Weston Acres, Woodmansterne Lane



Notes
 Do not scale, use figured dimensions only.
 All dimensions to be verified on site prior to the commencement of any work or the production of any shop drawing. All discrepancies to be reported to the Architect.
 This drawing is to be read in conjunction with all related Architects and Engineers drawings and any other relevant information.
 This drawing is copyright © of Edmund Lattimore

REV	DATE	REVISION	INITIALS	CHECK
A	11/08/20	Planning Submission	EL	SEL

239



DRAWING STATUS

- AS-RECORDED
- AS-BUILT
- FOR-CONSTRUCTION
- PRE DISCUSSION
- FOR COORDINATION
- FOR DISCUSSION

Edmund Lattimore
 Planning and Architectural Design

Client
Royal Seafarers Society

Project
 Proposal to refurbish and extend RASS

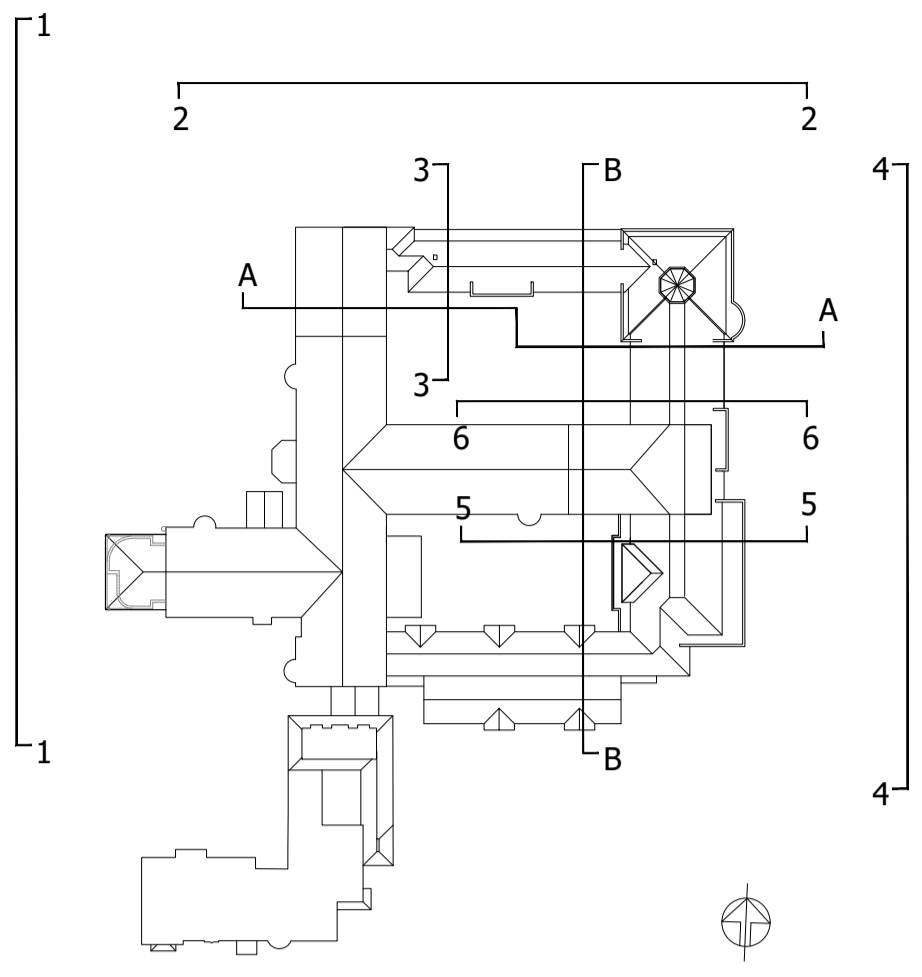
Drawing Title
 Proposed Site Plan General Arrangement

Scale **1:500 @ A1** Date **11.07.2020**

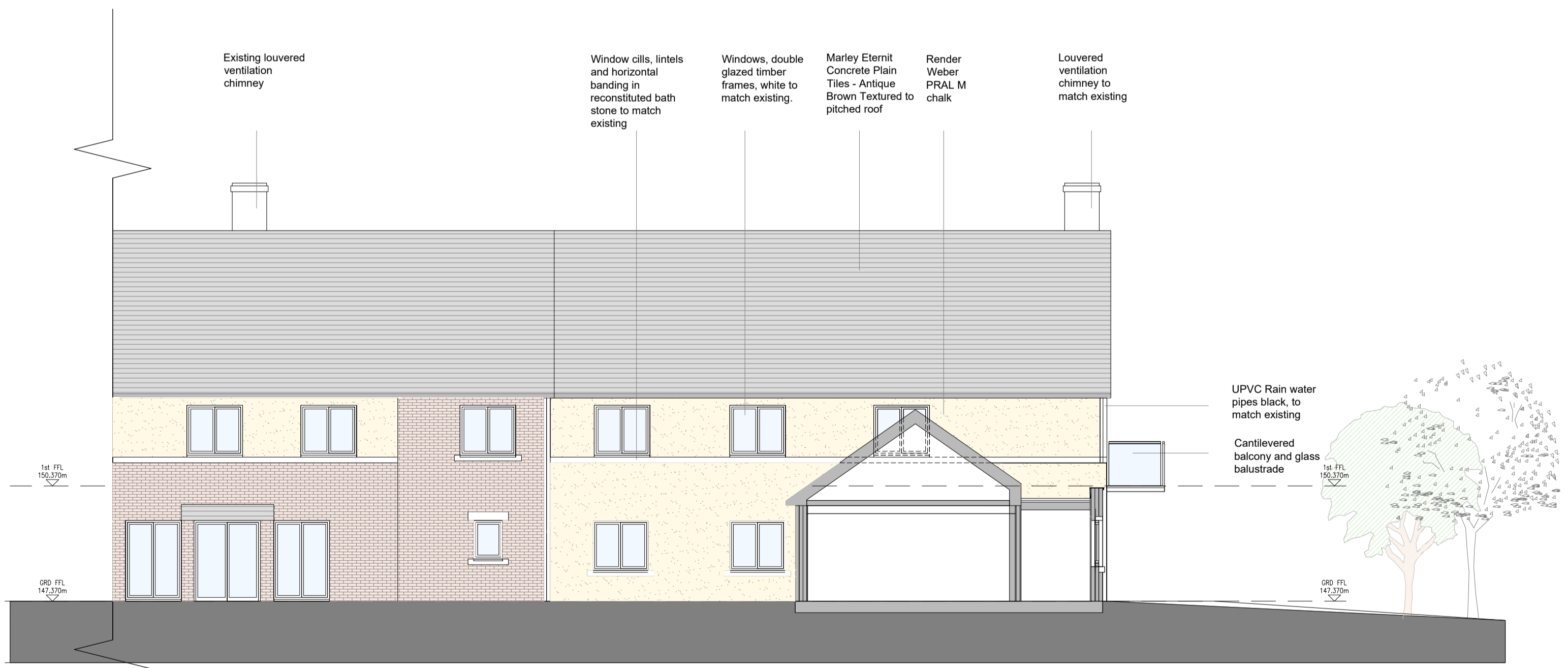
Drawn by **EL** Checked by **SCM**

Job No. **ELP_2020_021** Drawing No. **AL(0)005**

Agenda Item 12



ELEVATION 3 - EXISTING



ELEVATION 3 - PROPOSED

Notes
Do not scale, use figured dimensions only.
All dimensions to be verified on site prior to the commencement of any work or the production of any shop drawing. All discrepancies to be reported to the Architect.
This drawing is to be read in conjunction with all related Architects and Engineers drawings and any other relevant information.
This drawing is copyright © of Edmund Lattimore

REV	DATE	REVISION	INITIALS	CHECK
A	11/08/20	Planning submission	EL	SEL

DRAWING STATUS

- AS-RECORDED
- AS-BUILT
- FOR-CONSTRUCTION
- PRE DISCUSSION
- FOR COORDINATION
- FOR PLANNING
- FOR DISCUSSION

Edmund Lattimore
Planning and Architectural Design

Client
Royal Seafarers Society

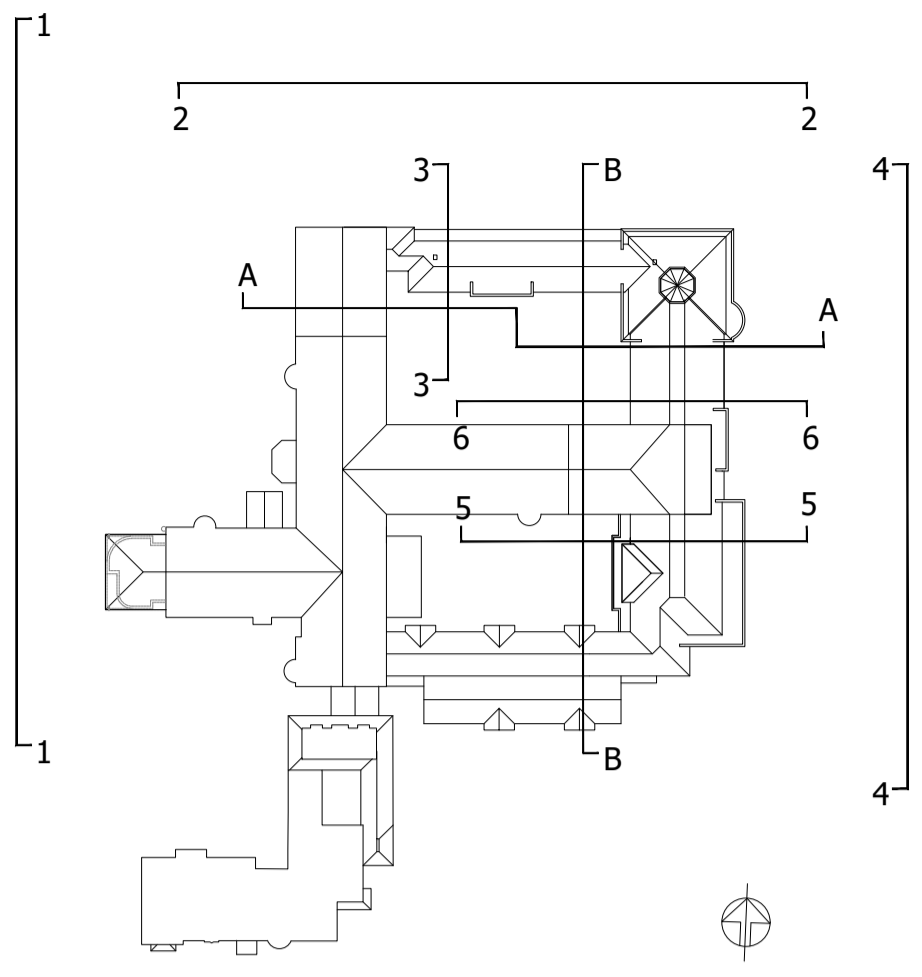
Project
Proposal to refurbish and extend RASS

Drawing Title
ELEVATION 3
General Arrangement
Existing and Proposed

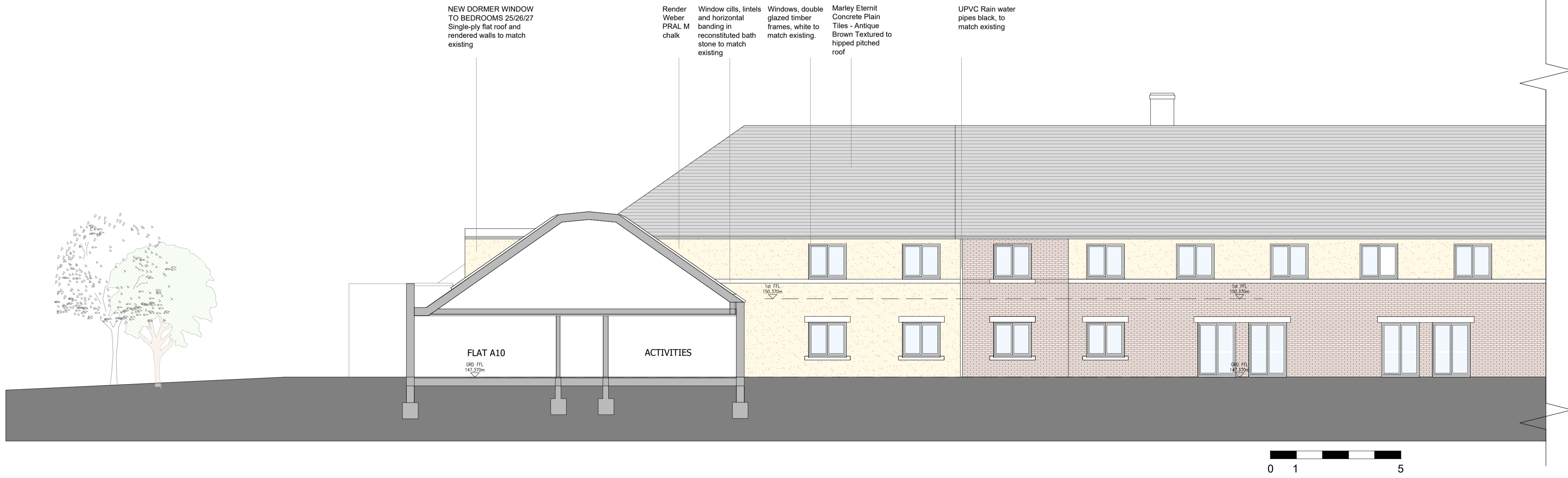
Scale **1:100 @ A1** Date **11.08.2020**

Drawn by **EL** Checked by **SCM**

Job No. **ELP_2020_021** Drawing No. **AL(0)43**



ELEVATION 6 - EXISTING



ELEVATION 6 - PROPOSED

Notes
 Do not scale, use figured dimensions only.
 All dimensions to be verified on site prior to the commencement of any work or the production of any shop drawing. All discrepancies to be reported to the Architect.
 This drawing is to be read in conjunction with all related Architects and Engineers drawings and any other relevant information.
 This drawing is copyright © of Edmund Lattimore

REV	DATE	REVISION	INITIALS	CHECK
A	11/08/20	Planning submission	EL	SEL

DRAWING STATUS

- AS-RECORDED
- AS-BUILT
- FOR-CONSTRUCTION
- PRE DISCUSSION
- FOR COORDINATION
- FOR PLANNING
- FOR DISCUSSION

Edmund Lattimore
 Planning and Architectural Design

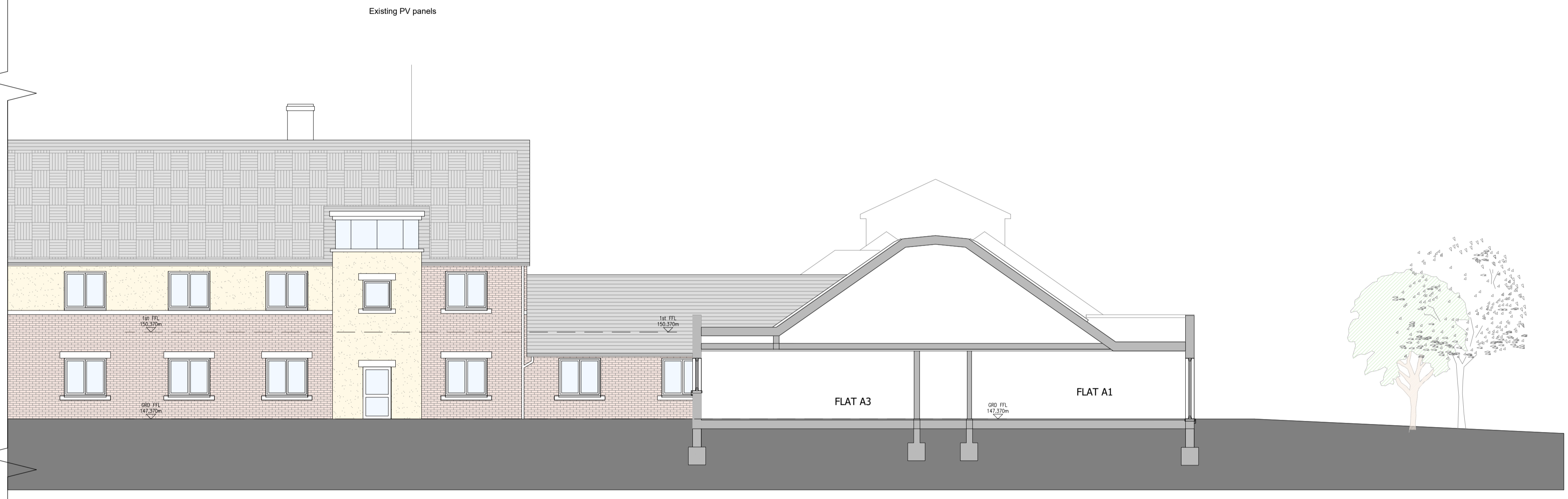
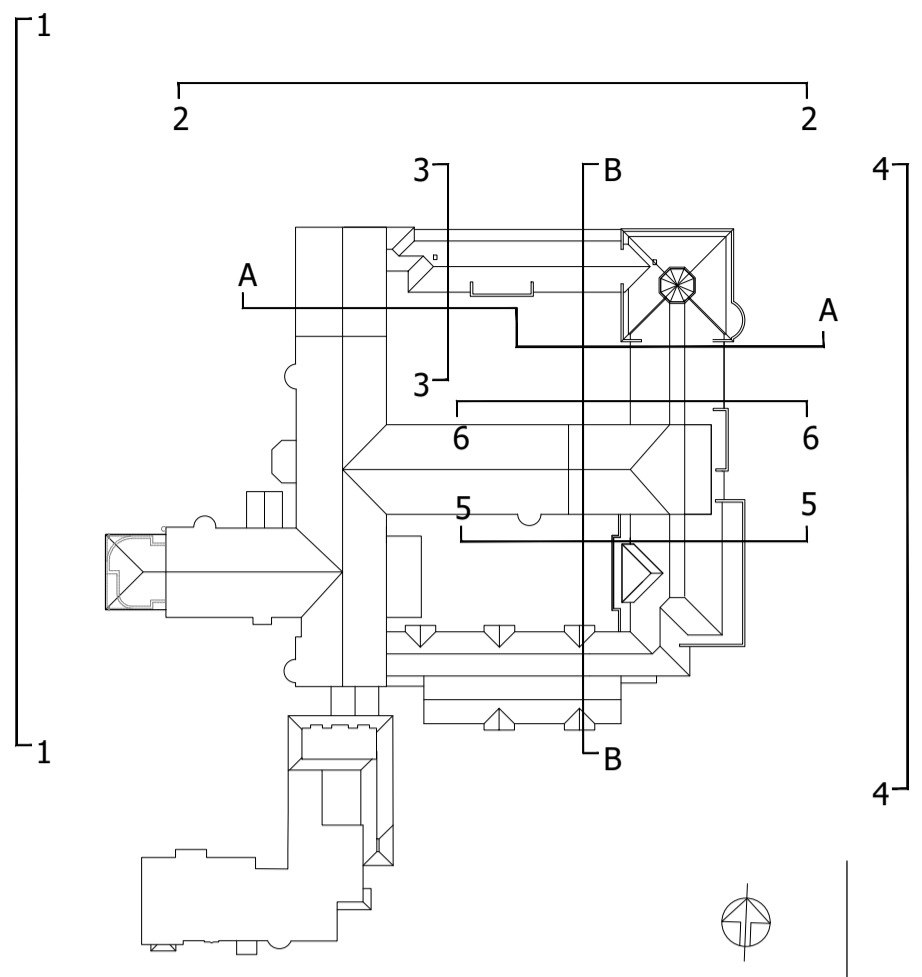
Client
Royal Seafarers Society

Project
 Proposal to refurbish and extend RASS

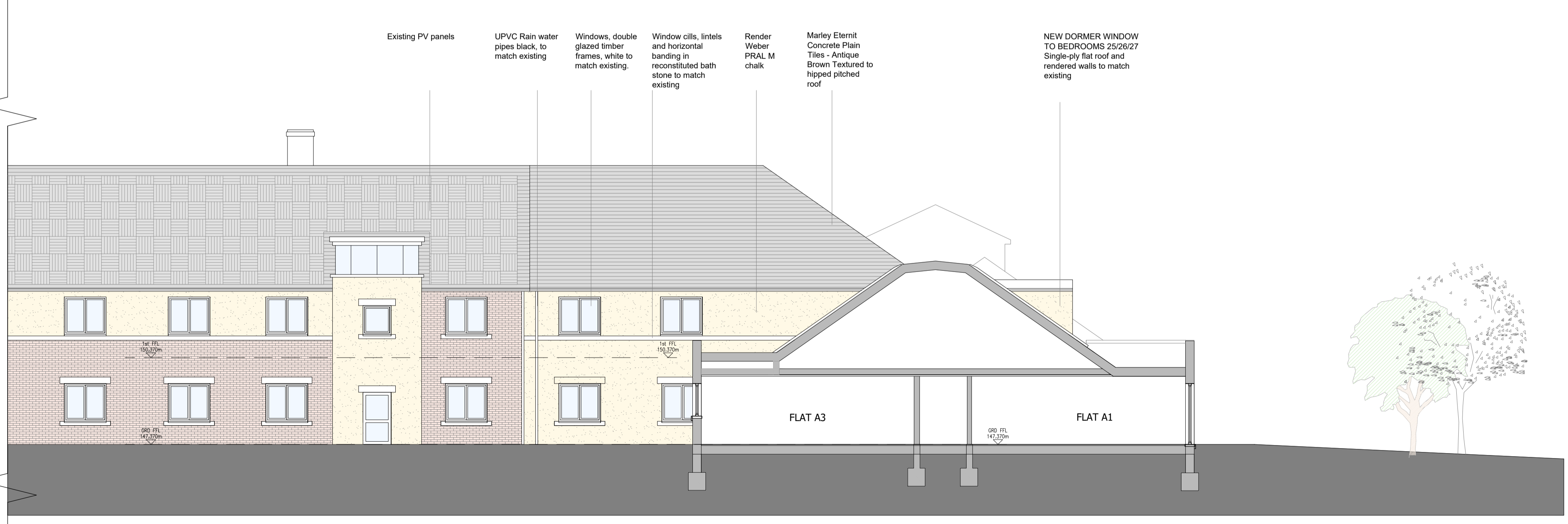
Drawing Title
**ELEVATION 6
 General Arrangement
 Existing and Proposed**
 Scale **1:100 @ A1** Date **11.08.2020**

Drawn by **EL** Checked by **SCM**

Job No. **ELP_2020_021** Drawing No. **AL(0)47** Rev. **A**



ELEVATION 5 - EXISTING



ELEVATION 5 - PROPOSED

Notes
 Do not scale, use figured dimensions only.
 All dimensions to be verified on site prior to the commencement of any work or the production of any shop drawing. All discrepancies to be reported to the Architect.
 This drawing is to be read in conjunction with all related Architects and Engineers drawings and any other relevant information.
 This drawing is copyright © of Edmund Lattimore

REV	DATE	REVISION	INITIALS	CHECK
A	11/08/20	Planning submission	EL	SEL

DRAWING STATUS

- AS-RECORDED
- AS-BUILT
- FOR-CONSTRUCTION
- PRE DISCUSSION
- FOR COORDINATION
- FOR PLANNING
- FOR DISCUSSION

Edmund Lattimore
 Planning and Architectural Design

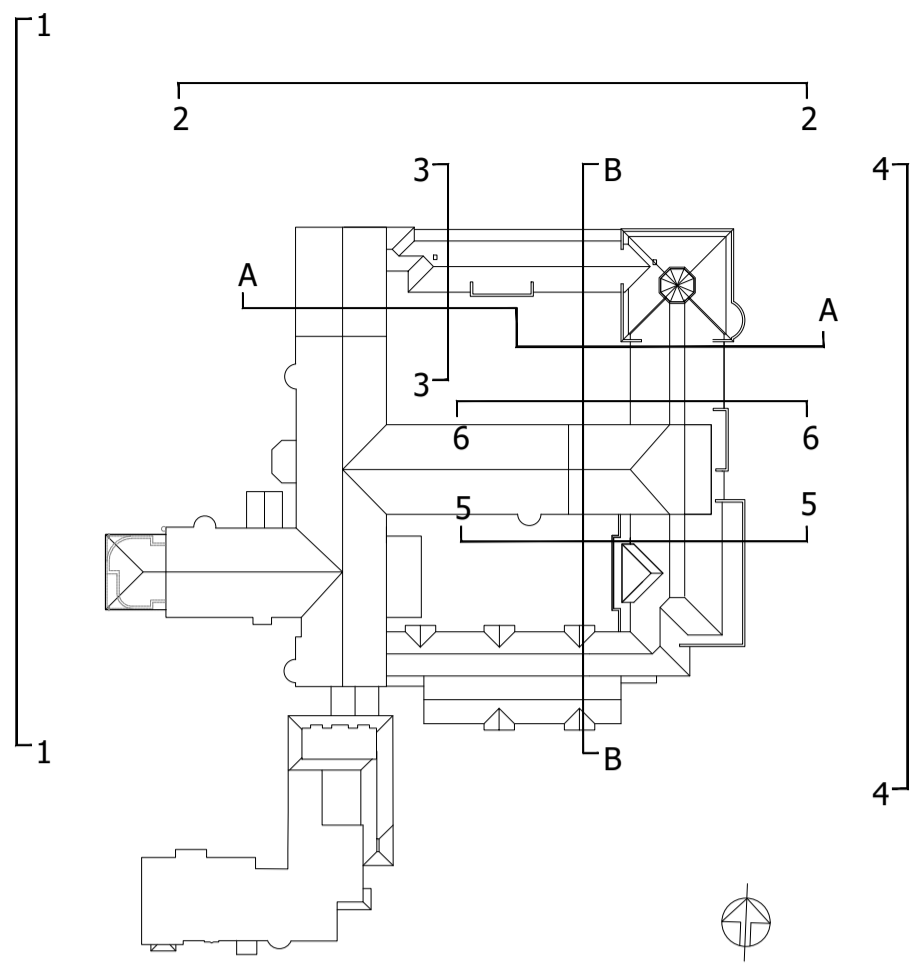
Client
Royal Seafarers Society

Project
 Proposal to refurbish and extend RASS

Drawing Title
ELEVATION 5
 General Arrangement
 Existing and Proposed
 Scale **1:100 @ A1** Date **11.08.2020**

Drawn by **EL** Checked by **SCM**

Job No. **ELP_2020_021** Drawing No. **AL(0)46**



Notes
 Do not scale, use figured dimensions only.
 All dimensions to be verified on site prior to the commencement of any work or the production of any shop drawing. All discrepancies to be reported to the Architect.
 This drawing is to be read in conjunction with all related Architects and Engineers drawings and any other relevant information.
 This drawing is copyright © of Edmund Lattimore

REV	DATE	REVISION	INITIALS	CHECK
A	11/08/20	Planning submission	EL	SEL



ELEVATION 2 - EXISTING



DRAWING STATUS

- AS-RECORDED
- AS-BUILT
- FOR-CONSTRUCTION
- PRE DISCUSSION
- FOR COORDINATION
- FOR PLANNING
- FOR DISCUSSION



Edmund Lattimore
 Planning and Architectural Design

Client
Royal Seafarers Society

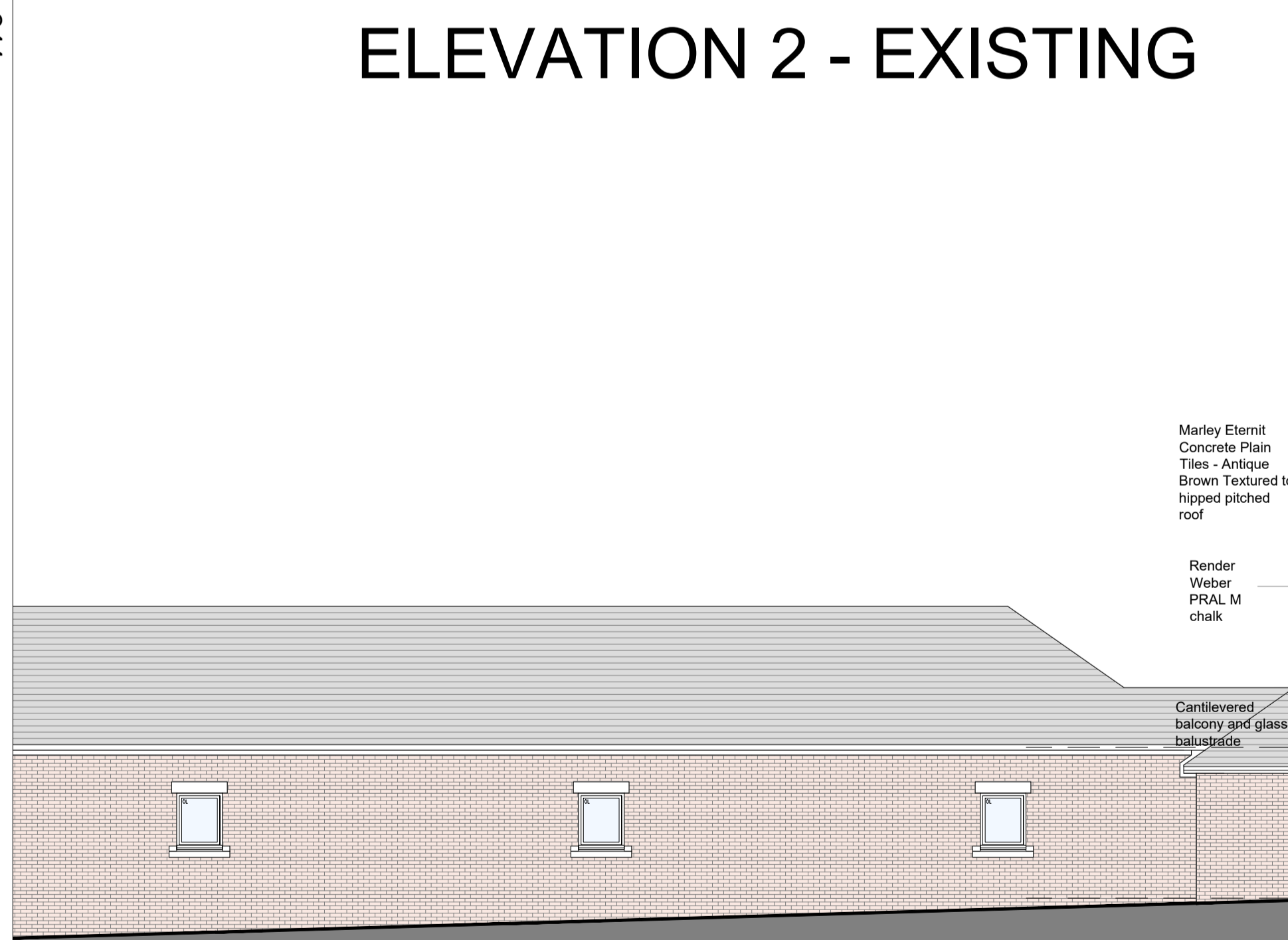
Project
 Proposal to refurbish and extend RASS

Drawing Title
ELEVATION 2
 General Arrangement
 Existing and Proposed

Scale **1:100 @ A1** Date **20.07.2020**

Drawn by **EL** Checked by **SCM**

Job No. **ELP_2020_021** Drawing No. **AL(0)42** Rev. **A**



ELEVATION 2 - PROPOSED

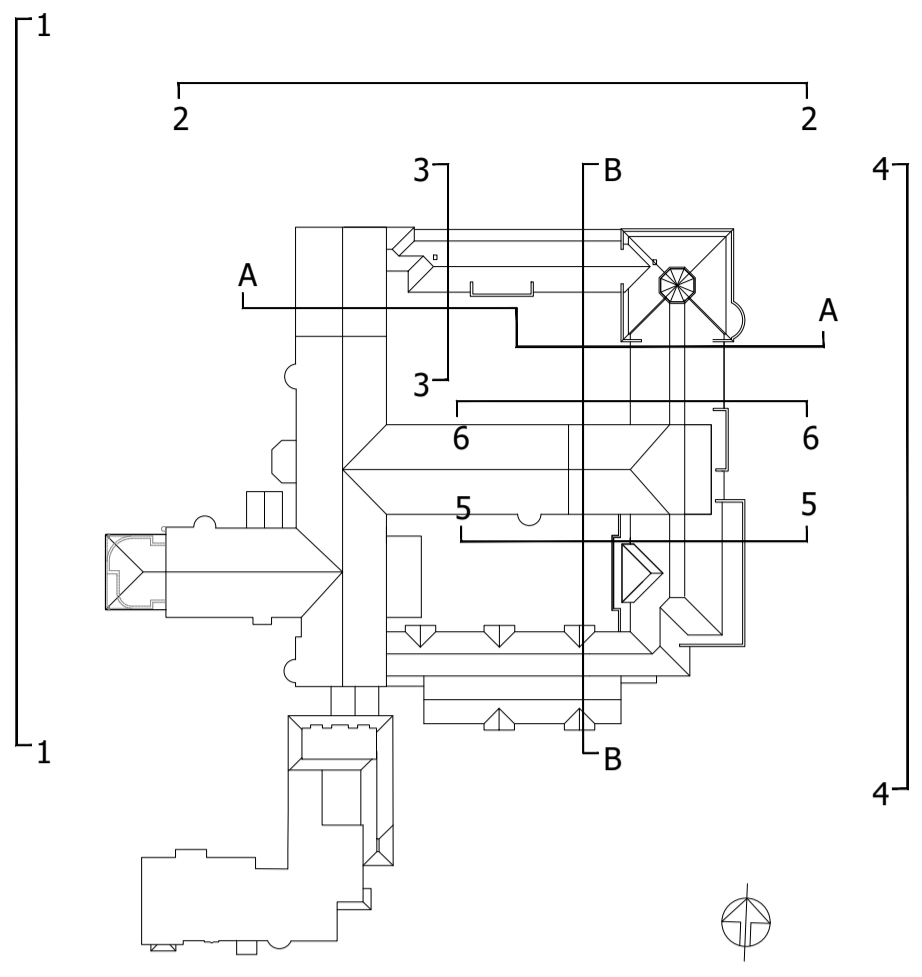


- Window cills, lintels and horizontal banding in reconstituted bath stone to match existing
- Louvered ventilation chimney to match existing
- Windows, double glazed timber frames, white to match existing.
- UPVC Rain water pipes black, to match existing

Marley Eternit Concrete Plain Tiles - Antique Brown Textured to hipped pitched roof

Render Weber PRAL M chalk

Cantilevered balcony and glass balustrade

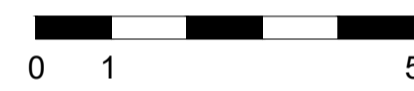


Notes
 Do not scale, use figured dimensions only.
 All dimensions to be verified on site prior to the commencement of any work or the production of any shop drawing. All discrepancies to be reported to the Architect.
 This drawing is to be read in conjunction with all related Architects and Engineers drawings and any other relevant information.
 This drawing is copyright © of Edmund Lattimore

REV	DATE	REVISION	INITIALS	CHECK
A	11/08/20	Planning submission	EL	SEL



ELEVATION 1 - EXISTING



- Louvered ventilation chimney to match existing
- Render Weber PRAL M chalk
- Windows, double glazed timber frames, white to match existing.
- Window cills, lintels and horizontal banding in reconstituted bath stone to match existing
- Marley Eternit Concrete Plain Tiles - Antique Brown Textured to pitched roof
- Brick: Ibstock Pevensey Multi Stock

DRAWING STATUS

- AS-RECORDED
- AS-BUILT
- FOR-CONSTRUCTION
- PRE DISCUSSION
- FOR COORDINATION
- FOR PLANNING
- FOR DISCUSSION

Edmund Lattimore
 Planning and Architectural Design

Client
Royal Seafarers Society

Project
 Proposal to refurbish and extend RASS

Drawing Title
ELEVATION 1
 General Arrangement
 Existing and Proposed

Scale **1:100 @ A1** Date **20.07.2020**

Drawn by **EL** Checked by **SCM**

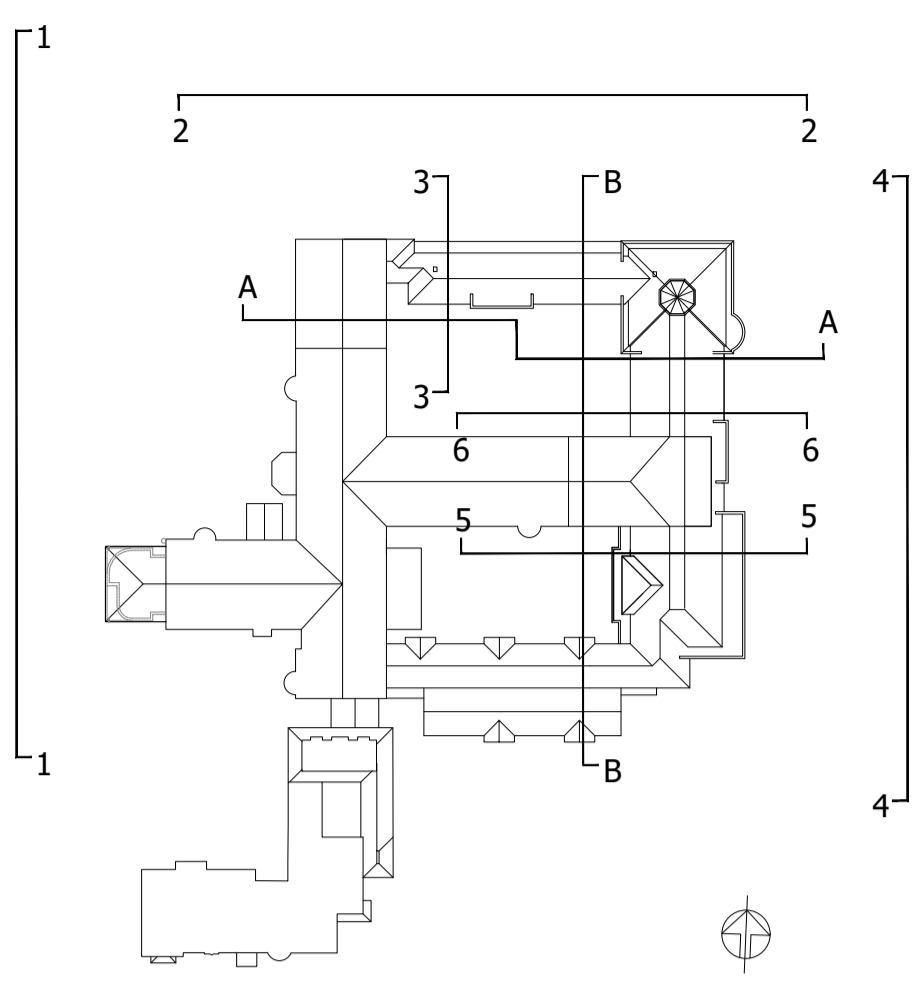
Job No. **ELP_2020_021** Drawing No. **AL(0)41**



ELEVATION 1 - PROPOSED

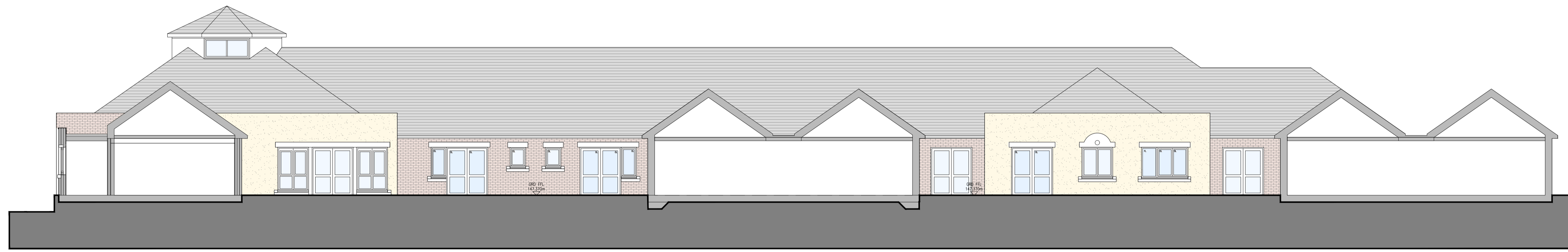


Agenda Item 12



Notes
 Do not scale, use figured dimensions only.
 All dimensions to be verified on site prior to the commencement of any work or the production of any shop drawing. All discrepancies to be reported to the Architect.
 This drawing is to be read in conjunction with all related Architects and Engineers drawings and any other relevant information.
 This drawing is copyright © of Edmund Lattimore

REV	DATE	REVISION	INITIALS	CHECK
A	11/08/20	Planning submission	EL	SEL



SECTION B - B - EXISTING



DRAWING STATUS

- AS-RECORDED
- AS-BUILT
- FOR-CONSTRUCTION
- PRE DISCUSSION
- FOR COORDINATION
- FOR PLANNING
- FOR DISCUSSION



Edmund Lattimore
 Planning and Architectural Design

Client
Royal Seafarers Society

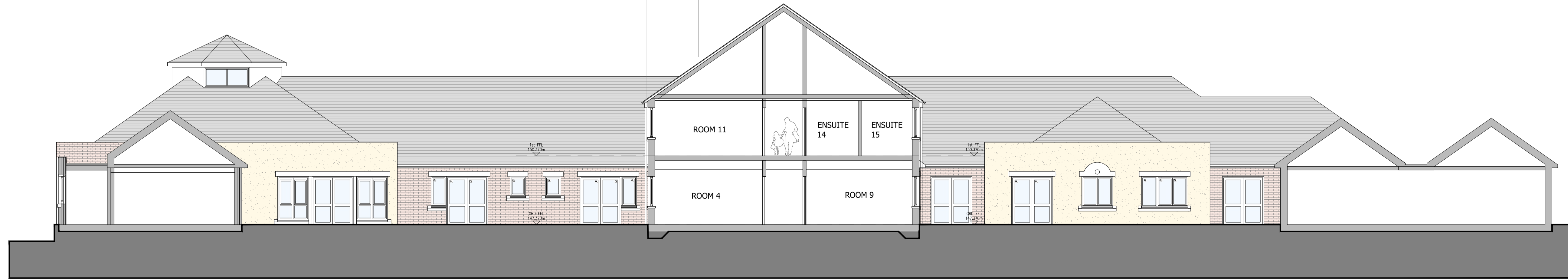
Project
 Proposal to refurbish and extend RASS

Drawing Title
SECTION BB
 General Arrangement
 Existing and Proposed
 Scale **1:100 @ A1** Date **11.08.2020**

Drawn by **EL** Checked by **SCM**

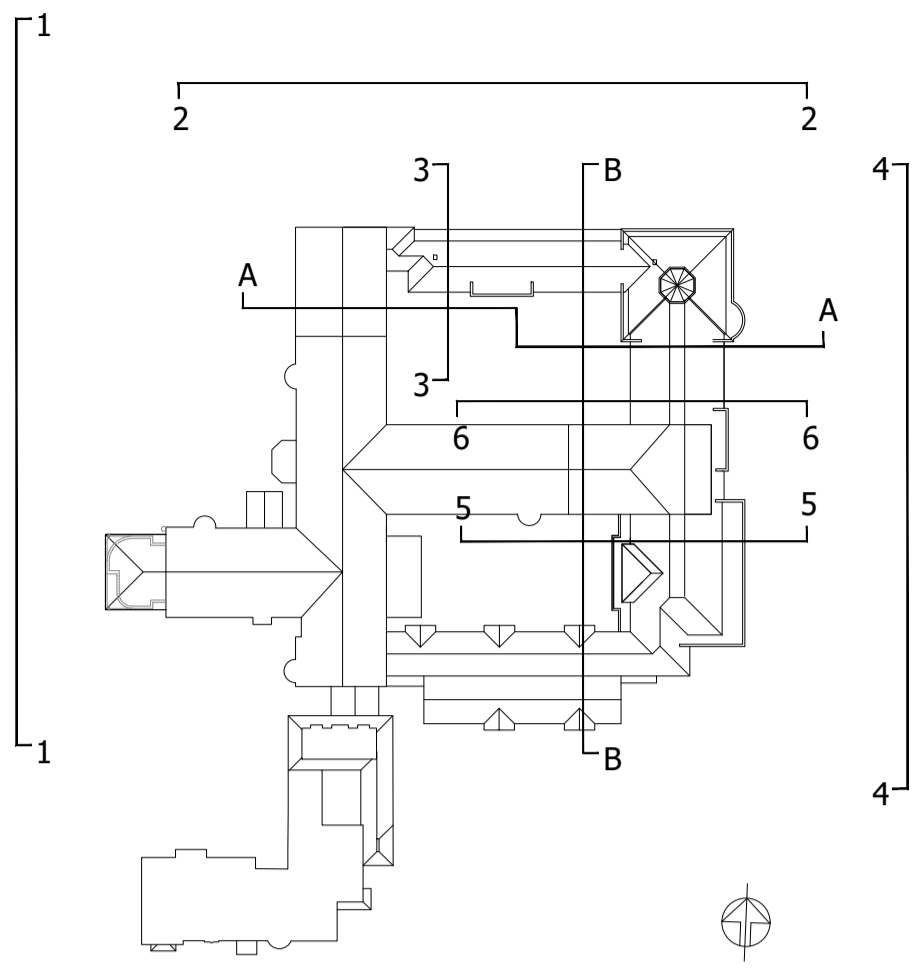
Job No. **ELP_2020_021** Drawing No. **AL(0)47** Rev. **A**

UPVC Rain water pipes black, to match existing
 Marley Eternit Concrete Plain Tiles - Antique Brown Textured to hipped pitched roof



SECTION B - B - PROPOSED





Notes
 Do not scale, use figured dimensions only.
 All dimensions to be verified on site prior to the commencement of any work or the production of any shop drawing. All discrepancies to be reported to the Architect.
 This drawing is to be read in conjunction with all related Architects and Engineers drawings and any other relevant information.
 This drawing is copyright © of Edmund Lattimore

REV	DATE	REVISION	INITIALS	CHECK
A	11/08/20	Planning submission	EL	SEL



SECTION A - A - EXISTING

- UPVC Rain water pipes black, to match existing
- Louvered ventilation chimney to match existing
- Marley Eternit Concrete Plain Tiles - Antique Brown Textured to match pitched roof
- Window cills, lintels and horizontal banding in reconstituted bath stone to match existing

DRAWING STATUS

- AS-RECORDED
- AS-BUILT
- FOR-CONSTRUCTION
- PRE DISCUSSION
- FOR COORDINATION
- FOR PLANNING
- FOR DISCUSSION



SECTION A - A - PROPOSED

Edmund Lattimore
 Planning and Architectural Design


Client
Royal Seafarers Society

Project
 Proposal to refurbish and extend RASS

Drawing Title
SECTION A - A
 General Arrangement
 Existing and Proposed
 Scale **1:100 @ A1** Date **11.08.2020**

Drawn by **EL** Checked by **SCM**
 Job No. **ELP_2020_021** Drawing No. **AL(0)44**

This page is intentionally left blank

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	28 th October 2020
	REPORT OF:	HEAD OF PLACES & PLANNING
	AUTHOR:	Hollie Marshall
	TELEPHONE:	01737 276010
	EMAIL:	Hollie.marshall@reigate-banstead.gov.uk
AGENDA ITEM:	13	WARD: Horley West and Sidlow

APPLICATION NUMBER:	20/01732/F	VALID:	8 th September 2020
APPLICANT:	Mr. Paul Tames	AGENT:	Mr Peter Gardner
LOCATION:	2 PARKHURST ROAD HORLEY SURREY		
DESCRIPTION:	Construction of two new dwellings and alteration addition of rear dormer to existing dwelling.		
<p>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.</p>			

SUMMARY

This is a full application for construction of two new dwellings and the addition of a rear facing dormer window to 2 Parkhurst Road. An access road is proposed to the south of the frontage dwelling into the rear of the site where the two detached dwellings are sited. A total of six parking spaces are proposed, four at the rear of the site and two to serve the existing dwelling at the front of the site.

The application follows a similar proposal that was approved in 2018 and work has commenced on site through the construction of the two new dwellings at the rear part of the site which is underway. This application differs from the approval of the 2018 application which proposed a replacement dwelling at No. 2 Parkhurst Road. This application seeks to retain No. 2 and extend it by way of a rear facing dormer window. To accommodate for this, the site area has been increased slightly by including the rear most part of the rear gardens of the neighbouring properties fronting Lee Street and the access road is proposed to move southwards.

Significant weight is attached to the extant permission where works have commenced, and the two new dwellings are under construction. The retention of No. 2 Parkhurst Road would see little change to the streetscene and the increased width to the south of the site allows for sufficient space for the access road and landscaping.

The proposal is not considered to result in a harmful impact upon neighbour amenity and the County Highways Team have confirmed no objection subject to recommended conditions.

Agenda Item 13

Planning Committee
28th October 2020

Agenda Item: 13
20/01732/F

RECOMMENDATION(S)

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

Consultations:

Highway Authority: The County Highway Authority has undertaken an assessment in terms of the likely net additional traffic generation, access arrangements and parking provision and are satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway. The County Highway Authority therefore has no highway requirements subject to conditions.

Horley Town Council – no objection

Representations:

Letters were sent to neighbouring properties on 15th September 2020.

2 responses have been received raising the following issues:

Issue	Response
Hazard to highway safety	See paragraph 6.11 – 6.12 and conditions 7 and 8
Inadequate parking	See paragraph 6.11 – 6.12 and condition 8
Increase in traffic and congestion	See paragraph 6.11 – 6.12
No need for the development	See paragraph 6.1
Overdevelopment	See paragraph 6.3 – 6.6
Harm to Conservation Area	See paragraph 6.13
Harm to wildlife habitat	See paragraph 6.14
Inconvenience during construction	See paragraph 6.9
Loss of a private view	See paragraph 6.13
Loss of/harm to trees	See condition 5 and 6
Out of character with surrounding area	See paragraph 6.3 – 6.6
Overbearing relationship	See paragraph 6.7
Overlooking and loss of privacy	See paragraph 6.7 and condition 11
Overshadowing	See paragraph 6.7
Poor design	See paragraph 6.3 – 6.6
Property devaluation	See paragraph 6.13

1.0 Site and Character Appraisal

1.1 The application relates to an irregular shaped plot on the east side of Parkhurst Road between Lee Street and Wither Dale. A detached bungalow lies on the narrow front part of the site with a double garage on the south side

Agenda Item 13

Planning Committee
28th October 2020

Agenda Item: 13
20/01732/F

at the rear and a large wide parcel of land beyond. The rear portion of the site, which was laid to grass, is extensive in terms of both width and depth and is largely screened on all sides. The rear gardens of properties in Lee Street back onto the southern boundary. Lee Street Church lies on the north eastern boundary. The rear gardens of 4, 6 and 8 Parkhurst Road back on to the north-west boundary. There are trees on the site along the boundaries which will be affected however these are not protected by way of a tree preservation order.

1.2 Planning permission has been granted for the erection of two dwellings in the rear garden area and this development is underway.

1.3 Parkhurst Road is a residential street comprising predominately detached dwellings in a mixture of styles including bungalows and two storey houses. Properties are well spaced and typically set in ample plots, with generous rear gardens.

2.0 Added Value

2.1 Improvements secured at the pre-application stage: The applicant did not approach the Council for pre-application advice therefore the opportunity to secure improvements did not arise

2.3 Further improvements could be secured: Conditions in regard to materials, highways and trees would be attached to a grant of planning permission.

3.0 Relevant Planning and Enforcement History

3.1	18/01617/F	Construction of two new dwellings and one replacement dwelling	Approved with conditions 29 th November 2018
-----	------------	--	---

4.0 Proposal and Design Approach

4.1 This is a full application for the construction of two new dwellings and a dormer extension to 2 Parkhurst Road

4.2 Two new dwellings would be of the same scale, design and siting as that approved under planning application 18/01617/F. Access to the new dwellings would be to the south side of the donor dwelling, 2 Parkhurst Road, which would be retained as part of this proposal. The site has increased in size slightly over the earlier application and takes in the very rearmost part of the rear gardens of 128 – 134 Lee Street (even numbers). This allows for the re-positioning of the access road slightly further south and areas of landscaping either side.

4.3 A new rear facing dormer window would be added to 2 Parkhurst Road, in the same style and design as the existing dormer window.

4.4 Further details of the development are as follows:

Site area	1535sqm
Proposed parking spaces	6
Parking standard	6
Net increase in dwellings	2
Existing site density	6.6
Proposed site density	20
Density of the surrounding area	25.8 (4 – 18) Parkhurst Road

5.0 Policy Context

5.1 Designation

Urban area

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)
CS4 (Valued Townscapes and Historic Environment)
CS10 (Sustainable Development),
CS11 (Sustainable Construction),
CS14 (Housing Needs)
CS15 (Affordable Housing)

5.3 Development Management Plan 2019

DES1 (Design of new development)
DES2 (Residential garden land development)
DES5 (Delivering high quality homes)
DES8 (Construction Management)
TAP1 (Access, parking and servicing)
CCF2 (Flood risk)
INF3 (Electronic communication networks)
NHE3 (Protecting trees, woodland areas and natural habitats)

5.4 Other Material Considerations

National Planning Policy Framework
National Planning Practice Guidance
Supplementary Planning Guidance Surrey Design
Local Distinctiveness Design Guide
A Parking Strategy for Surrey
Parking Standards for Development
Affordable Housing

Agenda Item 13

Planning Committee
28th October 2020

Agenda Item: 13
20/01732/F

Other

Human Rights Act 1998
Community Infrastructure Levy
Regulations 2010

6.0 Assessment

6.1 The application site is situated within the urban area where there is a presumption in favour of sustainable development and where the principle of such development is acceptable in land use terms. Planning permission has been granted for the two new dwellings at the rear of the site and construction is underway.

6.2 The main issues to consider are:

- Design appraisal
- Neighbour amenity
- Amenity for future occupants
- Access and parking
- Other matters
- Infrastructure contributions

6.3 The application is similar to that of the approved application 18/01617/F at the rear part of the site. For comparison, below is the site layout for the approved scheme and the proposed.

Approved

Proposed



6.4 The rear part of the site remains unchanged with the two new dwellings in the same position, scale and style as that approved. The proposed change is to the front of the site where No. 2 Parkhurst Road would be retained. To allow for this, the site area has been increased slightly by including the rear most part of the rear gardens of the neighbouring properties fronting Lee Street and the access road moving southwards.

6.5 No. 2 Parkhurst Road would be extended by way of an additional rear dormer to the rear roof space. The design of the dormer would match that of the existing rear dormer.

6.6 The proposed amendments are considered to be relatively modest in comparison to the approved scheme. The retention of 2 Parkhurst Road

would see little change in the streetscene with the dormer extension to the rear. The increase in site area would allow for the new access road to enter the site flanked by landscaping on both sides. The current scheme would not be detrimental to the character of the area and would consequently comply with policy DES1 of the Development Management Plan 2019.

Neighbour amenity

- 6.7 The proposed development has been assessed with regards to its impact on the amenity of neighbouring properties. The rear part of the site where two new dwellings are proposed would see the same relationship to neighbouring properties as already consented. The separation distances to neighbouring dwellings are such that the proposal is not considered to result in a harmful impact upon neighbouring dwellings. To avoid overlooking from first floor side facing windows, if approved, a condition would be applied to ensure the windows are obscure glazed and fixed shut below a height of 1.7m
- 6.8 The additional dormer proposed to the rear roof slop of No. 2 Parkhurst Road would add some additional bulk to the roofspace, however would be relatively modest in scale and in isolation, could be achieved under permitted development. The dormer would be sited approximately 4.3m from the shared side boundary with No.4 and is not considered to result in a harmful impact upon the amenities of this dwelling.
- 6.9 Objection was raised on the grounds of inconvenience during the construction period. Whilst it is acknowledged there may be a degree of disruption during the construction phase, the proposal would not warrant refusal on this basis and statutory nuisance legislation exists to control any significant disturbance caused during the construction of the proposal.

Amenity for future occupants

- 6.10 The resultant plot sizes are considered to create an adequate level of amenity for future occupants. All units would meet the minimum internal spaces standards.

Parkhurst Road, 2 storey 4 bedroom dwelling – 153sqm
Plot 1, 2 storey 4 bedroom dwelling – 124sqm
Plot 2, 2 storey 4 bedroom dwelling – 124sqm

Access and Parking

- 6.11 The application proposes an access road to the south of the front dwelling and into the rear of the site. Four parking spaces are proposed, at the rear part of the site, two each to serve the two dwellings at the rear part of the site. An existing driveway to the front of the site is proposed to serve the existing fronting Parkhurst Road.
- 6.12 The County Highway Authority has undertaken an assessment in terms of the likely net additional traffic generation, access arrangements and parking

Agenda Item 13

Planning Committee
28th October 2020

Agenda Item: 13
20/01732/F

provision and are satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway. The County Highway Authority therefore has no highway requirements subject to conditions.

Other matters

- 6.13 Loss of a private view and property devaluation are not material planning considerations. The site is not within or adjacent to a Conservation Area, and the application is therefore not considered to result in harm in this regard
- 6.14 No harm to wildlife is considered to occur as a result of the proposal, and protected species are covered by separate legislation.
- 6.15 There is a triangular shaped parcel of land to the west of the application site. This is outside the red line of the application site and ownership of the Applicant. According to land registry information, is a separate parcel of land.

Community Infrastructure Levy

- 6.16 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 a grant of planning permission. However, an informal assessment would indicate a contribution of around £21,280 being required.

CONDITIONS

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

Reason:

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

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

Plan Type	Reference	Version	Date Received
Elevation Plan	PR/E/01		14.08.2020
Floor Plan	PR/P/01		14.08.2020
Elevation Plan	PR/E/02		14.08.2020
Floor Plan	PR/EXP/01		14.08.2020
Elevation Plan	PR/E/03		14.08.2020
Floor Plan	PR/P/03		14.08.2020
Elevation Plan	PR/EXE/01		14.08.2020

Elevation Plan	PR/EXE/02	14.08.2020
Block Plan	PR/BP/01	14.08.2020
Location Plan	PR/LP/01	14.08.2020
Roof Plan	PR/RP/02	08.09.2020
Combined Plan	PR/RP/01	08.09.2020

Reason:

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

3. No development shall take place until the developer obtains the Local Planning Authority's written approval of details of 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 Development Management Plan 2019 policy DES1.

4. No development shall take place until written details 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 Development Management Plan 2019 policy DES1.

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

Reason: To ensure good arboricultural practice in the interests of the maintenance of the character and appearance of the area and to comply with British Standard 5837:2012 'Trees in Relation to Design, demolition and Construction - Recommendations' and policy NHE3 of the Development Management Plan 2019.

Agenda Item 13

Planning Committee
28th October 2020

Agenda Item: 13
20/01732/F

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.

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

To ensure good arboricultural and landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policy NHE3 of the Development Management Plan 2019.

7. No part of the development shall be first occupied unless and until the proposed modified vehicular access to Parkhurst Road has been constructed in accordance with the approved plans.

Reason: in order that the development should not prejudice highway safety nor cause inconvenience to other highway users. order to meet the objectives of the NPPF (2019), and to satisfy policies DES8 and TAP1 of the Reigate and Banstead Development Management Plan (2019).

8. 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 their designated purposes.

Reason: in order that the development should not prejudice highway safety nor cause inconvenience to other highway users. order to meet the objectives of the NPPF (2019), and to satisfy policies DES8 and TAP1 of the Reigate and Banstead Development Management Plan (2019).

9. The development hereby approved shall not be occupied unless and until 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 recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2019.

10. The development shall not be occupied until a plan indicating the positions, design, materials and type of boundary treatment to be erected has been submitted to and approved in writing by the Local Planning Authority. The boundary treatment shall be completed before the occupation of the development hereby permitted.

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

11. The first floor windows in the side elevations of the two detached dwellings 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.

12. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, (or any Order revoking and re-enacting that Order with or without modification), no first floor windows, dormer windows or rooflights other than those expressly authorised by this permission shall be constructed.

Reason: To ensure that the development does not affect the amenity of the neighbouring property by overlooking and to protect the visual amenities of the area in accordance with Development Management Plan policy DES1.

13. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no extensions permitted by Classes A B and C of Part 1 of the Second Schedule of the 2015 Order shall be constructed.

Reason: To control any subsequent enlargements in the interests of the visual and residential amenities of the locality with regard to Development Management Plan policy DES1.

14. The development hereby approved shall not be occupied until the proposed refuse collection point has been provided in accordance with the approved plans. Thereafter the refuse collection point shall be retained and maintained for its designated purpose.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users. The above condition is

Agenda Item 13

Planning Committee
28th October 2020

Agenda Item: 13
20/01732/F

required in order to meet the objectives of the NPPF (2019), and to satisfy policy DES1 of the Development Management Plan 2019.

15. The development hereby approved shall not be first occupied unless and until an Energy and Water Efficiency Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall detail how the development will:
- a) Ensure that the potential water consumption by occupants of each new dwelling does not exceed 110 litres per person per day
 - b) Achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations

The development shall be carried out in accordance with the approved details and any measures specific to an individual dwelling(s) shall be implemented, installed and operational prior to its occupation.

Reason: To ensure that the development supports the efficient use of resources and minimises carbon emissions with regard to Policy CS10 of the Reigate & Banstead Core Strategy 2014 and Policy CCF1 of the Reigate & Banstead Development Management Plan 2019.

16. All dwellings within the development hereby approved shall be provided with the necessary infrastructure to facilitate connection to a high speed broadband. Unless otherwise agreed in writing with the Local Planning Authority, this shall include as a minimum:
- a) A broadband connection accessed directly from the nearest exchange or cabinet
 - b) Cabling and associated installations which enable easy access for future repair, replacement or upgrading.

Reason: To ensure that the development promotes access to, and the expansion of, a high quality electronic communications network in accordance with Policy INF3 of the Reigate & Banstead Development Management Plan 2019.

INFORMATIVES

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

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

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

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

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

5. The use of landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above relevant conditions. The planting of trees and shrubs shall be in keeping with the character and appearance of the locality and have a strong native influence. There is an opportunity to incorporate structural landscape trees into the scheme to provide for future amenity and long term continued structural tree cover in this area. It is expected that the replacement structural landscape trees will be of Advanced Nursery Stock size with initial planting heights of not less than 4.5m, with girth measurements at 1m above ground level in excess of 16/18cm.

Agenda Item 13

Planning Committee
28th October 2020

Agenda Item: 13
20/01732/F

6. The use of a suitably qualified arboricultural consultant is essential to provide acceptable submissions in respect of the arboricultural tree condition above. All works shall comply with the recommendations and guidelines contained within British Standard 5837
7. With regard to Condition 8 (boundary treatment), the developer is encouraged to incorporate measures to promote biodiversity and wildlife and to allow wildlife to move into and out of gardens, such as hedgehog friendly gravel boards, where appropriate. Details of the 'wildlife friendly' measures should be identified within the submission of the details for approval.
8. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover to install dropped kerbs. www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs
9. The applicant 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.
10. 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
11. 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).
12. 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.

REASON FOR PERMISSION

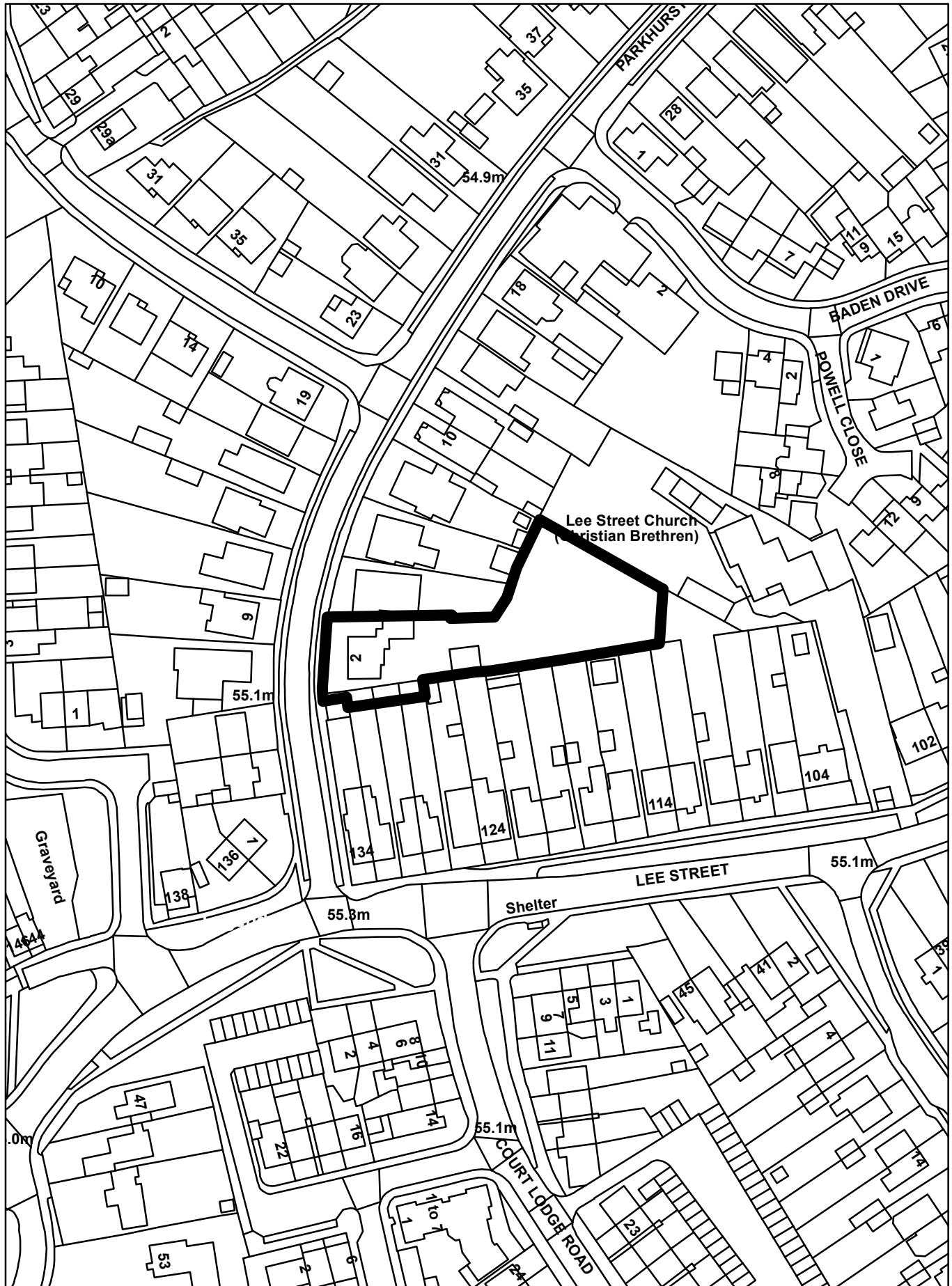
The development hereby permitted has been assessed against development plan policies DES1, DES2, DES5, DES8, TAP1, NHE5, INF3, CCF2 and material considerations, including third party representations. It has been concluded that the

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 13
20/01732/F - Site of Former 2 Parkhurst Road, Horley



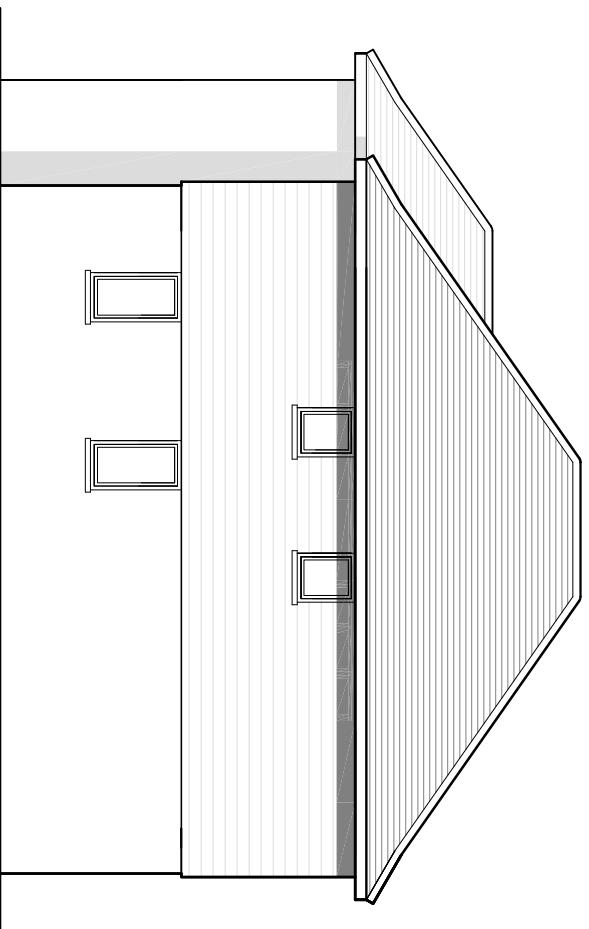
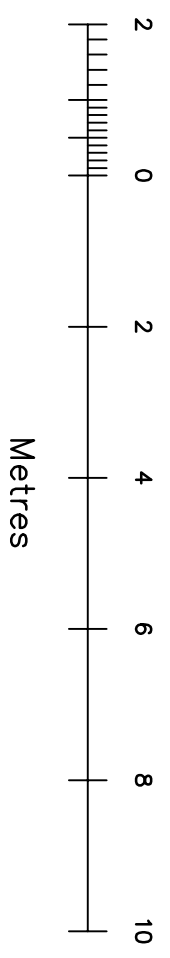


Levels shown in Red are the unaltered existing levels taken from the topographical plan.
Levels shown in Black are the proposed levels.

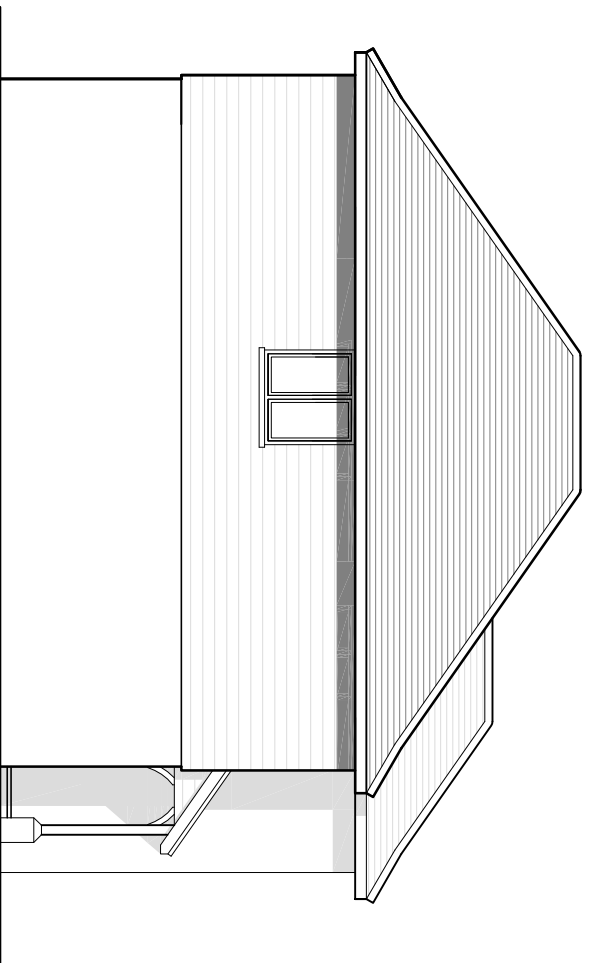
Peter J. Gardner
Architectural Design Consultant

www.architecturaldesignsolutions.co.uk
07967 205249

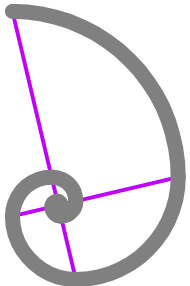
Job Title	2 Parkhurst Road Horley
Drawing Title	Block Plan
Client	P.T
Date	11/08/2020
Drawn	P.J.G
Scale	1:500 on A3
Drg No.	PR/BP/01
	G

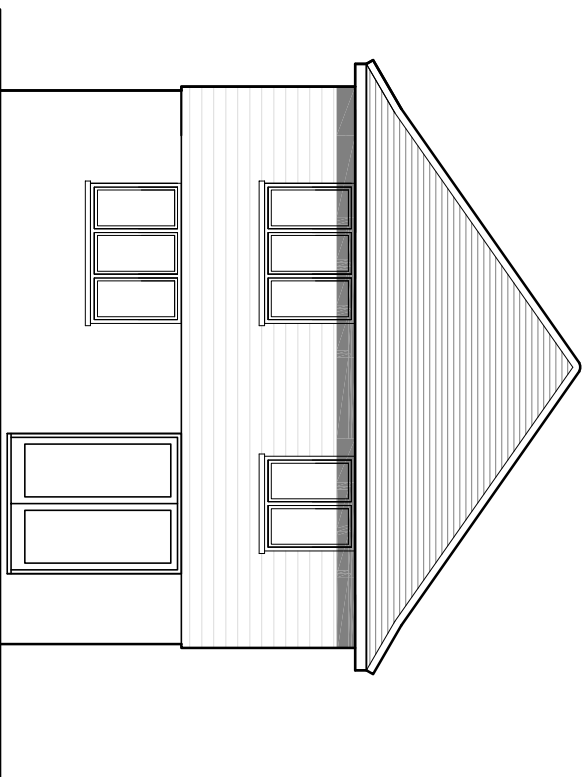
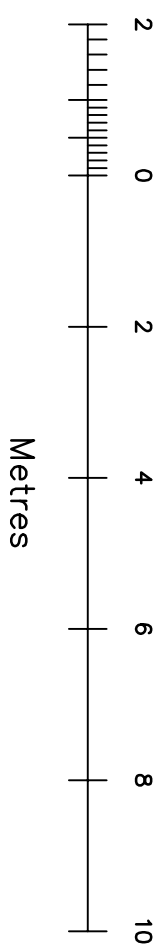


Proposed Side Elevation
Unit No.1, Unit No. 2 handed

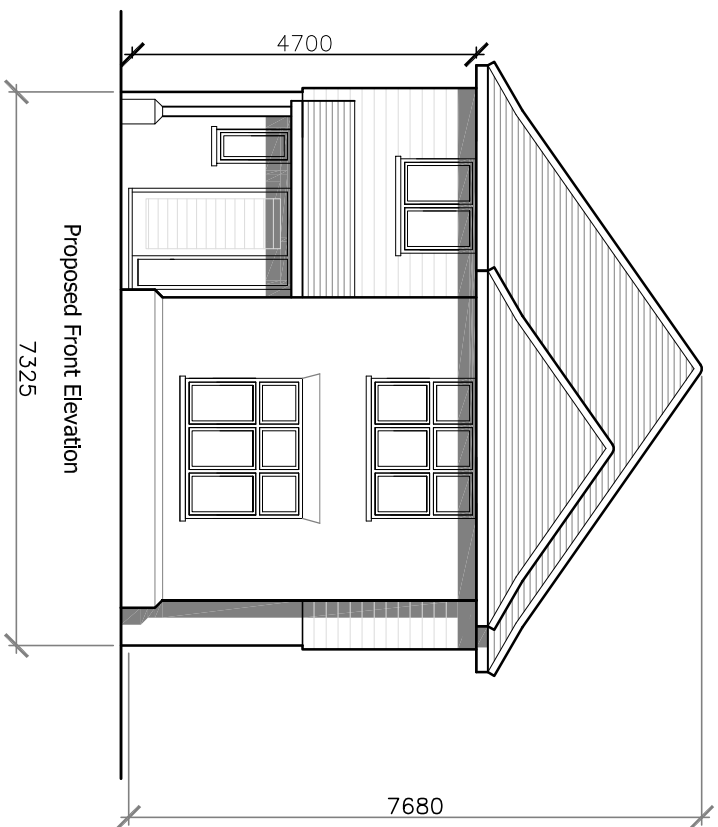


Proposed Side Elevation
Unit No.1, Unit No. 2 handed

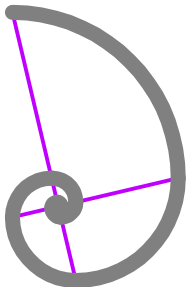
 <p>Peter J. Gardner Architectural Design Consultant</p>	
Job Title	2 Parkhurst Road Horley
Drawing Title	Proposed Elevations Units No. 1&2
Client	P.T
Date	11/08/2020
Drawn	P.J.G
Scale	1:100 on A3
Dwg No.	PR/E/02

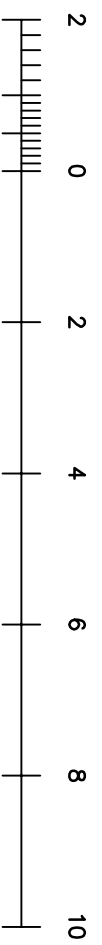


Proposed Rear Elevation
Unit No.1, Unit No. 2 handed

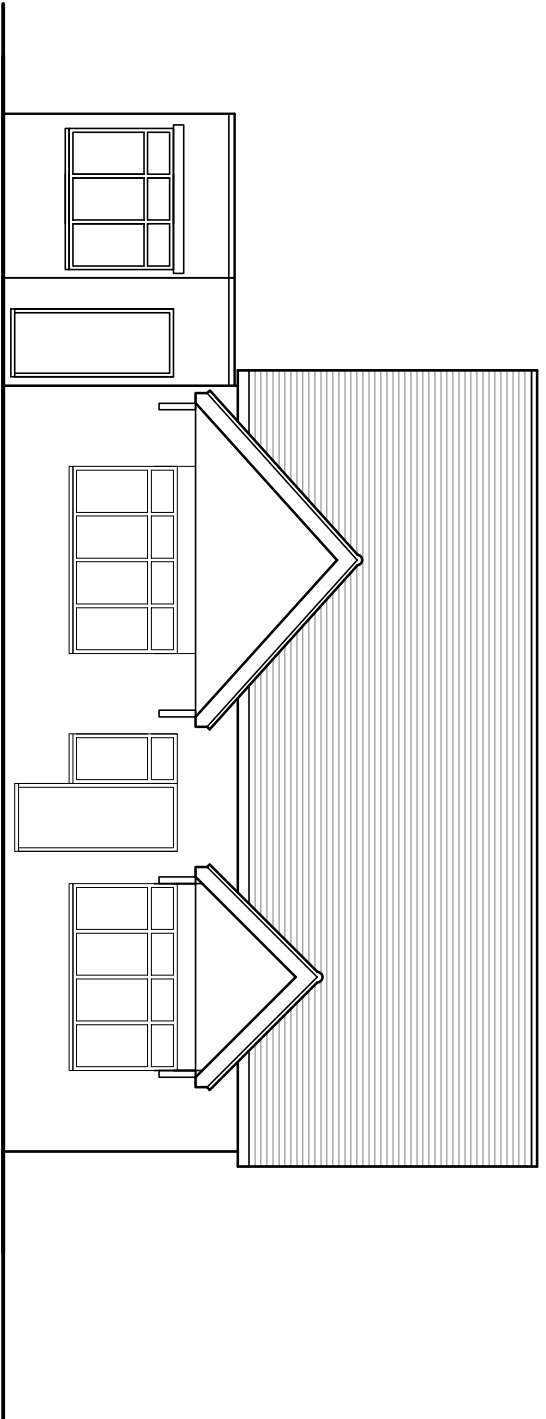


Proposed Front Elevation
Unit No.1, Unit No. 2 handed

 <p>Peter J. Gardner Architectural Design Consultant</p> <p>www.architecturaldesignsolutions.co.uk 07967 205249</p>	
Job Title	2 Parkhurst Road Horley
Drawing Title	Proposed Elevations Units No. 1&2
Client	P.T
Date	11/08/2020
Drawn	P.J.G
Scale	1:100 on A3
Drg No.	PR/E/01

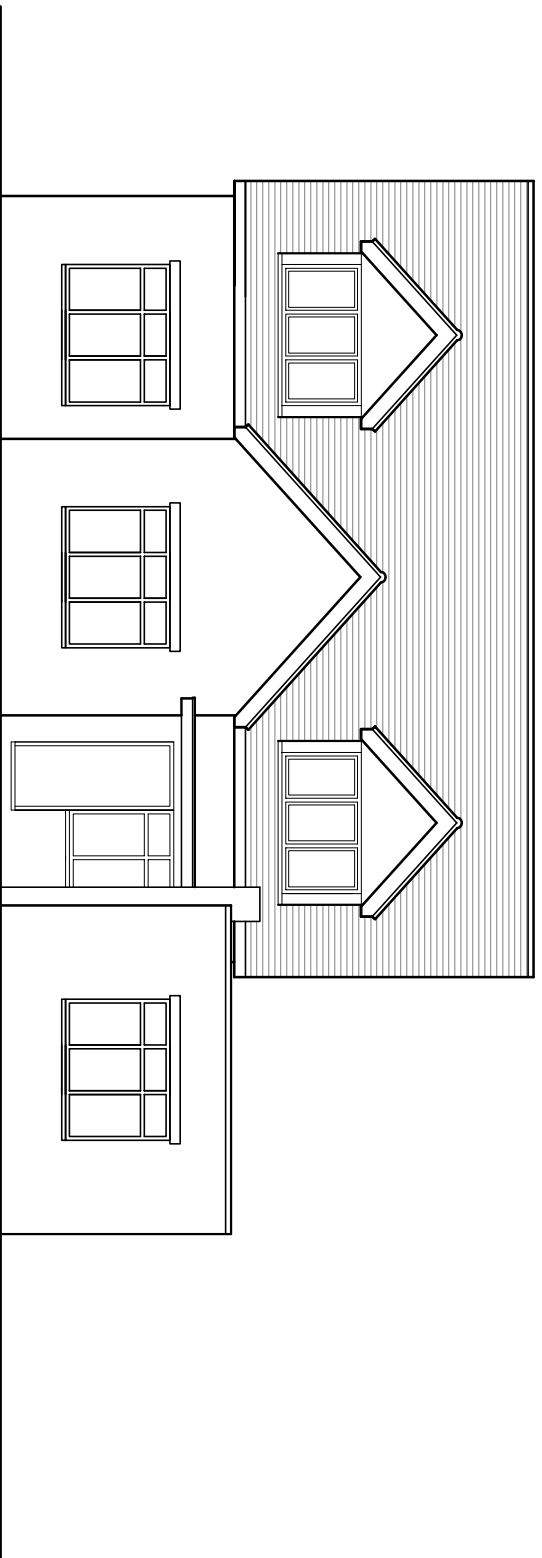


Metres



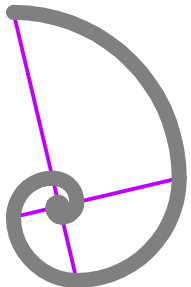
Front Elevation - West

Existing Dwelling - 2 Parkhurst Road



Rear Elevation - East


Existing Dwelling - Rear Elevation - 2 Parkhurst Road

<p>Peter J. Gardner Architectural Design Consultant</p>  <p>www.architecturaldesignsolutions.co.uk 07967 205249</p>	
Job Title	2 Parkhurst Road Horley
Drawing Title	Existing Dwelling Proposed Elevations
Client	P.T
Date	11/08/2020
Drawn	P.J.G
Scale	1:100 on A3
Drng No.	PR/E/03

Agenda Item 14

Planning Committee
28th October 2020

Agenda Item: 14
DM Performance Q2 2020/21

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	28 October 2020
	REPORT OF:	HEAD OF PLANNING
	AUTHORS:	Andrew Benson
	TELEPHONE:	01737 276175
	EMAIL:	Andrew.benson@reigate-banstead.gov.uk
AGENDA ITEM:	14	WARD: All

SUBJECT:	DEVELOPMENT MANAGEMENT Q2 PERFORMANCE
PURPOSE OF REPORT:	To inform members of the 2020/21 Q2 Development Management performance against a range of indicators
RECOMMENDATION:	To note the performance of Q2 of 2020/21

Planning Committee has authority to note the above recommendation

BACKGROUND

1. Development Management encompasses a wide range of planning activities including pre-application negotiations and engagement; decision making on planning applications through to compliance and enforcement.
2. It puts the Council's locally adopted development plan policies into action and seeks to achieve sustainable development.
3. It is a non-political, legislative system with all Development Management functions falling under the responsibility of the Planning Committee in the Council's Constitution. As such it is a non-Executive function falling outside the scope of the quarterly corporate performance reports that are presented to the Executive and Overview and Scrutiny Committee.
4. Development Management performance has always been monitored and reviewed in line with statutory and local targets with quarterly reports sent to the Department for Communities and Local Government. However, given that all functions of the Council as Local Planning Authority fall under the responsibility of the Planning Committee, the performance information has also been shared with the Planning Committee Chairman. This report enables the performance indicators to be noted by the Planning Committee itself.
5. This report is the second quarterly report of the 2020/21 municipal year and provides the quarterly and end-of-year performance at Table 1. Also provided at Table 2 is the requested performance measure, relating to the time taken in total days from receipt of a valid application to its registration and at Table 3, a breakdown on the reasons for each of the over-6 month enforcement cases.

Agenda Item 14

Planning Committee
28th October 2020

Agenda Item: 14
DM Performance Q2 2020/21

PERFORMANCE

	Applications determined (in 8/13 weeks or agreed)	Target	Q1	Q2	Q3	Q4	19/20	Q1	Q2
1	Major applications	60%	100%	93%	75%	91%	92%	100%	86%
2	Non-major applications	70%	86%	88%	91%	75%	85%	79%	86%
3	Average days to decision	73	73	95	73	79	80	79	88
Appeals									
4	Appeals Received	-	31	21	18	11	81	13	18
5	Major Appeals Decided	-	0	2	2	2	6	1	0
6	Major Appeals Dismissed	70%	-	1 (50%)	1 (50%)	0 (0%)	2 (33%)	1 (100%)	NA
7	Non-major appeals Decided	-	16	18	21	10	65	5	16
8	Non-major appeals Dismissed	70%	9 (56%)	16 (88%)	15 (71%)	7 (70%)	47 (72%)	4 (80%)	14 (87%)
Enforcement									
9	Reported Breaches		87	102	68	84	341	87	124
10	Cases Closed		76	120	90	80	366	47	107
11	On hand at end of period		139	120	116	134	-	171	161
12	Cases over 6 months old		32	26	28	29	-	42	57
13	Priority 1 Enforcement	100%	100%	100%	100%	(100%)	100%	100%	100%
Application Workload									
14	On hand at beginning		369	358	340	336	369	372	323
15	Received		343	309	330	351	1063	267	319
16	Determined		335	314	315	310	1274	303	255
17	On hand at end of period		366	343	335	372	372	328	379
18	Withdrawn					5	-	8	8

Table 1 - Development Management performance

Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
4.2	3.9	4.2	3	5.3	8	6.7	5.9	4.2	5.5	3.3	3.5	4.1	5.5	7.1	6.6	7.6	7.1

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

Reason for delay	Number
Awaiting compliance check	11
Awaiting submission of application	10
Awaiting outcome of application	9
Written in past month chasing information/regularisation	9
Open/ongoing prosecution	1
Awaiting Appeal	6
Expediency of harm be concluded with input from statutory consultees	2
Regularising works commenced but not yet complete	3
Chasing up of costs	2
Temporary Stop Notice Served	2
Awaiting planting of replacement tree	1
Delayed by probate	1

Table 3 – Reason for enforcement investigation over 6 months

Planning applications

6. The Town and Country Planning Development Management Procedure Order

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

7. In this Quarter 86% of major applications (12 out of 14) were determined within the statutory period or within agreed extension of time. For non-major applications the figure was also 86% for the quarter. Both represent a comfortable exceedance of Government and local performance targets and also the national average, despite the challenging issues associated with Covid-19 restrictions.
8. The average days to decision for Q1 was 88 days, missing the target of 73 days and up from recent quarters. To a degree this reflects the fact that increasingly extensions of time are being agreed to extend the determination period at the applicant's agreement in order to improve schemes or make them acceptable rather than issuing refusals which are followed up by a 'free-go' application. This quarter was also skewed by a couple of applications which involved lengthy S106 legal agreements to be completed. However, it is also to a large degree a result of the significant time taken to receive responses from a key planning consultee which is still being addressed.

Planning appeals

9. 18 appeals were received in the quarter and the Planning Inspectorate has sought to respond to the challenge of social-distancing restrictions by holding virtual hearings and a new flexible hearing/inquiry process has been introduced. Having initially ceased site inspections, common with local planning authority planning teams, these have since been restarted.
10. Alongside the Government performance measure based on speed of determination of planning applications, is the other performance criteria set for local planning authorities aimed at assessing the 'quality' of decision making. This is measured as a percentage of total applications which result in an appeal allowed, broken down between major and non-major development proposals. The relevant target for both types of application is that not more than 10% of applications should be allowed at appeal.
For example –
If 100 major applications are determined by the authority over the qualifying two-year period and 9 are allowed at appeal that would result in a figure of 9% which is acceptable. However, if 100 major applications were determined and 11 of these ended up being appealed and the appeals allowed, this would result in a figure of 11% which fails the 10% target.

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

Agenda Item 14

Planning Committee
28th October 2020

Agenda Item: 14
DM Performance Q2 2020/21

submit applications directly to the Secretary of State.

11. In this last quarter no major appeals were determined.
12. 16 out of the 18 non-major appeals determined in this quarter were dismissed showing the robustness of the refusals made and representing 87% dismissed, well in exceedance of the 70% target.
13. Plans for a facilitated training session on defensible decision making are still being progressed. New arrangements have also been made for consideration and prioritization of contentious major applications at the Development Forums.

Planning Enforcement

14. The enforcement performance statistics for Quarter 1 show a significant increase in in the number of reported breaches from previous quarters. This carries on the trend of increased enforcement reports started in March with more people working at home and spending time in their local neighborhoods. When combined with the difficulty in closing some cases whilst restrictions in site inspections were in place, this has resulted in an increase in the number of enforcement cases on hand and over 6 months. Similar trends have also been anecdotally experienced from other authorities across the county.
15. Efforts are still ongoing to reduce down the backlog of cases on hand. Despite these challenges, planning enforcement has had various success including a successful prosecution with proceeds of crime order against an unauthorized advertisement in Redhill.

Registration/Other

16. Table 2 shows that performance in the time taken from receipt to registration of new applications. This has continued to rise over the quarter, reflecting the increase in application submissions. It is heavily IT-dependent meaning it has been significantly impacted by the speed of processes whilst working remotely. The team is carrying a vacant post which is to be filled to help address this.
17. The number of planning applications has increased in this quarter compared to previous and reflects the pick-up in construction post-lockdown.