

# Agenda

## Planning Committee

Wednesday, 17 March 2021 at 7.30 pm

Remote meeting via video link



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### Members:

#### S. Parnall (Chairman)

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

S. McKenna  
K. Sachdeva  
C. Stevens  
R. S. Turner  
S. T. Walsh  
C. T. H. Whinney  
Vacant

### Substitutes:

<b>Conservatives:</b>	N. C. Moses, C. M. Neame, J. Paul and S. J. G. Rickman
<b>Residents Group:</b>	G. Adamson, R. J. Feeney, R. Harper and N. D. Harrison
<b>Green Party:</b>	J. C. S. Essex and S. Sinden
<b>Liberal Democrats</b>	D. A. Ross

**Mari Roberts-Wood**, Interim Head of Paid Service

For enquiries regarding this agenda;

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**1. Minutes** (Pages 5 - 6)

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. 20/01369/F - 16 Downs Wood and Rear Of 37, 39, 41, 43, 45 & 47 Yew Tree Bottom Road, Epsom Downs, Epsom, Surrey** (Pages 7 - 50)

The demolition of 16 Downs Wood and the erection of 8 dwellings on land to the rear, with associated landscaping and car parking. As amended on 14/10/2020.

**6. 20/01430/F - Redhill Aerodrome, Kings Mill Lane, Redhill, Surrey** (Pages 51 - 86)

Retention of widened hard standing on Taxiway C/D, 14m width across the entire 490m stretch. As amended on 11/02/2021.

**7. 20/02824/F - Little Thorns, London Road, Redhill, Surrey, RH1 2JU** (Pages 87 - 120)

Demolition of a detached house and garage and construction of three terraced houses with associated parking and landscaping. As amended on 16/02/2021.

**8. 20/00315/F - 34 Brighton Road, Banstead, Surrey, SM7 1BS** (Pages 121 - 154)

Demolition of existing surgery with the erection of 4 x 4 bedroom 3 storey houses. As amended on 20/04/2020, 05/02/2021, 10/02/2021 and on 15/02/2021.

**9. 20/01846/F - Benting Mead, Lonesome Lane, Reigate, Surrey, RH2 7QT** (Pages 155 - 196)

Removal of existing industrial and stable buildings, construction of 3 detached dwellings. As amended on 13/10/2020, 26/10/2020, 11/12/2020 and on 11/02/2021.

**10. 20/02581/F - 94 Brighton Road, Horley** (Pages 197 - 220)

Extension, alteration and addition of residential accommodation to the existing building on 94 Brighton Road to provide 6 self contained flats.

**11. 20/02840/HHOLD - 9 Garden Close, Banstead, SM7 2QB** (Pages 221 - 228)

Proposed two-storey side extension.

**12. Any other urgent business**

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



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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.



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**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 17 February 2021 at 7.30 pm.

Present: Councillors S. Parnall (Chairman), M. S. Blacker (Vice-Chair), J. S. Bray, P. Harp, J. Hudson, J. P. King, S. A. Kulka, S. McKenna, K. Sachdeva, C. Stevens, R. S. Turner, S. T. Walsh and C. T. H. Whinney.

#### **107. MINUTES**

**RESOLVED** that the minutes of the previous meeting held on 20 January 2021 be approved as a correct record.

#### **108. APOLOGIES FOR ABSENCE**

There were no apologies for absence.

The Chairman stated that the membership of the Committee had changed since the agenda was produced. Cllrs Michalowski and Ritter were thanked for their contribution to the Committee and Cllr Whinney was welcomed as member of the Committee.

#### **109. DECLARATIONS OF INTEREST**

There were none.

#### **110. ADDENDUM TO THE AGENDA**

**RESOLVED** that the addendum be noted.

#### **111. 20/02601/F - 1A, NORTH ROAD, REIGATE**

The Committee considered an application at 1A, North Road, Reigate for the demolition of the existing dwelling and outbuildings and the erection of a development of five flats in a two-storey building with roof accommodation together with the provision of refuse and recycling stores and five car parking spaces. As amended on 21/12/2020.

A motion to refuse the application was proposed by Councillor King 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 and addendum changes.

#### **112. ANY OTHER URGENT BUSINESS**

The Chairman agreed that the Committee received the following report under urgent business.

The Committee considered a report to designate Meath Green Conservation Area, Horley followed by consultation on the designation.

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Minutes

**RESOLVED** that the Committee:


- I. Supports the proposed Meath Green Conservation Area as delineated on the plan in Appendix 1 is designated as a Conservation Area, under sections 69 and 70 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
- I. Authorises Officers to formally consult on the Meath Green Conservation Area following designation and report these views back to the Planning Committee for further consideration.

The Meeting closed at 8.45 pm

# Agenda Item 5

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20/01369/F

 <p><b>Reigate &amp; Banstead</b> BOROUGH COUNCIL Banstead   Horley   Redhill   Reigate</p>	<b>TO:</b>	PLANNING COMMITTEE
	<b>DATE:</b>	17 <sup>th</sup> March 2021
	<b>REPORT OF:</b>	HEAD OF PLACES & PLANNING
	<b>AUTHOR:</b>	Hollie Marshall
	<b>TELEPHONE:</b>	01737 276010
	<b>EMAIL:</b>	Hollie.marshall@reigate-banstead.gov.uk
<b>AGENDA ITEM:</b>	5	<b>WARD:</b> Tattenham Corner and Preston

<b>APPLICATION NUMBER:</b>	20/01369/F	<b>VALID:</b>	<b>15<sup>th</sup> July 2020</b>
<b>APPLICANT:</b>	Quaterhill Homes Ltd	<b>AGENT:</b>	PRC Architecture & Planning Ltd
<b>LOCATION:</b>	<b>16 DOWNS WOOD AND REAR OF 37, 39, 41, 43, 45 &amp; 47 YEW TREE BOTTOM ROAD EPSOM DOWNS EPSOM SURREY</b>		
<b>DESCRIPTION:</b>	<b>The demolition of 16 Downs Wood and the erection of 8 dwellings on land to the rear, with associated landscaping and car parking. As amended on 14/10/2020.</b>		
<b>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.</b>			

## SUMMARY

This is a full application for the demolition of 16 Downs Wood and the erection of 8 dwellings on land to the rear, with associated landscaping and car parking. The dwellings would comprise 2 x 2 bedroom and 6 x 5 bedroom houses and a total of 24 parking spaces are proposed (3 spaces per 5 bedroom house, 2 spaces per 2 bedroom house and 2 visitor bays).

There is a long planning history at the site for similar backland development, the most recent being application 19/01238/F for 8 new dwellings in a similar layout to that of the proposal. An appeal was dismissed in May 2020 with the Inspector finding harm to the character of the area, harm to the amenities of 35 Yew Tree Bottom Road and the absence of smaller homes contrary to policies DES1 and DES4 of the Development Management Plan 2019.

This application has made amendments to reduce the scale of the dwellings, remove crown roofs, increase separation distances to side boundaries and include to provision of 2 x 2 bedroom dwellings. Cumulatively, the revisions to the layout, design, and scale of the dwellings is considered to have overcome the harm identified by the Inspector. It is considered that the proposal would respect the character of the existing area and the reductions in scale would allow for a more spacious form of development. As a result of moving the proposed development away from the site boundary and incorporating catslide roofs, the proposal is not considered to result in a harmful impact upon the amenities of neighbouring

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dwellings and is, on balance, considered to have overcome the concerns identified at the previous appeal.

The proposal would meet the Council's parking standards as set out within the Development Management Plan. The County Highways Authority have raised no objection to the proposal subject to recommended conditions.

## **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.

Neighbourhood Services – no objections.

Surrey Wildlife Trust – no objection subject to recommended conditions

## Representations:

Letters were sent to neighbouring properties on 24<sup>th</sup> July 2020 and 15<sup>th</sup> October 2020

208 responses have been received, including endorsement by the local MP, raising the following issues:

<b>Issue</b>	<b>Response</b>
Overshadowing	See paragraph 6.10, 6.12, 6.14, 6.15, 6.17
Loss of light	See paragraph 6.10, 6.12, 6.14, 6.15, 6.17
Overlooking and loss of privacy	See paragraph 6.10, 6.12, 6.16, 6.17
Out of character with surrounding area	See paragraph 6.3 – 6.9
Density	See paragraph 6.21
Outlook	See paragraph 6.20
Overbearing	See paragraph 6.10, 6.12, 6.14, 6.15
Cramped	See paragraph 6.3 – 6.9
Oppressive	See paragraph 6.21
Hazard to highway safety	See paragraph 6.24 – 6.28 and conditions 7 - 10
Inadequate parking	See paragraph 6.24 – 6.28 and condition 9
Increase in traffic and congestion	See paragraph 6.27
Harm to wildlife habitat	See paragraph 6.34 – 6.38 and conditions 15 and 16

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Inconvenience during construction	See paragraph 6.18 and condition 10
Loss of a private view	See paragraph 6.45
Loss of/harm to trees	See paragraph 6.29 and conditions 5 and 6
No need for the development	See paragraph 6.1
Noise and disturbance	See paragraph 6.11, 6.18 and 6.19
Crime fears	See paragraph 6.18
Drainage/sewage capacity	See paragraph 6.39 and condition 18
Flooding	See paragraph 6.39
Harm to Conservation Area	See paragraph 6.45
Overdevelopment	See paragraph 6.3 – 6.9
Alternative location/proposal preferred	See paragraph 6.46
Poor design	See paragraph 6.3 – 6.9
Harm to Green Belt/countryside	See paragraph 6.45
Impact on local services	See paragraph 6.42
Health fears	See paragraph 6.18
Light pollution	See paragraph 6.20 and condition 17
Property devaluation	See paragraph 6.45
Pollution	See paragraph 6.20
Emergency services access	See paragraph 6.27
Refuse collection point	See paragraph 6.30 – 6.23 and condition 13
Refuse lorry access	See paragraph 6.27
Amendments made to the application	See paragraph 6.46
Conflict with a covenant	See paragraph 6.45

## 1.0 Site and Character Appraisal

- 1.1 The proposal site comprises of the whole of 16 Downs Wood, and parts of the rear gardens of numbers 37 – 47 Yew Tree Bottom Road. The application site increases in level to the north and to the west.
- 1.2 The surrounding area is characterised by large dwellings set within large plots. The dwellings vary with regards to their design and style but are generally traditional. There are examples of back land development within the

wider locality. Immediately adjacent to the application site is a back land development at 51-53 Yew Tree Bottom Road – reference 14/02122/F.

## 2.0 Added Value

2.1 Improvements secured at the pre-application stage: The applicant did not approach the Council for pre-application advice and therefore the opportunity to secure improvements did not arise.

2.2 Improvements secured during the course of the application: During the course of the application amendments have been sought to reduce the scale of the proposed dwellings, increasing amenity space and amendments to the boundary to plots one and two. Amended plans were submitted with the following changes being made:

- All the units now have catslide roofs apart from plots 1 and 2 – plot 8 has the catslide on the common boundary side with no.35. In addition plot 8 is 4.7m from the boundary
- Plots 5-8 have been handed. This means plot 8 now has a reduced length along the boundary with no.35 and the protruding gable is on the left side away from the boundary.
- Plots 3, 4, 6, and 7 have been reduced in depth by 1m.
- Plots 3 and 4 have smaller dormers than previously.
- The width of plot 2 has been increased (by reducing the width of plot 3 which was wider than normal).

2.3 Further improvements could be secured: Conditions are proposed in regard to highways, materials, levels, landscaping, tree protection, bin presentation point, ecology and drainage.

## 3.0 Relevant Planning and Enforcement History

3.1	19/01238/F	The demolition of 16 Downs Wood and the erection of 8 dwellings on land to the rear, with associated landscaping and car parking. As amended on 21/10/2019.	Non determination Appeal dismissed 5 <sup>th</sup> May 2020
3.2	16/02031/F	Demolition of 16 Downs Wood and the erection of 12 dwellings. As amended on 06.11.2016 and 23.11.2016.	Refused 22 <sup>nd</sup> December 2026 Appeal dismissed 15 <sup>th</sup> August 2017
3.3	02/02016/F	Demolition of 16 Downswood and erection of five dwellings.	Refused 4 <sup>th</sup> August 2002 Appeal dismissed 13 <sup>th</sup> August 2003
3.4	97/04760/F	Demolition of 16 Downswood and	Refused

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erection of five dwellings. (Amended plan received 02/07/1997 showing decrease in size of 2 storey rear extension) 19<sup>th</sup> August 1997

- 3.5 The most recent application (19/01238/F) was appealed on the grounds on non-determination. The appeal was subsequently dismissed in May 2020 with the Inspector making the following comments:

The main issues are:

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

## Character and appearance

*7. Whilst the number of dwellings now proposed has reduced, their size and depth has increased. The previous scheme had many catslide roofs with a low eaves' height to part of each dwelling which reduced the effect of massing above ground floor level. The houses now proposed would be more closely sited with regular but smaller gaps at first floor level. This would result in a relatively cramped form of development compared with the varied and more spacious pattern of development in the surrounding area. The houses would be narrower but deeper than many nearby dwellings and would have a greater mass than those previously proposed. All would have loft rooms with 4 having crown roofs, a profile not characteristic of the area. The dominance of hard surfaces and parking areas to the front of the houses would not compare favourably with the more spacious and landscaped arrangements for parking to dwellings in Downs Wood and neighbouring roads.*

*8. A further layout consideration arises from uncertainty on arrangements for refuse collection. The access road would have a minimum width of 4.6m and has been designed to adoptable standards so that a refuse vehicle could readily collect from the houses. But the Council's refuse collection service state they would not collect bins from the houses and that these would need to be presented at the kerbside in Downs Wood. This would be unwieldy for future residents, especially for those at Plots 1-3, with long dragging or carrying distances. Kerbside collection space for bins is not shown on the submitted plans but could be made from the indicated landscape strips to either side of the access. The appellant has submitted an amended plan indicating such collection areas but in the interests of fairness, I am not able to accept this plan. The Council and residents would need to be afforded opportunity to comment on the adequacy of the size and position of the collection areas, impact on the amenities of occupiers of 14 and 18 Downs Wood either side of the access, and on the degree to which the amenity value*



*of the landscaped strips as presently portrayed would be undermined by provision of these areas.*

*9. In all these matters, the proposal would not respect the more spacious pattern of development in the immediate vicinity and would be harmful to the character and appearance of the area. The proposal would thereby conflict with Policies DES1 and DES2 of the DMP in relation to design and garden land development which expects new development to be of a high quality design that makes a positive contribution to the character and appearance of its surroundings including in relation to layout, massing and spacing between buildings.'*

### Living conditions

*11. The rear of the houses on plots 1, 2 and 3 would face towards the flank wall and gardens to 3 Kenmore Close. This is a similar arrangement to the scheme on the previous appeal. The Inspector considered that the higher siting of the house at 3 Kenmore Close plus planning conditions on boundary treatment and landscaping would overcome concerns here relating to overlooking and privacy.*

*12. There would be a more favourable relationship in the current proposal in that the number of dwellings facing no.3 has been reduced from 4 to 3 and garden depths have been increased by approximately 2m. The overall number of rear facing windows would be similar to that of the previous scheme, but the current proposal includes two rear dormer windows which would be at a higher level. Notwithstanding this, given a separation of about 13m to the boundary from the dormers, and greater distances to the house and gardens at 3 Kenmore Close, a material loss of privacy should not result. The main habitable room windows at no.3 are positioned to the front and rear, so there would not be an undue impact on living conditions.*

*13. Local residents have objected in respect of other relationships with the proposed houses. The front of the houses at Plots 4-8 and the flank of the house on Plot 1 would face the rear of houses in Downs Wood. Separation distances would vary but I concur with the Council that the proposed houses would not be so close as to result in material harm by way of overlooking, loss of light or through an overbearing impact. Furthermore, there would be opportunity for some mitigation of impact through boundary planting.*

*14. There would be comparable separation distances to the donor and adjacent properties in Yew Tree Bottom, sufficient to not adversely impact on living conditions within these houses. However, the eastern flank wall of the house on Plot 8 would be only about 1m from the side boundary to the rear garden at 35 Yew Tree Bottom. The mass and proximity of the flank wall and roof to the house on Plot 8 would have an overbearing impact on the garden and would overshadow a summerhouse during late afternoon hours. The Council's statement notes that the garden at no.35 is used in its entirety, notwithstanding its length of some 60m.*

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15. *A planning condition could require secondary windows in the flank wall to be obscured glazed, and a boundary fence could also restrict views from ground floor flank windows. But the clear glazed first floor front and rear bedroom windows, only about 2.5m from the boundary, would overlook much of the length of the garden to no.35 from a relatively close position. Whilst the most private aspect of a rear garden is often the area immediately abutting the house, and this would be relatively unaffected, the house on Plot 8 would impose a relationship on an existing occupier which is not commonplace in the area and which would have a significant adverse effect on the amenity value of much of the garden to no.35. The proposal would be contrary to Policies DES1 and DES2 of the DMP which require proposals to ensure a good standard of amenity for all existing and future occupants.*

## Parking

16. *The site has a low accessibility rating in relation to the parking requirements of Policy TAP1 of the DMP. A minimum of 2.5 parking spaces are required for the proposed dwelling plus 2 visitor parking spaces resulting in 22 spaces in total. The Council reason that there would only be 18 spaces provided and consider that the two double garages would only be suitable for a single space, indicating an overall on-site shortage of parking spaces.*

17. *The appellant's Transport Statement clearly shows that the proposal was designed with the requirements of Policy TAP1 in mind with each dwelling provided with one garage space and two external parking spaces. The 'A' house types would share a double garage whilst the 'B' house types would all have an integral single garage. Both spaces within the double garages are shown to be 6m in length and 3.25m in width. I am satisfied that the double garages would be large enough for 2 parking spaces and that the integral garages would be adequate for parking 1 car. There would be sufficient on-site parking provision and the proposal would be in accordance with Policy TAP1.*

## Smaller homes

19. *The appellant has referred to a caveat to Policy DES4 which states that the requirements should be followed unless it can be demonstrated "that doing so would have an adverse impact on the character of the surrounding area". The Inspector on the previous appeal commented that the semi-detached dwellings then proposed would add to a feeling of density and "not fully reflect the building form of the vicinity". But the semi-detached houses then proposed were all large family dwellings. The combined mass of each of the two joined dwellings would have appeared larger than the form of most single detached dwellings in the area. It has not been demonstrated that it would not be possible to design a building that would reflect the form of buildings in the area and yet provide the smaller unit accommodation sought by the policy.*

20. *Policy DES4 has been recently adopted. It is up to date and in accordance with the Framework. The aspiration for a proportion of dwellings*

*at the site to be of a smaller size to meet locally identified need attracts significant weight. There is variation in the size of dwellings in Downs Wood and adjacent roads from bungalows to substantial detached houses. It has not been demonstrated that inclusion of a proportion of small home to accord with the policy would necessarily have an adverse impact on the character of the surrounding area. The omission of such a proportion has not been justified. The proposal would conflict with Policy DE4.*

Biodiversity

*21. The site is not subject to any designation to indicate a particular importance for nature conservation interests, but it does contain many trees and shrubs, most of which would be lost as a result of the development. Policy NHE2 of the DMP expects in such locations without a particular designation that development proposals be designed, wherever possible, to achieve a net gain in biodiversity. A bat survey has been provided but the proposal does not otherwise include analysis of present biodiversity interests, nor measures for biodiversity enhancement.*

*22. Such measures may not have been referred to in the previous appeals at the site, nor in pre-application dialogue, but they are nonetheless subject to a recently adopted development plan policy and therefore their provision attracts weight. But given the overall size of the site and opportunities for planting within gardens and on landscape strips with provision for bat and nest boxes should these be considered appropriate, identification of suitable measures for enhancement of biodiversity could reasonably be deferred to discharge of a planning condition. Had I been minded to allow the appeal in respect of other main issues, I would have imposed a suitably worded planning condition to enable the expectations of Policy NHE2 to be met.*

Conclusion

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

**4.0 Proposal and Design Approach**

4.1 This is a full application for the demolition of 16 Downs Wood and the erection of 8 dwellings on land to the rear, with associated landscaping and car parking. The proposed dwellings would be made up of the following:

Plot no.	House type	Bedrooms	Internal floor area
Plot 1	Semi Detached house	2 bedrooms	95sqm
Plot 2	Semi detached house	2 bedrooms	91sqm
Plot 3	Detached house	5 bedrooms	190sqm
Plot 4	Detached house	5 bedrooms	190sqm
Plot 5	Detached house	5 bedrooms	200sqm
Plot 6	Detached house	5 bedrooms	190sqm

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Plot 7	Detached house	5 bedrooms	190smq
Plot 8	Detached house	5 bedrooms	200sqm

- 4.2 The access road would be sited in replacement of 16 Downs Wood that would be demolished. Landscaping would flank the access road into the site and would also include two visitor parking bays on the western side. Within the development the dwellings would be arranged in an 'L' shape with plots 1 – 4 on the western side of the site orientated with the front elevations facing east, and plots 5 – 8 orientated with the front elevations facing south. Detached garages are proposed to the front of plots 4 and 8, along with areas for parking in the front gardens of the new dwellings. Areas of landscaping is also proposed to the front of each plot.
- 4.3 The dwellings would be of a tradition design, all with fully hipped roofs and would be finished in a traditional pallet of materials that includes brick, tile hanging and render. The front elevations would be broken up with front hipped roofed features, porches, and bay windows.
- 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 an established residential, urban area. The scale of the existing building in a 2 storey, 3 bedroom detached property. The existing architectural style is a traditional, suburban post-war detached property with red brick, white render and plain clay tiles within a street of similar architectural characteristics.  Development in rear gardens is a common and accepted for of development in the immediate locality. In particular, the adjacent Kenmore Close to the west.
	No site features worthy of retention were identified.
Involvement	No community consultation took place.
Evaluation	The statement does not include any evidence of other development options being considered.
Design	The applicant's reasons for choosing the proposal from the available options were informed by the planning

	history and appeal decisions.
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4.5 Further details of the development are as follows:

Site area	0.42 hectares
Proposed parking spaces	24
Parking standard	21 (minimum)
Net increase in dwellings	7
Existing site density	14.5 dwellings per hectare (2 – 28 (even numbers) Downs Wood)
Proposed site density	19 dwellings per hectare
Density of the surrounding area	12.5 dwellings per hectare (Kenmore Close)

**5.0 Policy Context**

5.1 Designation

Urban area  
Parking standards – low accessibility

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)  
CS2 (Valued Landscapes and Natural Environment),  
CS4 (Valued Townscapes and Historic Environment)  
CS10 (Sustainable Development),  
CS11 (Sustainable Construction),  
CS14 (Housing Needs)

5.3 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)  
CCF1 (Climate change mitigation)  
CCF2 (Flood risk)  
INF3 (Electronic communication network)  
TAP1 (Access, parking and services)

5.4 Other Material Considerations

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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

Householder Extensions and

Alterations

Affordable Housing

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 residential development is acceptable in land use terms.

6.2 The main issues to consider are:

- Design appraisal
- Neighbour amenity
- Housing mix
- Amenity for future occupants
- Highway matters
- Impact on trees
- Refuse collection
- Ecology
- Drainage
- Sustainable construction
- Infrastructure contributions
- Affordable Housing
- Other matters

### Design appraisal

6.3 Case study 3 of the Council's Local Distinctiveness Guide provides guidance with regards to infill development. It states that space should be maintained between existing buildings and new access roads to maintain the street scene and provide space for new landscaping. This is also echoed within policy DES2 (Residential garden land development) of the Development Management Plan which includes that a back land development must be designed to respect the scale, form and external materials of existing buildings in the locality; be of a height, bulk, mass and siting to ensure the development is in keeping with the existing streetscene; for infilling, incorporate plot widths, front garden depths, building orientation and spacing

between buildings in keeping with the prevailing layout in the locality and provide well-designed access road, with space for suitable landscaping.

- 6.4 The proposed development would result in the demolition of no.16 Downs Wood in order to provide room for the access that would serve the development. The access serving the proposal would be spacious and well landscaped and would include two visitor parking spaces on the western side access road along with a bin presentation point. This would ensure that generous space is maintained between the access road and neighbouring properties and would help to soften the impact of the proposal. As such, the proposed access would integrate with the character of the existing street scene and this element of the proposal is considered acceptable. The access road is a similar scale and style to that of the recent appeal in which the Inspector raised no objection to this element of the proposal.
- 6.5 Turning to the rear part of the site where the new dwellings would be sited. The layout remains in a similar 'L shape to that of the recent appeal, however there are changes within the scheme. To the west of the site, the number of dwellings has been increased from 3 to 4, however, this does now include a pair of semi-detached houses so the built form is similar. This has reduced the number of dwellings in the north and eastern part of the site from 5 detached dwellings previously proposed, to 4 detached dwellings. In terms of the scale of the dwellings, the table below demonstrates the dimensions now proposed.

	Proposed rear garden depths (m) (19/01238/F/)	Proposed rear garden depth (m)	Proposed house depths (m) (19/01238/F/)	Proposed house depth (m)
Plot 1	11.6	11.1 (-0.4)	13.2	12.5 (-0.7)
Plot 2	11.6	11.9 (+0.3)	12.2	12.5 (-0.7)
Plot 3	12.3	12.8 (+0.5)	12.2	10.8 (-1.4)
Plot 4	13.1	13.8 (+0.7)	13.2	10.8 (-2.4)
Plot 5	10.8	16 (+5.2)	13.2	10 (-3.2)
Plot 6	12.3	13.1 (+0.8)	13.2	11 (-2.2)
Plot 7	12	15.1 (+3.1)	12.2	11 (-0.8)
Plot 8	12.2	15.7 (+3.5)	12.2	10 (-1.8)

- 6.6 The proposed dwellings have all been reduced in depth by between 0.7m and 3.2m. Furthermore, the crown roofs of plots 2, 3, 7 and 8 have been removed and now all dwellings would have fully pitched roofs. This would create a less bulky appearance and integrate well with the traditional roof forms of the locality. Catslide roofs have been added to plots 3 to 8, further reducing the bulk and mass of the dwellings by creating lower eaves heights to one side. The reduction of the number of dwellings to the north eastern side of the development has created increased separation distances between the houses of 3.4 - 3.4m, from a previously proposed 2m, and a gap to the eastern side boundary of 4.7m. Gaps between the dwellings on the western side of the development would be 2.3m, increased from 2m.

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- 6.7 Cumulatively, the revisions to the layout, design, and scale of the dwellings is considered to have overcome the harm identified by the Inspector. The parking to the front of the dwellings would be interspersed with areas for soft landscaping and if approved would be subject to a condition requiring details of planting to be submitted.
- 6.8 The layout does include a pair of semi-detached houses. These have been incorporated to address the requirements of policy DES4 for sites such as this to include smaller homes. The design of the semi-detached houses is considered to integrate well with the scheme, and is of a similar appearance to the detached houses so as not to appear out of character with the development or surrounding area.
- 6.9 Overall, it is considered that the proposal would respect the character of the existing area and the reductions in scale would allow for a more spacious form of development.

## Neighbour amenity

- 6.10 The proposed development has been considered with regards to its impact on the amenity of neighbouring properties. The proposed dwellings would be well separated from the donor properties fronting Yew Tree Bottom Road by between approximately 27m to 41m (from rear elevation of donor properties to flank/rear elevation of proposed dwellings). This is sufficient to ensure that no material adverse harm would occur to these properties by way of overlooking, loss of light or overbearing impact. The separation distances are similar to those of the appeal scheme where the Inspector concluded the level of separation was '*sufficient to not adversely impact on living conditions within these houses.*'
- 6.11 The new access road would be sited between 14 and 18 Downs Wood. This is similar to the layout proposed in the 2016 and 2019 applications. In neither appeal did the Inspector find that this element of the proposal would result in a harmful impact upon the amenities of these dwellings in terms of noise and disturbance. In the case of the 2016 application, the Inspector noted '*the design of the proposed access road, its width and the opportunities for landscaping and suitable boundary treatment on either side that the proposal would not seriously affect the living conditions of neighbouring residents. I therefore conclude that the proposed development would not have a significant adverse effect on the living conditions of the occupiers of Nos 14 and 18 Downs Wood, with respect to noise and disturbance.*' This application would be for 8 dwellings, 4 less than the 2016 application, therefore the resultant car movements would be less and accordingly, the proposal is not considered to result in a harmful impact in terms of noise and disturbance to the neighbouring dwellings.
- 6.12 The proposed development would have a separation distance to the rear elevation of 14 to 26 Downs Wood (even numbers) of between approximately between 31m to 42m (from rear elevation of 14 to 26 Downs Wood to front/flank elevation of proposed dwellings). This is sufficient to ensure that no



material adverse harm would occur to these properties by way of overlooking, loss of light or overbearing impact. The proposed flank wall of plot 1 would face towards the rear boundary of 24 Downs Wood, however would be set away from the shared boundary by 4m to 5m and therefore it is considered that appropriate landscaping could be achieved to screen the development, and given the level of separation is not considered to result in dominating form of development, harmful to the amenities of this dwelling. This relationship is similar to that of the appeal scheme where the Inspector concluded *'separation distances would vary but I concur with the Council that the proposed houses would not be so close as to result in material harm by way of overlooking, loss of light or through an overbearing impact. Furthermore, there would be opportunity for some mitigation of impact through boundary planting.'*

- 6.13 To the west of the site lies 3 Kenmore Close. Plots 1 – 4 would face towards the western side boundary of this dwelling. In the two previous appeal decisions (16/02031/F/AP and 19/01238/F/AP) the Inspector has found the proposal would not result in a harmful impact upon the amenities of this dwelling. The proposed layout would have a similar relationship to this neighbour as the previous proposals. The layout would result in four dwellings facing westwards towards this dwelling, as in application 16/02031/F where in this previous proposal the dwellings had garden depths of approximately 10m. The garden depths proposed in this current proposal are greater, ranging between 11.1m to 13.8m. The number of rear facing first floor windows in the three dwellings of the most recent application (19/01238/F) would be the same as in the four dwellings proposed in this application, creating a similar relationship to that found acceptable in the recent appeal.
- 6.14 In the appeal scheme the Inspector did find the proposal would result in harmful impact upon the neighbouring dwelling at 35 Yew Tree Bottom Road. This dwelling's rear garden sits adjacent to the eastern boundary of the application site. The Inspector concluded *'the eastern flank wall of the house on Plot 8 would be only about 1m from the side boundary to the rear garden at 35 Yew Tree Bottom. The mass and proximity of the flank wall and roof to the house on Plot 8 would have an overbearing impact on the garden and would overshadow a summerhouse during late afternoon hours'...**'the clear glazed first floor front and rear bedroom windows, only about 2.5m from the boundary, would overlook much of the length of the garden to no.35 from a relatively close position. Whilst the most private aspect of a rear garden is often the area immediately abutting the house, and this would be relatively unaffected, the house on Plot 8 would impose a relationship on an existing occupier which is not commonplace in the area and which would have a significant adverse effect on the amenity value of much of the garden to no.35.'*
- 6.15 To address this issue, the separation distance to the eastern side boundary from the flank wall of plot 8 has been increased by 3.7m, from 1m to 4.7m. The depth of the flank wall has been decreased by 3.2m, from 12m to 8.8m and the eaves height of the flank wall reduced from 5m to 4m. The combination of these reductions is considered to avoid a harmful impact in

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terms of overbearing. The separation distance to the side boundary would allow for mitigation through boundary planting to soften the appearance of the development. Whilst there would still be some overshadowing to the rear garden, the reduced scale of the dwelling is such that the level of overshadowing is not considered to be so harmful as to warrant refusal of the application.

- 6.16 The Inspector also raised concern over the proximity for the first floor front and rear facing windows of plot 8 and the resultant impact in terms of overlooking and loss of privacy. The increased separation distance means that the first floor windows would now be 6.5m from the shared side boundary, at the closest point, creating a more oblique view and as above, with the space to achieve meaningful boundary planting to increase screening between the two dwellings, the proposal is not considered to be so harmful in terms of overlooking and loss of privacy as to warrant refusal on this basis. One side facing window is proposed that would serve a bathroom and a condition is recommended to secure this would be obscure glazed and non-openable below 1.7m above floor level.
- 6.17 Conditions are recommended to remove permitted development rights for extensions, windows and dormers to ensure that the development does not affect the amenity of the neighbouring property by overlooking and to control any subsequent enlargements in the interests of the visual and residential amenities.
- 6.18 Objection has been raised from neighbouring properties regarding inconvenience during construction, noise and disturbance, pollution, crime and health fears. Some inconvenience may occur during the construction of the proposal, however this is part and parcel of development and would not form a sustainable reason for refusal. Statutory nuisance legislation does however exist to control any significant harm that may occur and a construction method statement would be secured by planning condition were the application to be approved.
- 6.19 The proposed development may result in some additional noise and disturbance; however, the development would be in residential use and this would not be significant enough to warrant refusal of the application. Specific objection has been raised on the grounds of noise and disturbance from the proposed bin presentation point nearby the entrance to the development. Bins would be brought to the presentation point for collection day and then brought back to their properties for storage, as would be required by condition. This would involve movement of the bins along the access road however this movement is not considered to be so harmful as to warrant refusal of the application. The bin store area would be conditioned to have landscaped screening so as to avoid detriment to visual amenity and a condition is recommended to secure a plan for the management of the area.
- 6.20 The proposal would result in the redevelopment of rear gardens, new boundary treatment is proposed, and the development is not considered to cause crime issues. No significant health or pollution issues are considered to

arise as a result of the planning application. Given the scale of the proposed development and residential nature, the proposal is not considered to result in a harmful impact in regard to light pollution or nuisance from headlights. The separation distances to neighbouring dwellings is satisfactory so as to avoid a harmful impact in terms of outlook or an oppressive appearance.

### Housing mix

- 6.21 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 scheme would provide 2 x 2 bedroom dwellings and would accord with the terms of the policy. The design of the dwellings would integrate with the streetscene and is not considered to have a harmful impact in terms of the visual amenities of the area or character in terms of density.

### Amenity for future occupants

- 6.22 The NPPF provides that planning decisions should provide a high standard of amenity for future users. 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.
- 6.23 All units would meet the minimum internal spaces standards. Each dwelling would be orientated to face west or south and therefore main habitable rooms would be afforded adequate levels of daylight and sunlight. The resultant plot sizes are considered to create an adequate level of amenity for future occupants with acceptable private outdoor amenity space for each dwelling and the proposal is therefore considered to comply with the requirements of policy DES5.

### Highway matters

- 6.24 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 spaces for each 2 bedroom house, 2.5 spaces for each 5 bedroom houses and 2 visitor parking spaces. The application proposes a total of 24 parking spaces. This number includes the provision of 2 visitor parking spaces. The DMP requires a minimum of 21 parking spaces for a development of this size.

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- 6.25 Integral garages are proposed within plots 3 and 6. Annex 4 of the DMP advises garages will only be counted as car parking spaces if they are a minimum of 3.25m by 6m. The integral garages would meet this requirement, as would the two proposed double garages and therefore are included within the total number of parking spaces.
- 6.26 The parking would therefore meet the minimum requirements of DMP policy TAP1 and Annex 4.
- 6.27 A high number of objections have been received on the basis of access to the development from Downs Wood, inadequate parking, increase in traffic and congestion and a hazard to highway safety. During the course of the application the County Highways Authority (CHA) has been consulted and additional information submitted following requests, in particular in regard to access to the development. Additional information has been submitted by the Applicant and the County Highways Authority have been re-consulted; the following comments have been received from the CHA:

*The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY who having assessed the application on safety, capacity and policy grounds, recommends the following conditions be imposed in any permission granted:*

## *Conditions*

- 1. The development hereby approved shall not be first occupied unless and until the proposed vehicular bellmouth access to Downs Wood has been constructed in accordance with a revised scheme to be submitted to and approved in writing by the Local Planning Authority.*
- 2. The development hereby approved shall not be first occupied unless and until redundant sections of the existing access have been permanently closed and any kerbs, verge, footway, fully reinstated.*
- 3. 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.*
- 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) measures to prevent the deposit of materials on the highway*
  - (e) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused has been submitted to and approved in writing by the Local Planning Authority. Only the**

*approved details shall be implemented during the construction of the development.*

5. *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.*
6. *The development shall not be occupied unless and until a refuse collection point has been provided within the site, at a location no further than 25m from the public highway, in accordance with the approved plan (Proposed Site Layout 10978/PL/002/E).*

*Condition 1 above requires the proposed vehicular access to be constructed as a bellmouth, in accordance with a scheme to be submitted to the Local Planning Authority. The proposed access should be provided with dropped kerbs and tactile paving on each side, to assist pedestrians in crossing the new junction. This should be shown on any detailed drawings that are subsequently submitted. Plans submitted (892/201) with the application demonstrate that the required visibility splays for an access onto Downs Wood are achievable entirely within the public highway.*

*It is noted that a number of concerns relating to parking and access have been raised. The parking proposals adequately meet the requirements set out in the Reigate and Banstead parking guidance for residential development and as a result, the development will not add to car parking pressures on the highway. In addition, the access road measures a minimum of 5.5m and is a sufficient width to accommodate larger vehicles (such as fire appliances and delivery vehicles), which has been demonstrated on several vehicle tracking plans. Furthermore and in line with condition 6 above, refuse collection will take place from the highway, which is no different from current arrangement for this location. As such, the County Highway Authority are satisfied that an access in this location to serve 8 dwellings would be acceptable.*

- 6.28 The recommended conditions would be attached to a grant of planning permission in the event of an approval.

#### Impact on trees

- 6.29 The application has been supported by an Arboricultural Appraisal, Implications Assessment and Preliminary Method Statement report dated June 2020. The report identifies that the gardens of the application support a mixture of native and exotic species of trees and shrubs. Tree protection measures are proposed to retain trees around the perimeter of the site, including along the access road. The Tree Officer has raised no objection to

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the proposal subject to recommended conditions in relation to tree protection and landscaping.

## Refuse collection

- 6.30 A high number of objections have been received on the grounds of refuse collection, access for the refuse lorry to the development and the position of a bin presentation point for collection of refuse and recycling.
- 6.31 During the course of the application a bin presentation point nearby the entrance to the proposed development has been included within the site layout to provide a place for bins to be placed on collection days so collection of refuse and recycling can take place from Downs Wood similar to the existing collection that takes place along the road. The Council's Neighbourhood Services Team (NST) have been consulted upon the application and the presentation point has been proposed to overcome the issues raised by the NST in regard to access. The following comments have been provided:

*Access off narrow residential highways to private driveways is becoming increasingly difficult and preventing council refuse collection vehicle (RCV) access. There is growing numbers of 'rear garden' developments with designed access for 26t RCVs, but with an increasing trend in numbers of vehicles parked on unrestricted highways, planned RCV access is being prevented, or encouraging council operatives to reverse off the highways down private driveways. The HSE is requiring the refuse collecting industry to reduce reversing manoeuvres, to reduce risks, so new developments should be designed with collections undertaken in forward gear. The recycling/refuse department believe safe and reliable access off Downs Wood cannot be guaranteed or future proofed on this unrestricted highway.*

*In addition to above, concern also remains over the accessibility at the head of the site, where the RCV is shown to extend over the provided footpath when turning (drawing 70011/TRK/006). Overall, the recycling/refuse department believe the layout does not provide a safe turning space, which is likely to be made unworkable where vehicles are parked outside of the designated parking areas. Where this happens, the RCV would be required to reverse the length of the private driveway and onto the highway. See above on this.*

*The council undertakes 104 RCV movements per year (2 per week) down Downs Wood, from between 6am to 4pm, and to guarantee the council recycling/refuse service can routinely empty receptacles, a 'presentation point' should be provided for this development, so collections can be undertaken reliably and safely from the highway, as currently undertaken along Downs Wood. The applicants drawing 70011/TRK/006 shows a presentation point. The recycling/refuse department would accept the location of this, starting from the position shown. An area 1.5m deep by 6.0m wide*

*should be adequate for the positioning of the receptacles from the 7 properties. Note, a presentation point is not a bin store, it is purely a point where residents take their bins on the evening before collection day, and after collection the residents returns their bins to their property.*

- 6.32 Following the receipt of these comments clarification was sought on the bin presentation point dimensions requirements as the proposal is for 8 dwellings. An area 1.5m deep by 7.0m wide should be adequate for the positioning of the receptacles for 8 properties.
- 6.33 A condition is proposed to be attached to the permission, in the event planning permission is granted, that would require a bin presentation point management plan to be submitted and approved prior to the occupation of the development. Residents or a management company would be responsible for presenting bins for collection and returning bins to dwellings for storage. The plan would require details of the screening, maintenance and management of the area to ensure it is maintained in reasonable order.

## Ecology

- 6.34 The site is not subject to any designation to indicate a particular importance for nature conservation interests, but it does contain many trees and shrubs, most of which would be lost as a result of the development. Policy NHE2 of the DMP expects in such locations without a particular designation that development proposals be designed, wherever possible, to achieve a net gain in biodiversity. A bat survey has been provided but the proposal does not otherwise include analysis of present biodiversity interests, nor measures for biodiversity enhancement.
- 6.35 During the course of the recent appeal, the Inspector, in the event of granting permission, would have attached a condition to ensure wherever possible a net gain in biodiversity would be achieved.
- 6.36 The application has been submitted with a Bat Scoping Report dated 16<sup>th</sup> October 2019. A survey was undertaken on 27<sup>th</sup> September 2019. This included a ground based external inspection of the No. 16 Downs Wood property and internal inspection of enclosed loft spaces where possible. The appraisal also included an appraisal of bat roosting potential upon all mature trees that would be felled to facilitate the development and an appraisal of the surrounding habitats and their potential value for other protected species. The report notes 16 Downs Wood roof void has negligible bat roost potential and the external features have low bat roost potential. The trees surveyed are noted as having negligible potential for bat roosts.
- 6.37 Surrey Wildlife Trust (SWT) were consulted upon the application and advise if the Council is minded to grant planning permission, immediately prior to commencement of works, an endoscope survey be undertaken on the limited features identified on the building, undertaken by a suitably qualified ecologist. A condition to secure this would be attached to a grant of planning permission. SWT also noted *'In the event that Bats, or evidence of, are found*

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*on site during works, all work must cease and the applicant must contact Natural England with regards to obtaining a licence to undertake the works.'*

- 6.38 SWT also made recommendations in terms of lighting, hedgehogs and breeding birds. Conditions and informatives would be attached to a grant of planning permission in these regards. Furthermore a condition is recommended to ensure the development would progress in accordance with the recommendations included in section 4.3 Biodiversity Enhancement Opportunities.

## Drainage and flooding

- 6.39 The site is not within Flood Zones 2 or 3 and is considered to have a satisfactory impact with regard to flooding. Sewage capacity would be dealt with under Building Regulations. To ensure that the site is satisfactorily drained with regard to Development Management Plan policy CCF2 and National Planning Policy Framework 2019, a condition is recommended to secure details of a scheme for the disposal of foul and surface water drainage from the site.

## Sustainable Construction

- 6.40 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.
- 6.41 A condition is also recommended to ensure that each dwelling is fitted with access to fast broadband services.

## Community Infrastructure Levy (CIL)

- 6.42 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.

## Affordable housing



- 6.43 DMP Policy DES6 relates to the provision of affordable housing. This states that on all sites which provide 11 or more homes, 30% of the homes on the site should be affordable housing. This proposal would not therefore qualify for the provision of affordable housing.

Other matters

- 6.44 Objection has been received on the grounds of the number of amendments made to the planning application and the re-consultations that have been undertaken. The local planning authority is statutorily obliged to be positive and proactive in considering planning applications and this includes accepting amendments where appropriate and to decide whether further publicity and consultation is necessary in the interests of fairness. Re-consultation has been undertaken in this instance where additional/amended information has been submitted, providing opportunity for neighbours to submit their comments.
- 6.45 Loss of a private view, conflicting with a covenant and property devaluation are not material planning considerations. Objection was received on the grounds of harm to a conservation area and harm to the Metropolitan Green Belt (MGB). The site is not within nor adjacent to a conservation area or MGB and is not considered to give rise to harm in this regard.
- 6.46 An alternative scheme has been proposed in neighbour comments for an access way to the proposed development from Yew Tree Bottom Road. This would fall outside the application site and the application must be determined on its own merits based upon the proposal submitted.

**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:

<b>Plan Type</b>	<b>Reference</b>	<b>Version</b>	<b>Date Received</b>
Other Plan	892/201		02.07.2020
Floor Plan	110		02.07.2020
Elevation Plan	109		02.07.2020
Proposed Plans	009	A	02.07.2020
Location Plan	001		02.07.2020
Other Plan	892/202	A	02.07.2020
Proposed Plans	008	B	14.10.2020
Proposed Plans	006	B	14.10.2020
Proposed Plans	004	B	14.10.2020
Site Layout Plan	002	B	14.10.2020

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Proposed Plans	007	B	14.10.2020
Proposed Plans	005	B	14.10.2020
Proposed Plans	003	B	14.10.2020
Section Plan	010	B	14.10.2020

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 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 Policy DES1.

5. No development shall commence including demolition and or groundworks preparation until a detailed, scaled finalised Tree Protection Plan (TPP) and the related finalized 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 and location of site offices. 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 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 and the recommendations within British Standard 5837:2012 Trees in relation to design, demolition and construction

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 policies DES1 and NHE3 of the Development Management Plan 2019.

7. The development hereby approved shall not be first occupied unless and until the proposed vehicular bellmouth access to Downs Wood has been constructed in accordance with a revised scheme to be submitted to and approved in writing by the Local Planning Authority.

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 of the Reigate and Banstead Local Plan Development Management Plan September 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17.

8. The development hereby approved shall not be first occupied unless and until redundant sections of the existing access have been permanently closed and any kerbs, verge, footway, fully reinstated.

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 of the Reigate and Banstead Local Plan Development Management Plan September 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17.

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

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leave the site in forward gear. Thereafter the parking and turning areas 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, 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 and Reigate and Banstead Core Strategy 2014 Policy CS17.

10. 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) before and after construction condition surveys of the highway
  - (f) construction hours and a commitment to fund the repair of any damage caused
- 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.

11. 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: The condition above is required in order to reduce carbon emissions and help tackle climate change 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.

12. The development shall not be occupied unless and until a refuse collection point has been provided within the site, at a location no further than 25m from the public highway, in accordance with the approved plan (Proposed Site Layout 10978/PL/002/E).

Reason: The condition above is required in order to reduce carbon emissions and help tackle climate change 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.

13. The development hereby approved shall not be occupied until a plan for the management of the bin presentation point area has been submitted to and approved in writing by the Local Planning Authority. The plan be informed by the Council's Making Space for Waste in New Developments, including requirements for the bins to be positioned there only on bin collection day. Upon occupation the plan shall be implemented and the bin presentation point maintained in accordance with the approved details.

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

14. The development shall not be occupied until a plan indicating the positions, design, materials and type of boundary treatment to be erected, including provisions for wildlife access, 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 Development Management Plan 2019 policy DES1 and NHE3.

15. Immediately prior to commencement of development, an endoscope bat survey shall be undertaken on the building 16 Downs Wood, undertaken by a suitably qualified ecologist. Details of the endoscope bat survey and results shall be submitted to and approved in writing by the Local Planning Authority. In the event that bats, or evidence of, are found on site during works, all work must cease and the Applicant must contact Natural England with regards to obtaining a licence to undertake the works. A suitable course of action shall be submitted to and approved in writing by the local planning authority to prevent harm to this species.

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

16. No development above ground level shall commence until a scheme to provide positive biodiversity benefits, 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.

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17<sup>th</sup> March 2021

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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.

17. Prior to commencement of development, details of external lighting, including proposed operating times and details of shielding to control light spill, shall be submitted to and approved, in writing, by the Planning Authority, and there shall be no variance in external lighting other than as approved.

Reason: In the interests of the amenities of neighbouring residential properties and to ensure the protection of the protected species with regard to Development Management Plan 2019 policy NHE2 and Reigate and Banstead Core Strategy 2014 policy CS2, the NPPF and the Natural Environment and Rural Communities Act (2006).

18. No development shall commence until a scheme for the disposal of foul and surface water drainage from the site has been submitted to and approved by the Local Planning Authority. The scheme shall be implemented as approved prior to the occupation of the dwelling hereby permitted.

Reason:

To ensure that the site is satisfactorily drained with regard to Development Management Plan policy CCF2 and National Planning Policy Framework 2019.

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

Reason:

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

20. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, (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 2019 policy DES1.

21. 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 2019 policy DES1.

22. 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.

23. 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.org.uk](http://www.firesprinklers.org.uk).
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions. Further information can be found on the Council website at : [Climate Change Information](#).

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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](http://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](http://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 development shall achieve standards contained within the Secured by Design aware scheme to be successfully granted to award.
7. The use of landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above relevant conditions. The planting of trees and shrubs shall be in keeping with the character and appearance of the locality. There is an opportunity to incorporate substantial sized trees into the scheme to provide for future amenity and long term continued structural tree cover in this area. It is expected that the replacement structural landscape trees will be of Advanced Nursery Stock with initial planting heights of not less than 4.5m, with girth measurements at 1m above ground level in excess of 16/18cm.
8. The Applicant should ensure that construction activities on site have regard to the potential presence of Hedgehogs and other mammals to ensure these species do not become trapped in trenches, culverts or pipes. All trenches left open overnight should include a means of escape for any animals that may fall in. In addition, if any closed fencing is to be erected as part of the proposals, this should include 13cm x 13cm holes in the base to allow the free movement of Badger and other mammals over the development site.
9. The Applicant should be made aware that Part 1 of the Wildlife and Countryside Act makes it an offence to intentionally kill, injure or take any wild bird, or intentionally to damage, take or destroy its nest whilst it is being built or in use. The Applicant should take action to ensure that development activities such as vegetation or site clearance is timed to avoid the bird nest season of early March to August inclusive. If this is not possible and only small areas of dense vegetation are affected, the site could be inspected for active nests by an ecologist immediately prior to clearance works. If any active nests are found they should be left undisturbed with a buffer zone around them, until it can be confirmed by an ecologist that the nest is no longer in use.
10. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see: <http://www.surreycc.gov.uk/roads-and->

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[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](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice).

11. The Highway Authority has no objection to the proposed development, subject to the above conditions but, if it is the applicant's intention to offer any of the roadworks included in the application for adoption as maintainable highways, permission under the Town and Country Planning Act should not be construed as approval to the highway engineering details necessary for inclusion in an Agreement under Section 38 of the Highways Act 1980. Further details about the post-planning adoption of roads may be obtained from the Transportation Development Planning Division of Surrey County Council.
12. 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.
13. When 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.
14. 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).
15. 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.
16. 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.
17. Biodiversity enhancements – with regard to condition 16 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.

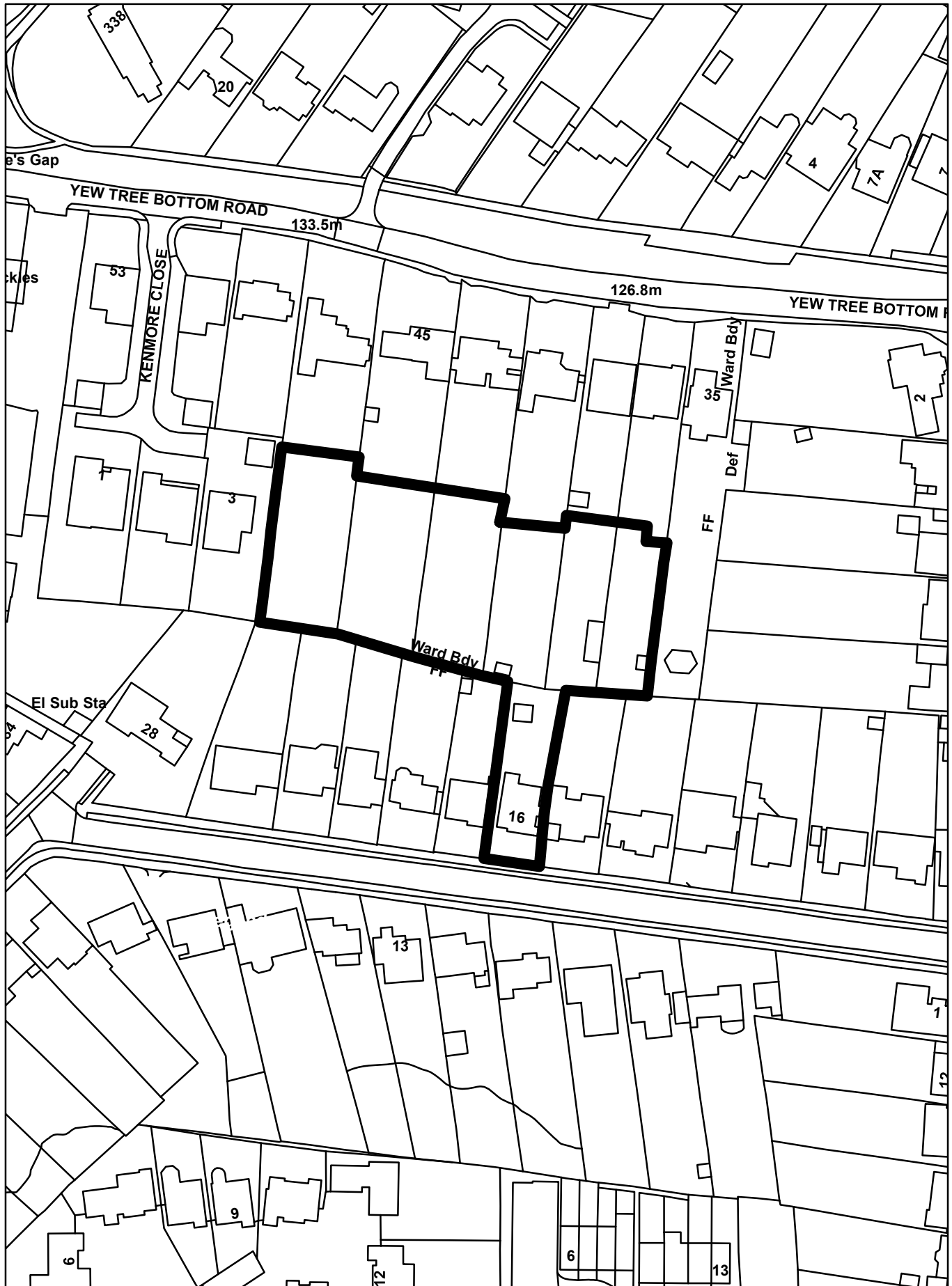
## **REASON FOR PERMISSION**

The development hereby permitted has been assessed against development plan policies DES1, DES2, DES4, DES5, DES8, TAP1, CCF1, CCF2, INF3, 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.

Agenda Item 5  
20/01369/F - 16 Downs Wood And Rear Of  
37, 39, 41, 43, 45 & 47 Yew Tree Bottom Road, Epsom Downs

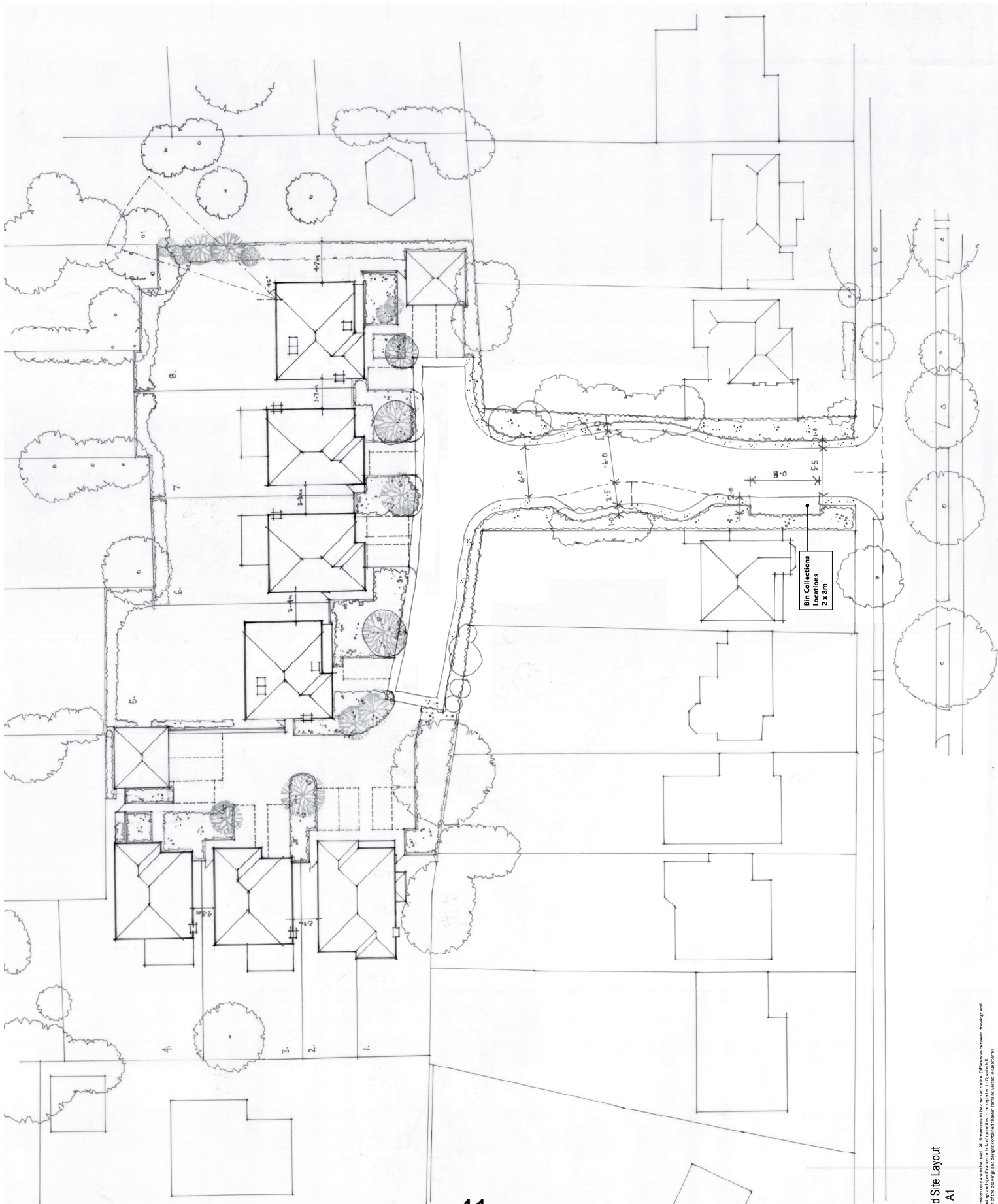


REVISIONS:	Drawn / Check Date:
A- Based on Planning	GS 22/05/2020
B- Access Road	GS 02/12/2020
C- Access Road Geometry	GS 02/12/2020
D- Access Road Geometry and Bin Collections Location	SR 05/01/2021



Client: **QUARTERHILL**  
 Project: **NEW TREE BOTTOM ROAD, EPSOM**  
 Drawing Title: **PROPOSED SITE LAYOUT**

Scale @ A1:	1:200	Checked by:	PR	Date:	Jan 21
Job No:	10978	Drawn No.:	002	Rev.:	E
Construction:	<input type="checkbox"/>	Preliminary:	<input type="checkbox"/>	Information:	<input type="checkbox"/>
Approval:	<input type="checkbox"/>	Tender:	<input type="checkbox"/>		



Bin Collections Locations  
2 x 8m

All dimensions are to be used. All dimensions to be checked twice. Differences between drawings and the original design shall be noted. The copyright of this drawing and design contained therein remains solely in Quarterhill.

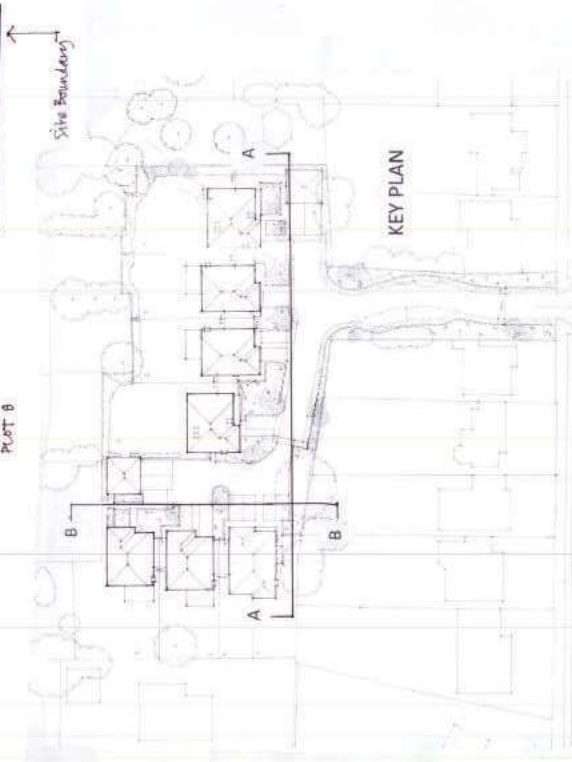


# Agenda Item 5

REVISIONS		Drawn / Check Date:
A	Planning Application	GS May 2020
B	Consent / Amendment	GS Oct 2022



SITE SECTION A - A



KEY PLAN



SITE SECTION B - B

Scale of A1:	Checked by:	Date:
1:100	GS	May 2020
Plot No:	Drawn by:	Rev:
10078	PL	010
Authorisation:	Prepared by:	Administration:
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

QUARTERHILL  
 11 NEWTON QUAY  
 NEW TREE BOTTOM ROAD, EPSOM  
 SURREY, KT8 5TE  
 QUARTERHILL  
 PROPOSED SITE ELEVATIONS

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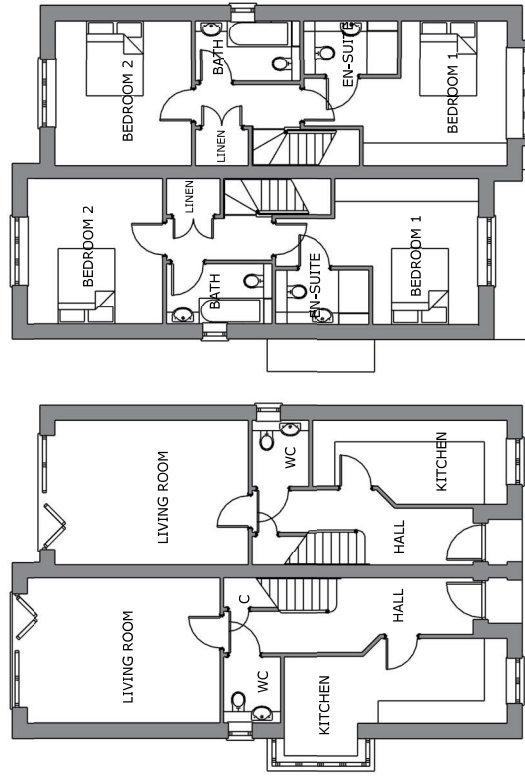
FRONT ELEVATION (EAST)

SIDE ELEVATION (NORTH)

REAR ELEVATION (WEST)

SIDE ELEVATION (SOUTH)

43



GROUND FLOOR

FIRST FLOOR



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Construction	<input type="checkbox"/>	Preliminary	<input type="checkbox"/>	Rev:	B
Approval	<input type="checkbox"/>	Tender	<input type="checkbox"/>	Information	<input type="checkbox"/>

Client:	QUARTERHILL
Project:	Proposed Residential Dev't - Yew Tree Bottom Road, Epsom
Drawing Title:	HOUSE TYPES 1 & 2 - PLOTS 1 & 2

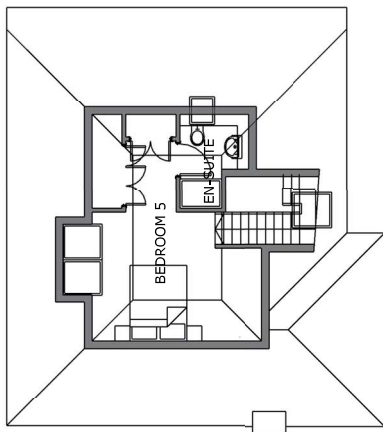


QUARTERHILL

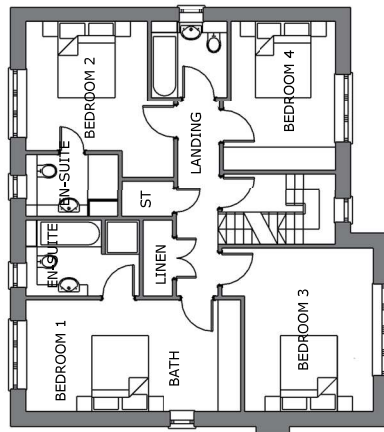
Drawn/Checked:	GS	Date:	MAY 2020
	GS		Oct 2020

Revisions:	A - Planning Application
	B - Revised Drawings

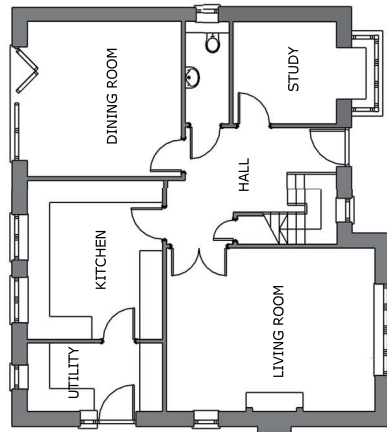
# Agenda Item 5



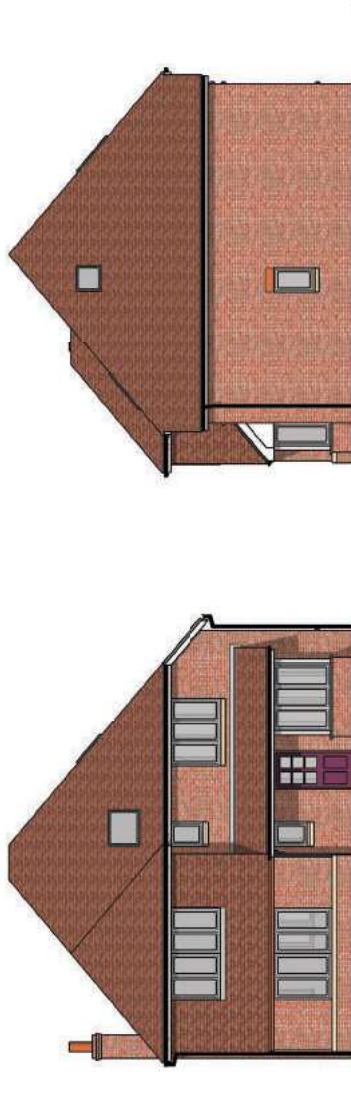
SECOND FLOOR



FIRST FLOOR



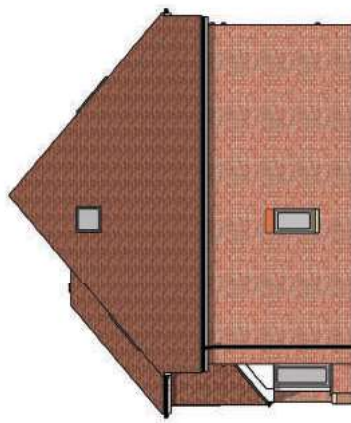
GROUND FLOOR



FRONT ELEVATION (SOUTH)



REAR ELEVATION (NORTH)



SIDE ELEVATION



SIDE ELEVATION



**REVISIONS:**

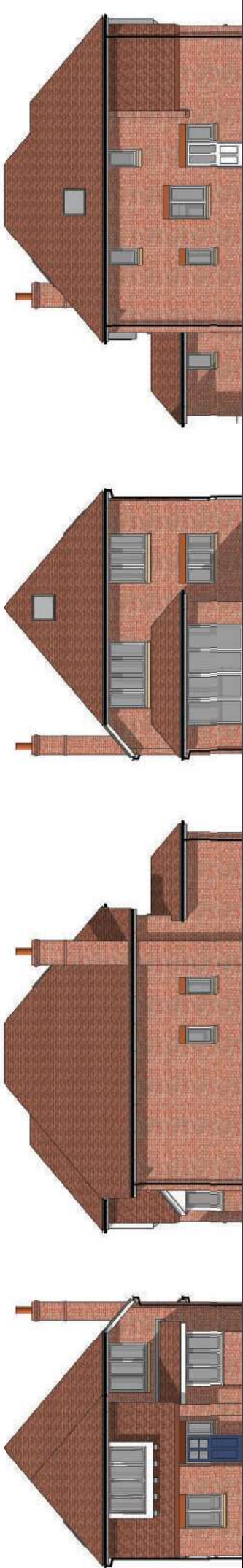
A	B
Planning Application	Revised Drawings

**Drawn/Checked:** GS GS  
**Date:** May 2020 Oct 2020

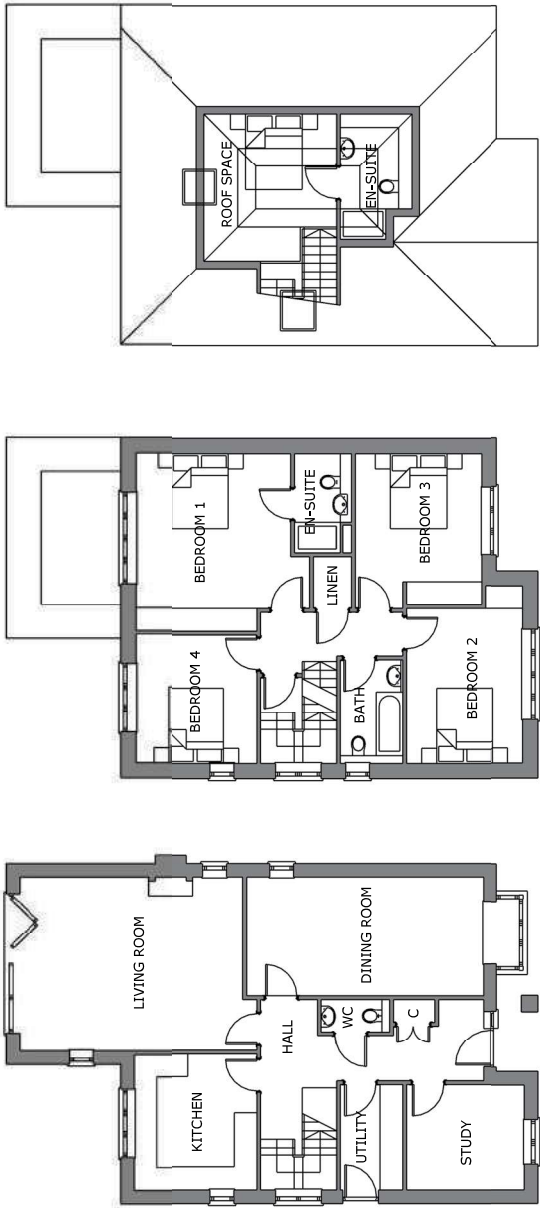
Client:	QUARTERHILL
Project:	Proposed Residential Dev't - New Tree Bottom Road, Epsom
Drawing Title:	HOUSE TYPE 5 - PLOTS 5 & 8
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Drawn No:	10378
Checked by:	PL
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Scale:	PL
Revision:	B
Construction:	<input type="checkbox"/>
Approval:	<input type="checkbox"/>
Preliminary:	<input type="checkbox"/>
Tender:	<input type="checkbox"/>
Information:	<input type="checkbox"/>







FRONT ELEVATION (SOUTH)      SIDE ELEVATION (EAST)      SIDE ELEVATION (WEST)      REAR ELEVATION (NORTH)



GROUND FLOOR

FIRST FLOOR

SECOND FLOOR



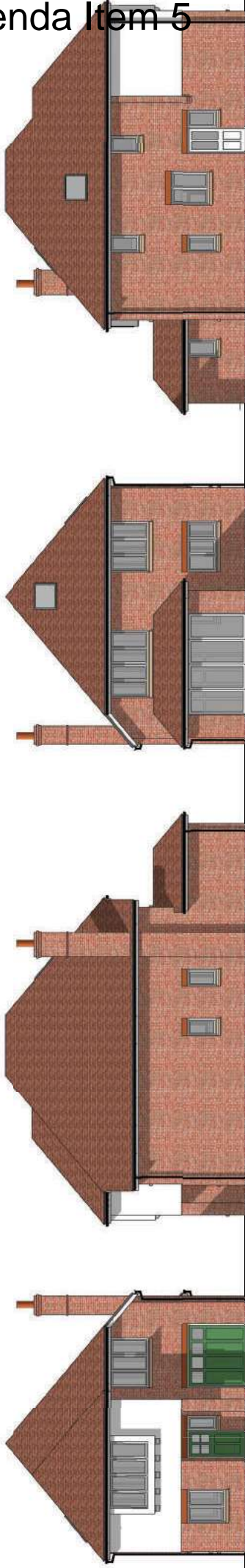
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Rev No:	10378	Stages:	PL	Drawing No:	007
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Client:	QUARTERHILL
Project:	Proposed Residential Dev't - Yew Tree Bottom Road, Epsom
Drawing Title:	HOUSE TYPE 4B - PLOT 7



QUARTERHILL

REVISIONS:	Drawn/Checked:	Date:
A - Planning Application Revised Drawings	GS GS	May 2020 Oct 2020
B -		

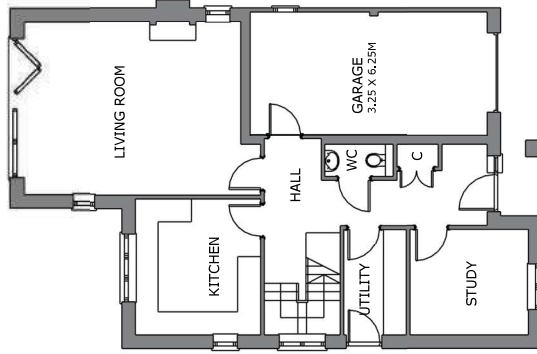


FRONT ELEVATION (SOUTH)

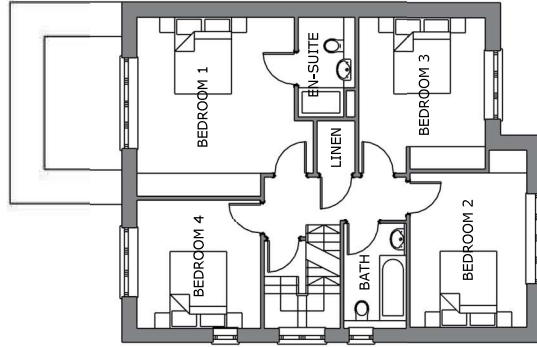
SIDE ELEVATION (EAST)

REAR ELEVATION (NORTH)

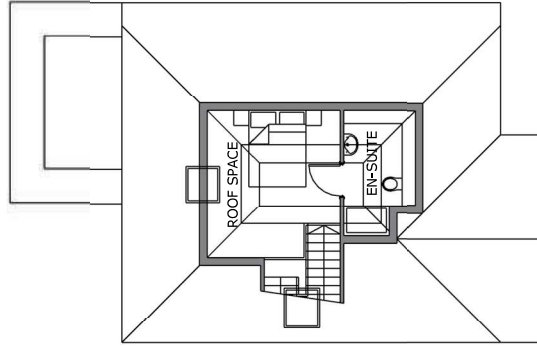
SIDE ELEVATION (WEST)



GROUND FLOOR



FIRST FLOOR



SECOND FLOOR



REVISIONS:

- A - Planning Application
- B - Revised Drawings

DATE:

- MAY 2020
- OCT 2020

DRAWN/CHECKED:

- GS
- GS

CLIENT:

QUARTERHILL

PROJECT:

Proposed Residential Dev't - Yew Tree Bottom Road, Epsom

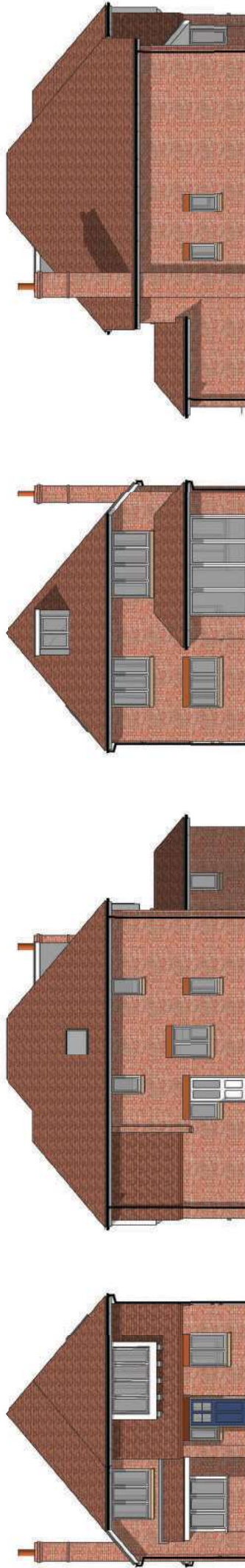
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HOUSE TYPE 3B - PLOT 6

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Plot No:	10978	Stages:	PL	Drawing No:	005
Construction	<input type="checkbox"/>	Preliminary	<input type="checkbox"/>	Rev:	B
Approval	<input type="checkbox"/>	Tender	<input type="checkbox"/>	Information	<input type="checkbox"/>



QUARTERHILL

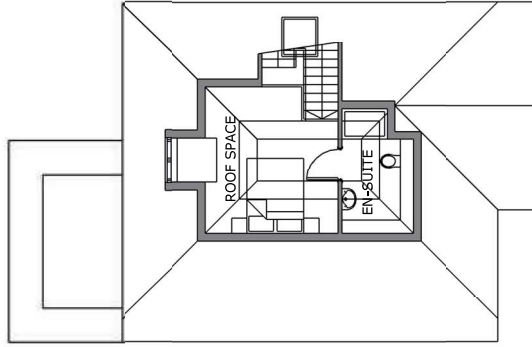


FRONT ELEVATION (EAST)

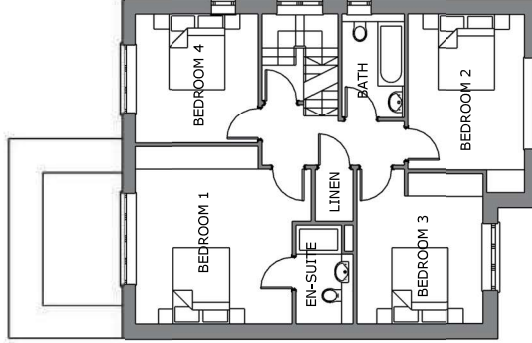
SIDE ELEVATION (NORTH)

REAR ELEVATION (WEST)

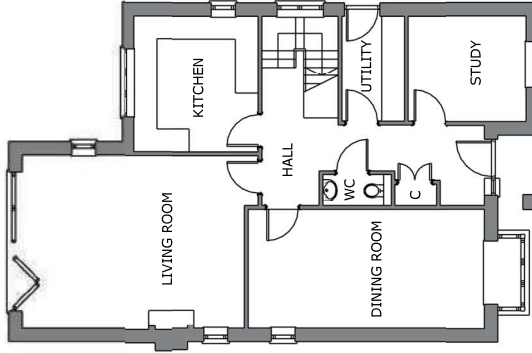
SIDE ELEVATION (SOUTH)



SECOND FLOOR



FIRST FLOOR



GROUND FLOOR

Scale @ A2:  
1:100



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Approval	<input type="checkbox"/>	Tender	<input type="checkbox"/>	Information	<input type="checkbox"/>

Client:	QUARTERHILL
Project:	Proposed Residential Dev't - Yew Tree Bottom Road, Epsom
Drawing Title:	HOUSE TYPE 4A - PLOT 4



QUARTERHILL

Drawn/Checked:	GS	Date:	Nov 2020
	GS		Oct 2020

REVISIONS:

- A - Planning Application Revised Drawings
- B -

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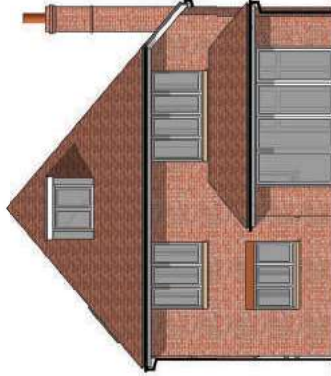
# Agenda Item 5



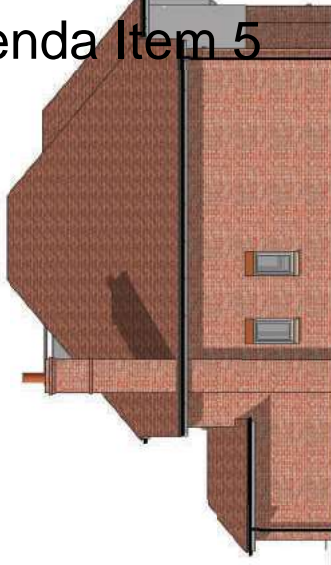
FRONT ELEVATION (EAST)



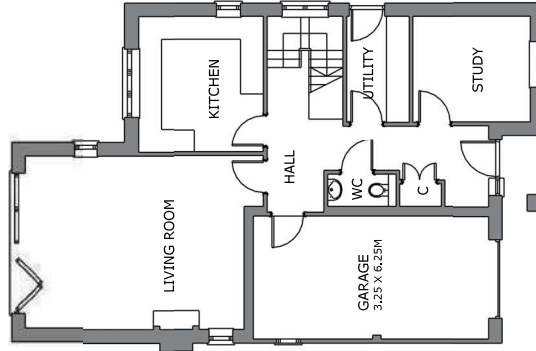
SIDE ELEVATION (NORTH)



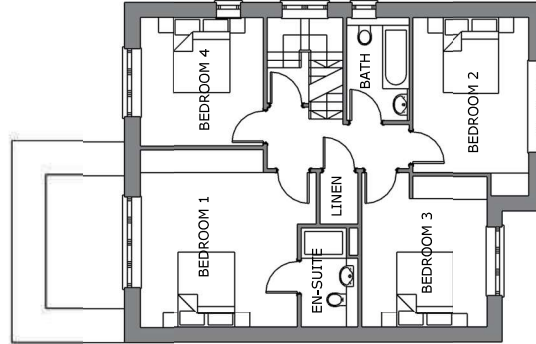
REAR ELEVATION (WEST)



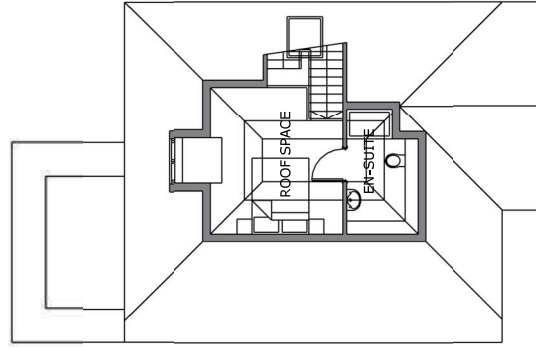
SIDE ELEVATION (SOUTH)



GROUND FLOOR



FIRST FLOOR



SECOND FLOOR



**REVISIONS:**

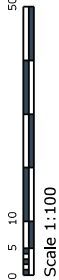
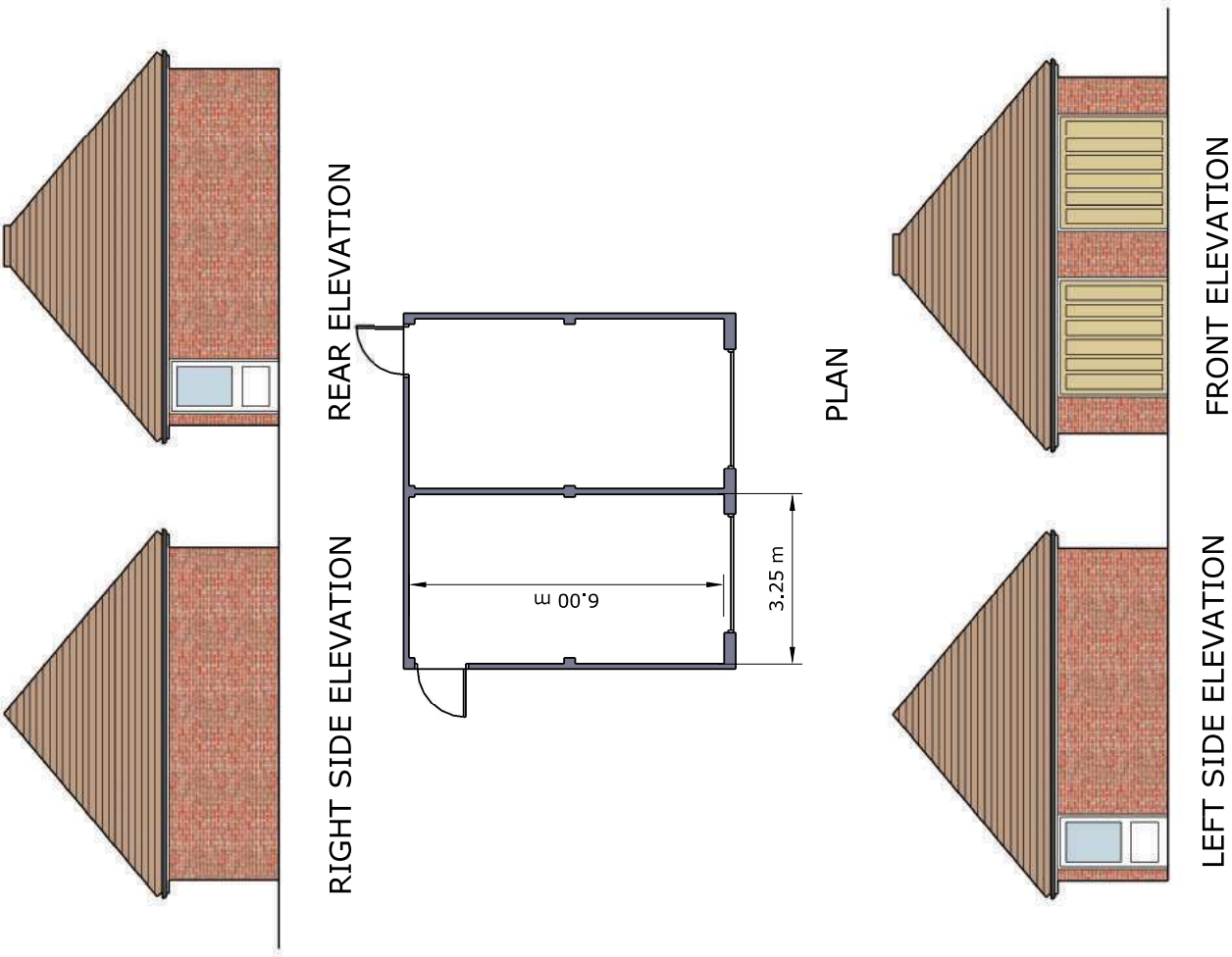
A	Planning Application
B	Revised Drawings

Drawn/Checked:	GS	Date:	May 2020
	GS		Oct 2020



Client:	QUARTERHILL
Project:	Proposed Residential Dev't - Yew Tree Bottom Road, Epsom
Drawing Title:	HOUSE TYPE 3A - PLOT 3

Scale @ A2:	1:100	Checked by:		Date:	Oct 2020
Rev No:	10978	Stage:	PL	Drawing No:	004
Construction	<input type="checkbox"/>	Preliminary	<input type="checkbox"/>	Rev:	B
Approval	<input type="checkbox"/>	Tender	<input type="checkbox"/>	Information	<input type="checkbox"/>



Client:	QUARTERHILL
Project:	Yew Tree Bottom Road, Epsom
Drawing Title:	DOUBLE GARAGE



Revisions:	Drawn/Chkd:	Date:
A - Planning Application	GS	May 2020

Scale @ A3:	1:100	Checked by:	AR	Date:			
Job No:	10978	Stage:	PL	Drawing No:	009	Rev:	A
Construction:	<input type="checkbox"/>	Preliminary:	<input type="checkbox"/>	Information:	<input type="checkbox"/>		
Approval:	<input type="checkbox"/>	Tender:	<input type="checkbox"/>				


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 <b>Reigate &amp; Banstead</b> BOROUGH COUNCIL Banstead   Horley   Redhill   Reigate	<b>TO:</b>	PLANNING COMMITTEE	
	<b>DATE:</b>	17 <sup>th</sup> March 2021	
	<b>REPORT OF:</b>	HEAD OF PLANNING	
	<b>AUTHOR:</b>	Hollie Marshall	
	<b>TELEPHONE:</b>	01737 276010	
	<b>EMAIL:</b>	Hollie.marshall@reigate-banstead.gov.uk	
<b>AGENDA ITEM:</b>	6	<b>WARD:</b>	Horley East and Salfords

<b>APPLICATION NUMBER:</b>	20/01430/F	<b>VALID:</b>	27 July 2020
<b>APPLICANT:</b>	Redhill Aerodrome Limited	<b>AGENT:</b>	WSP
<b>LOCATION:</b>	<b>REDHILL AERODROME KINGS MILL LANE REDHILL SURREY</b>		
<b>DESCRIPTION:</b>	<b>Retention of widened hard standing on Taxiway C/D, 14m width across the entire 490m stretch. As amended on 11/02/2021.</b>		
<b>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.</b>			

## SUMMARY

This is a full application, submitted retrospectively, for the carrying out of engineering works to resurface, widen and straighten Taxiway C/D. The works to the taxiway were carried out in September and October 2015 and the improved taxiway was first used on 21 November 2015. The applicant maintains that the works carried out constitute permitted development however, the Council's determination was that the works do not constitute permitted development under Part 8 Class F and therefore require planning consent.

Planning permission was sought for the retention of the widened taxiway in 2016 (ref: 16/01043/F). This application was refused in 2017 on the grounds the proposal constituted inappropriate development within the Metropolitan Green Belt (MGB) which would erode the openness of the Green Belt and conflict with the purposes thereof. The considerations in favour of the proposal were considered insufficient to clearly outweigh the harm to the Green Belt and any other harm, including the detriment to neighbour amenity from additional noise and disturbance due to loss of natural winter respite from flying, so as to constitute very special circumstances. As such, the proposal was considered to be contrary to policy Co1 of the Reigate and Banstead Borough Local Plan 2005, CS1 and CS3 of the Reigate and Banstead Core Strategy and the provisions of the National Planning Policy Framework. An Enforcement Notice was served requiring the reduction in the width of the taxiway to that before the widening works commenced and the land to be restored to as it was before the breach of planning control. An appeal was made against this Enforcement Notice and a Public Inquiry is presently scheduled for May 2021.

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Since the time of the 2016 application there have been changes to policy by way of amendments to the NPPF, in particular paragraph 104 which says planning polices should recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy. The Applicant has also submitted with this application, a case of very special circumstances to justify the development in the MGB.

The site is wholly located within the Metropolitan Green Belt where there is a general presumption against inappropriate development. Engineering operations, such as those undertaken in this case, can be an exception to this – as per paragraph 146 of the Framework – but only where they preserve openness of the Green Belt and would not conflict with the purposes of including land within it.

The development has resulted in an increase in hardstanding which, whilst modest in the context of the overall Aerodrome, nonetheless has the effect of further urbanising the character of this part of the Aerodrome thus failing to preserve the openness of the Metropolitan Green Belt and representing an additional degree of encroachment into the countryside. The proposal is therefore considered to be inappropriate development and thus requires demonstration of very special circumstances in order to be considered acceptable. Consideration for the effect of the works on the nature and intensity of activities at the Aerodrome must also be had.

From a review of the submitted monthly fixed wing movement numbers, it is clear there has been an increase in the number of movements from November - March since 2015. However, the numbers do remain significantly lower than those undertaken in the summer months and comparable to more historic numbers of movements that have taken place, in 2005 for example.

In terms of the very special circumstances case, there are a number of considerations put forward in favour of the scheme. Weight is attached to the safety benefits which would arise from the improvements. Weight is also given to the economic benefits associated with improved year-round certainty and stability for flying schools and the overall attractiveness of the Aerodrome to users due to improved safety and infrastructure.

The opportunity to introduce a cap on flight numbers using the taxiway and formalising the long-standing commitment for the taxiway to be only used as a runway when grass runways are unserviceable attracts further weight in favour of the proposal. The benefit of introducing planning control, along with the safety and economic benefits are cumulatively considered to be sufficient to clearly outweigh the harm to the Green Belt and any other harm (discussed below), so as to give rise to very special circumstances.

Whilst there may be some additional noise and disturbance, it is concluded that overall this would be relatively limited and not to such a level to breach local and national policy objectives and warrant refusal. The same conclusion was reached in the previous application for the full hard runway and that proposal resulted in much



more significant intensification and potential for use of the Aerodrome by larger aircraft. No other neighbour amenities concerns are identified.

## RECOMMENDATION(S)

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

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

- A daily cap of 85 movements per day assessed on a rolling 7 day average between November and March. The cap will be secured via a condition which will then be tied to a S106 agreement.
- Restriction on the use of taxiway C/D as an unlicensed runway (07/25) by fixed-wing aircraft to only times which the grass runways are unserviceable, applicable all year round
- A requirement by the operator to use best endeavours to maintain the grass runways in a serviceable state at all times
- Unlicensed runway 07/25 will not be lengthened beyond 500m;
- No further modifications will be made to the taxiway that would lead to the creation of a straight section that would be potentially capable of providing another unlicensed runway of a greater length than unlicensed runway 07/25
- No section of taxiway at the aerodrome will be widened to more than 15m;
- The long-standing restriction on the use of unlicensed runway 07/25 by fixed-wing aircraft, limited to times when the grass runways are unserviceable, will remain; and
- The only permanent lighting to be installed on Taxiway C/D may be taxiway edge lighting.

In the event that a satisfactorily completed obligation is not received by 17<sup>th</sup> May 2021 or such longer period as may be agreed, the Head of Places and Planning be authorised to refuse permission for the following reason:

The proposal fails to provide an agreement to manage the use of the unlicensed runway, with the resultant potential for an uncontrolled increase in the intensity aircraft movements, associated activity and associated levels of general noise and disturbance, which would cause harm to the Green Belt and potential detriment to neighbour amenity. The arguments presented by the applicants in support of the proposal are insufficient to clearly justify such harm and thus the proposal would be contrary to policy NHE5 of the Development Management Plan 2019, CS1 and CS3 of the Reigate and Banstead Core Strategy and the provisions of the National Planning Policy Framework.

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## **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.

Policy and Community Initiatives – no comments received

Sustainable Drainage SCC – no objection subject to recommended condition

Salfords and Sidlow Parish Council – Objects on the grounds of harm to the Green Belt, comments on safety case made may be minor safety gains but there continues to be to be safety shortcomings with the great majority of the length of the taxiways and with runway 07/25 means the safety argument is not sufficient to justify engineering works in the MGB, Aerodrome overall is a profitable business, noise and disturbance greater use of runway 07/25 means people who were not usually overflowed are and shall be even more, cap does not provide a control on he number of movements from Runway 07/25, conditions recommended in the event planning permission is granted.

Nutfield Parish Council – ‘Fully support Salfords and Sidlow Parish Council, and agree with everything that is in their objection.’

Nutfield Conservation Society – Raise the following concerns – Runway 07/25 does not conform for use by any fixed wing aircraft. Apart from the unauthorised works carried out in 2015, no taxiway is wide enough to be used by any Code B aircraft. The proposed daily cap for fixed wing aircraft represents a substantial increase in annual movements involving intensified use of runway 07/25 during winter months during which time residents were previously spared form being regularly overflowed by fixed wing aircraft. Whilst NCS are mindful of the need for safety measures not to be compromised, they would not be supportive of Redhill Aerodrome gaining commercial benefit from the previous unlawful development. Conditions recommended in the event planning permission is granted

Contaminated Land Officer – no comments received on the basis of contaminated land

The Reigate Society – no comments received

Tandridge Council – comment that the application is inappropriate development in the Metropolitan Green Belt.

Aerodrome Safeguarding, Gatwick Airport Limited – ‘The proposed development has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria. We, therefore, have no objection to this proposal.’

Environmental Health - 18 noise complaints on file since 1999 logged against our main UPRN for the site, all received before 2015 (bar two, as below).

Air Quality Officer – ‘I’ve no objection to this development on air quality grounds. As far as I’m aware the piston aircraft do use leaded fuel, and while far from ideal (given we are in the 21<sup>st</sup> century now), it is unlikely that the air quality standard for lead in the vicinity of the aerodrome will be breached. On the noise front I’ve had two noise complaints that came in late last year.’

The General Aviation Awareness Council – full support for the application, the GAAC agrees with the Applicant that paragraphs 95 and 104 of the new NPPF should be accorded very significant weight, adding considerably to the safety reasons which have always been put forward by Redhill Aerodrome to justify the need to the taxiway improvements. Also agreed that no harm or visual intrusion will be caused to the green belt. Redhill Aerodrome constitutes a strategically important GA airfield due to its location, diversity of activities and long term potential, a very material factor in the consideration of these applications

### Representations:

Letters were sent to neighbouring properties on 11<sup>th</sup> August 2020, two site notices were posted 25<sup>th</sup> August 2020 and advertised in local press on 20<sup>th</sup> August 2020.

77 responses (50 in support and 27 in objection) have been received raising the following issues:

<b>Issue</b>	<b>Response</b>
Noise and disturbance	See paragraph 6.32 – 6.36
Air pollution	See paragraph 6.42
Enforcement notice	See paragraph 6.44
Harm to Green Belt/countryside	See paragraph 6.3 – 6.31 and condition 4 and 6
Set a precedent	See paragraph 6.41
Use for small executive jets	See paragraph 6.9
Alternative location/proposal preferred	See paragraph 6.41
Health fears	See paragraph 6.42
No need for the development	See paragraph 6.20 – 6.23
Inconvenience during construction	See paragraph 6.41
Harm to Conservation Area	See paragraph 6.43
Loss of/harm to trees	See paragraph 6.41
Overdevelopment	See paragraph 6.29 – 6.31
Overlooking and loss of privacy	See paragraph 6.37
Poor design	See paragraph 6.8
Property devaluation	This is not a material planning consideration

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Harm to wildlife habitat	See paragraph 6.41
No harm to Green Belt	See paragraph 6.29 – 6.31
Support – visual amenity benefit	See paragraph 6.26
Support economic growth/jobs	See paragraph 6.26, 6.30
Support – community regeneration benefit	See paragraph 6..26, 6.30
Support – safety benefits	See paragraph 6.20 – 6.21 6.30

## 1.0 Site and Character Appraisal

- 1.1 The Aerodrome is situated between Kings Mill Lane, Masons Bridge Road, Crab Hill Lane and the Salfords Stream, to the east of the built up areas of Whitebushes and Salfords. In terms of the Aerodrome as a whole, approximately two-thirds of its area is within the Tandridge District with the remainder in Reigate & Banstead. The taxiway which is subject of this application (Taxiway C/D) is predominantly within Reigate & Banstead (2.64ha of the application site is within RBBC with 0.47ha in TDC). The whole of the Aerodrome site is within the Metropolitan Green Belt.
- 1.2 The wider Aerodrome has three grass runways, two running east/west and one on a north/south axis. A hard surfaced taxiway runs around the perimeter of the airfield. The taxiways are used on a daily basis by aircraft taxiing to the runways (whichever is in use), aircraft performing power checks prior to flight and by ground vehicles, particularly to access and egress the Terminal building.
- 1.3 Taxiway C/D; which is the subject of this application and the already implemented widening, straightening and resurfacing work, is situated close to the southern boundary of the Aerodrome. The taxiway is on a more open area of the Aerodrome, with the main hangars, Terminal Building, other operational and commercial buildings and hardstanding focussed more on the northern part of the site. The Taxiway is not within an EA Flood Zone.
- 1.4 The surrounding area is of rural character, consisting of open countryside and agricultural land within the Metropolitan Green Belt, with sporadic instances of residential and agricultural buildings. The nearest built up areas and residential settlements to the Aerodrome are Salfords, Whitebushes and South Earlswood to the west in Reigate & Banstead, and South Nutfield to the east in Tandridge (which is a village washed over by the Green Belt).

## 2.0 Added Value

- 2.1 Improvements secured at the pre-application stage:

- 2.2 Improvements secured during the course of the application: Negotiation was undertaken with regards agreeing an acceptable cap on the number of flight movements to best reflect the existing situation.
- 2.3 Further improvements could be secured: A legal agreement will be used to secure the following:
- A daily cap of 85 movements per day assessed on a rolling 7 day average between November and March. The cap will be secured via a condition which will then be tied to a S106 agreement.
  - Restriction on the use of taxiway C/D as an unlicensed runway (07/25) by fixed-wing aircraft to only times which the grass runways are unserviceable, applicable all year round
  - A requirement by the operator to use best endeavours to maintain the grass runways in a serviceable state at all times
  - Unlicensed runway 07/25 will not be lengthened beyond 500m;
  - No further modifications will be made to the taxiway that would lead to the creation of a straight section that would be potentially capable of providing another unlicensed runway of a greater length than unlicensed runway 07/25
  - No section of taxiway at the aerodrome will be widened to more than 15m;
  - The long-standing restriction on the use of unlicensed runway 07/25 by fixed-wing aircraft, limited to times when the grass runways are unserviceable, will remain; and
  - The only permanent lighting to be installed on Taxiway C/D may be taxiway edge lighting.

### 3.0 Relevant Planning and Enforcement History

3.1	97/07300/OUT	All-weather runway	Objection 6 September 1993 Appeal dismissed
3.2	08/01009/F	Construction of an all-weather runway with associated works.	Withdrawn 8 October 2008
3.3	11/00421/SCOPE	EIA scoping opinion for subsequent proposal for hard runway (11/01254/F)	EIA required 3 May 2011
3.4	11/01342/CONLA	Consultation from Tandridge DC on proposal for hard runway (as per 11/01254/F to RBBC)	Objection
3.5	11/01254/F	Construction of a hard runway to replace existing grass runways and ancillary infrastructure comprising realignment of existing taxiways, a new taxiway link, drainage improvements, replacement runway	Refused 24 November 2011

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- lighting and new approach lighting
- 3.6 12/01504/CONLA Consultation from Tandridge DC on proposal for hard runway (as per 12/01377/F to RBBC) Objection
- 3.7 12/01377/F Construction of a hard runway to replace existing grass runways and ancillary infrastructure comprising realignment of existing taxiways, drainage improvements, replacement runway lighting and new approach Refused  
6 June 2013  
Appeal dismissed
- 3.8 15/02255/F Demolition of remaining parts of building destroyed by fire and construction of a replacement single-storey building incorporating offices, parking and landscaping. Approved with conditions  
6 July 2016
- 3.9 15/02918/CLE Works to taxiway Refused  
(not permitted development)
- 3.10 16/01043/F Engineering works to resurface, straighten and widen Taxiway C/D Refused  
16 October 2017
- 3.11 19/00162/F Alterations to hardstanding to revise the existing taxiway. Revision of 16/01043/F with an amended taxi-way width of 10m. Withdrawn
- 3.12 19/00662/CONLA Alteration to hardstanding to revise the existing taxiway. Revision of 2016/764 with an amended taxi-way width of 10m. **To be withdrawn**
- 3.13 20/01486/CONLA Widening of existing hard-standing on Taxiway C/D to form a 14m width across the entire 490m taxiway stretch (retrospective). Pending consideration
- 3.14 The works to the taxiway (widening, resurfacing and straightening) were carried out in September and October 2015 and the improved taxiway was first used on 21 November 2015. The applicant remains of the firm view that the works undertaken were granted planning permission by virtue of the Town and County (General Permitted Development) Order.
- 3.15 The Council's determination was that the works do not constitute permitted

development under Part 8 Class F (development at an airport), as (i) the taxiway is considered to constitute a runway (a position accepted by the applicant as the taxiway has been used for take-off and landings of aircraft for many years) and (ii) the works carried out consist of the construction of an extension to said runway (the definition of extension is taken, based on interpretation in a common sense manner, to apply to lengthways or widthways enlargement and is not confined to one or the other). On this basis, it fails to comply with criteria F.1 (a).

- 3.16 An Enforcement Notice was served requiring the reduction in the width of the taxiway to that before the widening works commenced and the land to be restored to as it was before the breach of planning control. An appeal was made against this Enforcement Notice and a Public Inquiry is presently scheduled for May/June 2021.

## 4.0 Proposal and Design Approach

- 4.1 This is a full application, submitted retrospectively, for the carrying out of engineering works to resurface, widen and straighten Taxiway C/D. Specifically, the works are described by the applicant more fully as:

- The widening of the hardstanding by up to approximately 3m on each side of the Taxiway to a total width of 14m across the c.490m length of Taxiway C/D
- Straightening of the taxiway to remove the present bend
- The entire Taxiway was resurfaced (removing areas that previously experienced water pooling due to inconsistent levels)
- Some ground levelling
- The superfluous areas of hardstanding were removed and the ground re-seeded.

- 4.2 The applicant states that the works were required to meet Civil Aviation Authority (CAA) safety requirements for a licensed taxiway. The Applicant states:

*'The work to Taxiway C/D were a priority for RAL, primarily to address safety concerns about the use of the unlicensed runway, specifically the following features:*

- *Changing levels on the taxiway runway resulting in some associated pooling of water. These works were required to ensure CAP168 compliance for use of the hardstanding as a taxiway;*
- *The bend in the taxiway; and*
- *Insufficient turning space on the Taxiway when Runway 36 is in use, requiring excessive differential-braking and use of engine power, increasing wear and tear on tyres and brakes.'*

- 4.3 The Applicant notes *'This part of the taxiway has also been used as an unlicensed runway for several years prior to the works being undertaken. As it is hard-surfaced, it is used when the primary grass runways are too soft (eg*

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*after periods of rain / when waterlogged).* As an unlicensed runway, taxiway C/D operates under the designation 07/25.

4.4 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:  
Assessment;  
Involvement;  
Evaluation; and  
Design.

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

Assessment	<p>The whole of the Aerodrome site is within the Metropolitan Green Belt.</p> <p>The main access to the Aerodrome is from King’s Mill Lane to the north. This access leads to a significant cluster of airfield related buildings, some partly occupied by aviation-related businesses. .</p> <p>The Aerodrome has three grass runways, two of which run east/west and one on a north/south axis. A hard-surfaced taxiway runs around the perimeter of the airfield providing a taxi route between the three runways, the cluster of commercial and airfield buildings (including hangars) in the north western corner of the site, and the terminal building and 15m high control tower to the north-east of the runways. The terminal building and associated area includes office and ancillary accommodation and aerodrome fire and rescue services.</p> <p>Redhill Aerodrome is to the east of Whitebushes and Salfords and the south west of South Nutfield. The site is bounded to the north by Kings Mill Lane, to the east by Redhill Brook (beyond which is Crab Hill Lane and the M23), to the south by open countryside and to the west by Mason’s Bridge Road and Kings Mill Lane.</p>
	No site features worthy of retention were identified.
Involvement	No evidence of community consultation is submitted
Evaluation	There is no evidence within the applicants submission of other options considered.
Design	The applicant’s position is that the works were carried out for safety reasons and the need for the works is supported by a report ‘Safety Case for Unlicensed Runway’ dated July 2020 which compares the safety case for the original curved arrangement, the existing 14m arrangement and the previously proposed 10m arrangement.



4.6 Further details of the development are as follows:

Site area	3.11ha (area of application site for Taxiway C/D only)
Dimensions of Taxiway C/D hardstanding prior to works	488m (along centreline) x c.8.5m Area of hardstanding ≈ 4,298sqm
Dimensions of Taxiway C/D hardstanding post works	488m (along centreline) x 14m Area of hardstanding ≈ 7,485sqm
Increase in hardstanding	3,187sqm
% increase in taxiway hardstanding	74%
Increase in hardstanding as a % of total airside hardstanding on the Aerodrome	5% (total is approximately 58,800sqm according to applicants' submissions)

## 5.0 Policy Context

### 5.1 Designation

Metropolitan Green Belt

### 5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)  
CS3 (Green Belt)  
CS4 (Valued Townscapes and Historic Environment)  
CS5 (Valued People/Economic Development),  
CS10 (Sustainable Development),  
CS11 (Sustainable Construction),  
CS12 (Infrastructure Delivery),  
CS17 (Travel options and accessibility)

### 5.3 Development Management Plan 2019

NHE5: Development within the Green Belt  
NHE3: Protecting trees, woodland areas and natural habitats  
EMP3: Employment development outside employment areas  
CCF2: Flood risk  
TAP1: Access, parking and servicing  
DES1: Design of new development

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## 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 site comprises the existing aerodrome within the Metropolitan Green Belt. The proposal, which is retrospective, consists of improvement and widening of Taxiway C/D:

6.2 The main issues to consider are:

- Metropolitan Green Belt
- Noise impacts
- Access, parking and highway implications
- Ecology
- Other matters

### Metropolitan Green Belt

#### Inappropriate development and harm to the Green Belt

6.3 The site is wholly located within the Metropolitan Green Belt where there is a general presumption against inappropriate development. Paragraph 144 of The National Planning Policy Framework (NPPF) states that '*when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.*'

6.4 The NPPF includes at paragraph 146, a number of exceptions whereby certain forms of development may not be inappropriate within the Green Belt. Engineering operations, such as those undertaken in this case, can fall within the ambit of these exceptions but only where they preserve openness of the Green Belt and would not conflict with the purposes of including land within it.

6.5 In this case, the works already undertaken to Taxiway C/D have resulted in a considerable increase in the extent of hardstanding. Based on the plans

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submitted of the Taxiway both pre and post the works, the increase in hardstanding is assessed as being approximately 3,187 square metres, although it is recognised that the applicant argues a lower figure in their Planning Statement (approximately 2000sqm). Below are photos from before (2013 - top) and after (2019 - bottom) the works.



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- 6.6 As has previously been established in appeals relating to the Aerodrome (notably the appeal to 12/01377/F for a hard runway), changes to land surface can be considered to bring about an adverse effect on openness and the same is considered to be the case in this instance. Taking the confines of Taxiway C/D in isolation, the widening/straightening works represent approximately a 70% increase in hardstanding (or c.38% if the applicant's figures are accepted). Across the Aerodrome as a whole (recognising hardstanding already exists in the form of the perimeter taxiway and around the hangars), based on the applicants own figures, the changes represent approximately a 5% increase in overall area hardstanding. The nature of the improvements in terms of design and appearance is modest and typical of infrastructure of this nature.
- 6.7 Whilst the effect is modest in the context of the overall Aerodrome, irrespective of the measurements and figures taken above, it nonetheless has the effect of a degree of further urbanisation of the character of this part of the Aerodrome which is more remote from the main "built up" part of the site (comprising the hangars etc.), thus failing to preserve the openness of the Metropolitan Green Belt and representing an additional degree of encroachment into the countryside. As a result of the works completed, Taxiway C/D can be glimpsed adjoining roads including Masons Bridge Road and Crab Hill Lane, meaning that the visual impact and intrusion of the hardstanding can be appreciated to a modest degree from longer range vantage points outside of the confines of the Aerodrome.
- 6.8 In conclusion, the engineering operations – as discussed above – erode the openness of the Green Belt and represent encroachment of urban form into the countryside. For this reason, the proposal does not fall within the ambit of paragraph 146 of the Framework. The works therefore represent inappropriate development, only to be approved in very special circumstances.

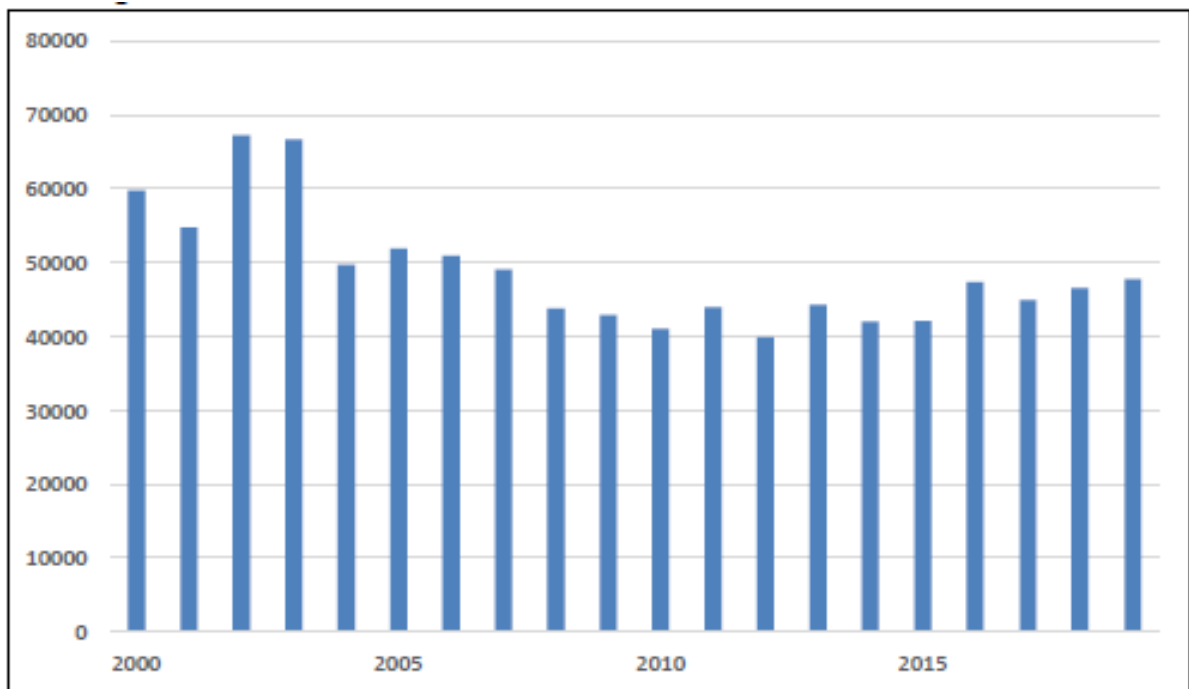
## Intensification of activity

- 6.9 In addition to the physical effects, consideration also has to be given to the effect of the works on the nature and intensity of activities at the Aerodrome, and how this might affect the Green Belt or be considered as 'any other harm' in the green belt balancing exercise. As the unlicensed runway has not been lengthened, it is not accommodating larger aircraft, however, intensification in flying activities, particularly in terms of the number of flights but also consequential activity has the potential to detract from the presently rural nature of the aerodrome and give rise to further perception of encroachment into the countryside. In addition, and as set out further below, increased flying activity also brings with it potential amenity impacts for nearby residents.
- 6.10 The applicant claims within their Planning Statement that the sole reason for the works to Taxiway C/D is for safety reasons, enabling activities which already take place in dry weather to continue safely when grass runway is too soft. The Planning Statement notes that the taxiway has been used as an

unlicensed runway for a considerable period of time (under the designation 07/25); however, it did not previously meet safety requirements. On this basis, the applicant argues that the works will not result in an intensification of flying activity. However, in absence of appropriate controls, this cannot be guaranteed.

- 6.11 The critical period in terms of any potential intensification resulting from the taxiway is the winter period (broadly November to March) when weather is more likely to result in the grass runways being unserviceable. The Inspector considering the application for the hard runway acknowledged the winter period as offering respite from over-flying albeit this was associated with a significantly larger and more intensive proposal.
  
- 6.12 The airfield caters for a range of different types of aviation activities including fixed wing, helicopter and HEMS (helicopter emergency services). The airfield has a number of vintage aircraft, a legacy of the aerodrome’s past history as the home of the Tiger Club for classic aircraft enthusiasts between 1959 and 1989. As at many other general aviation airfields in the UK, the total number of annual movements has declined since the 1990s, falling from some 95,282 movements in 1996 to 47,808 movements in 2019. Traffic levels increased slightly (+2.7%) between 2018 and 2019, but have reduced significantly during 2020, when operations have been severely restricted due to the Covid-19 pandemic.

Redhill Aerodrome – Annual movements – 2000 - 2019



- 6.13 From the monthly fixed wing flight numbers submitted by the Applicant it is clear that there has been an increase in the number of fixed wing movements undertaken between March – November in the years following the construction of the widened and straightened taxiway in 2015. However, it can also be seen that similar and higher numbers have been undertaken prior

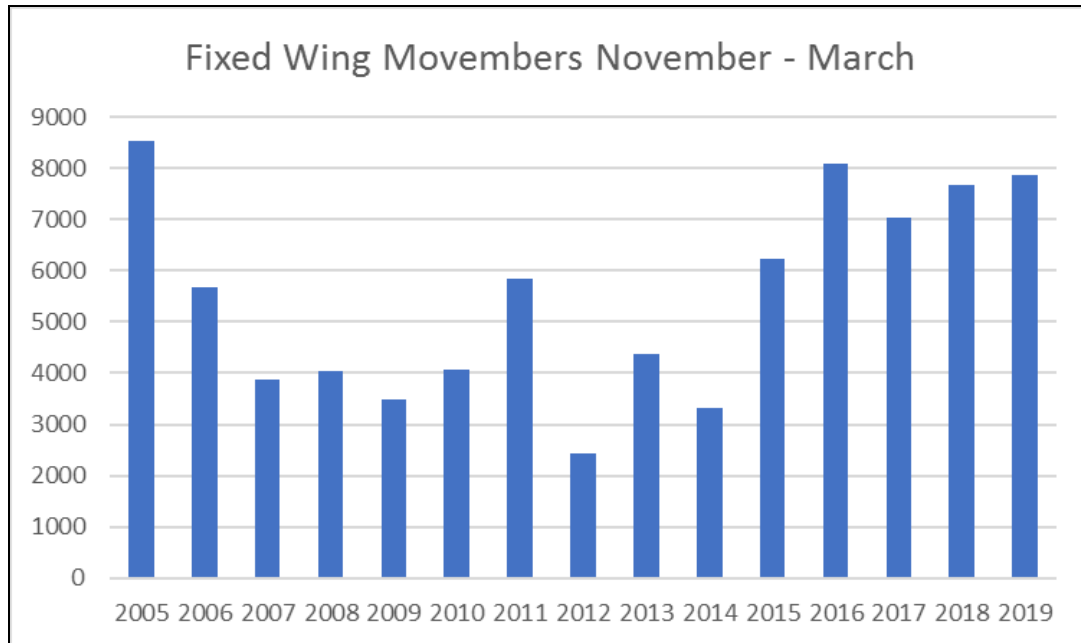
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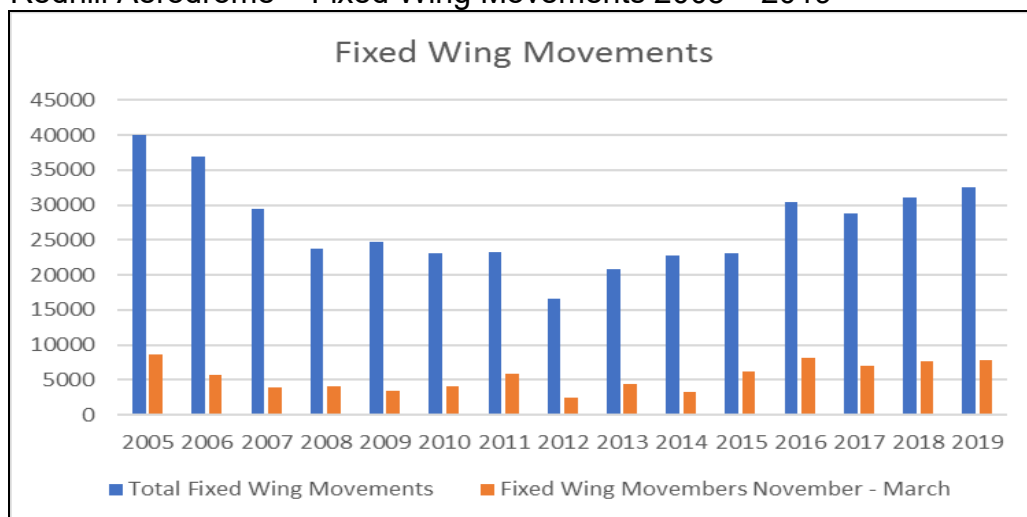
to the works being completed, in 2005 for example. Whilst data has not been provided for fixed wing movements prior to 2005, it can also be seen that the total number of yearly flights were considerably higher between 2000 – 2005.

Redhill Aerodrome – Fixed wing movements November - March 2005 - 2019



6.14 Whilst the number of fixed wing movements has increased since 2015, the natural reduction over winter compared to the summer months has continued, where flight numbers are considerably fewer over the winter months, compared to the summer.

Redhill Aerodrome – Fixed Wing Movements 2005 – 2019



6.15 The Applicant states the taxiway works will not facilitate a material increase in the use of the aerodrome. The critical period in terms of the use of the taxiway as an unlicensed runway is broadly between end of October and March, when weather is more likely to restrict the use of the grass runways, and flying activity is at a reduced level; the activity on taxiway C/D remains a



small proportion of the Aerodrome's total flying activity. Therefore, the Applicant is willing to commit to restricting flight movements from Taxiway C/D during the period between November to March.

- 6.16 The Applicant proposed a movements cap at no more than an average of 95 movements per day assessed on a rolling weekly basis. The Council's Consultant's have reviewed the proposed movements cap and provided the following comments with their report:

*'To mitigate the potential impact of widening the taxiway, RAVL have proposed that a cap of 95 movements per day on a rolling seven day average basis is introduced when the 07/25 runway is in use. We understand that this includes all 'touch and goes' during pilot training, counted as two additional movements. RAVL initially calculated this figure on the basis of the peak monthly fixed wing movement figure (on a seven day rolling average basis) over the period 18<sup>th</sup> October 2019 – 23<sup>rd</sup> March 2020 using the peak figure for each date within any month (eg the 1st, 2nd etc). We are not convinced that this is a sound statistical methodology as it is dependent on when these dates are correlated to the peak month(s). Furthermore, there are some 11 days with 150 or more movements (mainly 'touch and goes') which distort these figures. We have taken the seven day rolling average on each day over the full 158 day period and applied a potential cap of 80 movements per day. On this basis, the total of 9,302 movements over the period would be reduced by 414 (4.5%) to 8,888 movements. These would mostly be 'touch and goes' during training on busy days.*

*We recognize that there is a policy that there should be little or no intensification of traffic levels at the airport. Whilst a cap of 80 movements per day might theoretically limit traffic levels on busy days, the 07/25 runway could in the longer-term facilitate an increase in training flights on less busy days. We recognise that it would be restrictive to apply a cap on the number of movements in any single day. However, we believe that a cap of 80 movements per day on a rolling seven day average basis would provide an appropriate balance under which the 07/25 runway could operate without any significant intensification of overall traffic levels at the airfield.'*

- 6.17 The proposed flight cap would allow for a greater number of movements from the cap proposed in the 2016 application for retention of the widened taxiway, however, the application notes matters have moved on considerably since the previous refused taxiway application and the withdrawn 2019 restricted width application, in particular the safety case advanced. Accordingly the Applicants do not now consider that it is appropriate for an overall cap on movements over the winter period to be applied as this would hamper still further the viability of the aerodrome.
- 6.18 Following further negotiation with the Applicant, the following cap and terms, to be agreed by way of a S106 Agreement, is proposed as follows:

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- A daily cap of 85 movements per day assessed on a rolling 7 day average between November and March. The cap will be secured via a condition which will then be tied to a S106 agreement.
- Restriction on the use of taxiway C/D as an unlicensed runway (07/25) by fixed-wing aircraft to only times which the grass runways are unserviceable, applicable all year round
- A requirement by the operator to use best endeavours to maintain the grass runways in a serviceable state at all times
- Unlicensed runway 07/25 will not be lengthened beyond 500m;
- No further modifications will be made to the taxiway that would lead to the creation of a straight section that would be potentially capable of providing another unlicensed runway of a greater length than unlicensed runway 07/25
- No section of taxiway at the aerodrome will be widened to more than 15m;
- The long-standing restriction on the use of unlicensed runway 07/25 by fixed-wing aircraft, limited to times when the grass runways are unserviceable, will remain; and
- The only permanent lighting to be installed on Taxiway C/D may be taxiway edge lighting.

## Very special circumstances

- 6.19 The applicants put forward a number of benefits and considerations in favour of the proposal which are discussed below.
- 6.20 The Applicant states: *'The safety and condition of Taxiway C/D, particularly as in its existing periodic use as an unlicensed runway, is significantly enhanced. The NPPF at paragraph 95 identifies that planning policies and decisions should promote public safety and this benefit (which has the potential to be life-saving) should be attributed very significant weight.'*
- 6.21 The Council Consultants have reviewed the proposal and on the grounds and safety benefits the Consultants concluded:

*'We have assessed the potential benefits and possible adverse impacts of the widened taxiway (C/D) / unlicensed runway (07/25). We disagree with RAVL and their consultant, WSP Group, that there are 'very significant safety benefits' as a result of these works. We believe that the risk of a runway or taxiway excursion or other incident was very low prior to the works in view of the size of aircraft flown. As a result, the safety risk was minimal, although not zero. This is reflected by the fact that the unlicensed runway was used by all types of users (including student pilots) prior to the works, on the basis of their acceptance of the risk involved.*

*(ii) We recognize, however, that the 07/25 runway was narrow prior to its widening in comparison to those in regular use at other general aviation airfields. The runway surface was not fully level and there was a kink at its eastern end. As such the approach was daunting, particularly for student pilots. Given that some 81% of all 07/25 movements in Winter 2019/2020 were for flight training, we acknowledge that this situation was unsatisfactory.*



*In our opinion, if it were not rectified, this might discourage pilots from using the aerodrome in the winter or result in the loss of one or more of the flight schools at the aerodrome.'*

6.22 The Applicant has also advanced that the works to Taxiway C/D will aid the ongoing operations of the Aerodrome in accordance with paragraph 104 of the NPPF. The Applicant notes the previous condition of Taxiway made it difficult for flying training schools to operate during winter months. The Council's Consultants have noted '*The utilization of 07/25 by flying schools is significant, accounting for between 76%-86% of monthly movements over the periods Nov 2018-Mar 2019 and Oct 2019-Mar 2020.*' The Consultants go on to say '*To maintain its financial viability, it is important that aviation businesses at the airfield, particularly the flying schools, can continue operations throughout the year. In view of this, we believe it is necessary to grant planning consent for the 07/25 runway widening and probably, in the longer-term, some redevelopment of the commercial premises in the northeastern part of the site.*'

6.23 The Consultants have reviewed the operations at the aerodrome and conclude:

*'We recognize that aviation-related activities at Redhill aerodrome currently operate at a financial loss, although these are partially cross-subsidized by its commercial property lettings at the site. These losses are likely to continue in the short-term due to Covid-19, Brexit and other economic impacts.*

*Significant development at Redhill aerodrome is not feasible due to the site's designation within the Green Belt. Nevertheless, we believe that with an appropriate marketing plan and some modest development of necessary aviation-related and commercial facilities, the aerodrome can be financially sustainable in the longer term. If planning consent for the widened taxiway/runway is not granted, we believe that it would potentially threaten this opportunity and could hasten the closure of the aerodrome.'*

6.24 Since the determination of the earlier application 16/1043/F, the NPPF was revised in June 2018 to include paragraph 104 which states:

Planning policies should:

f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy

The Consultant's report notes '*Despite this endorsement, the nature of this network and the level of planning protection given is still to be established. Furthermore, this would need to correlate with HCLG's proposals for the reform of the planning system (see Section 3.1 above). However, whilst the policy framework needs to be defined in more detail, it is clear that Redhill*

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*aerodrome is likely to have some level of planning protection given its overall level of aviation activity and its proximity to London.'*

- 6.25 This is a significant change in policy since the time of the earlier application. An approval of the application would accord the provisions of the NPPF by way of supporting the Aerodrome to provide a safer facility for flight schools at times when the grass runway is not serviceable, in turn maintaining the financial viability of the Aerodrome. The Aerodrome does offer employment opportunities, primarily through its flight schools and granting the proposal would support the securing of jobs at the site.
- 6.26 A significant number of responses were received in support of the proposals many of which appear to be from users of the Aerodrome (in one form or another). In addition to the points above, these responses highlight visual amenity benefits and community/regeneration benefits associated with the application.
- 6.27 Finally, the proposal is the opportunity to introduce control over the use of Taxiway C/D. As above, even prior to the improvements being carried out, the Taxiway has been used as an unlicensed runway without restraint on the level of activity, for a considerable period of time.
- 6.28 In contrast, the proposal provides an opportunity to bring its use under formal planning control through a legal agreement. This includes formalising the longstanding commitment for the taxiway to be only used as a runway when grass runways are unserviceable and supplementing this with a daily cap of 85 movements per day assessed on a rolling 7 day average between November and March. Additional restrictions on the further improvement of this and other taxiways at the Aerodrome would also be introduced, which would further support management of any potential future growth or expansion of infrastructure at the Aerodrome. The opportunity for more formal management and planning control over the use of this sensitive site is considered to be a significant benefit which attracts substantial weight in favour of the proposal.

## Conclusions on Green Belt

- 6.29 The physical changes associated with the engineering works carried out to Taxiway C/D are considered to be harmful to the openness of the Green Belt and cause encroachment into the countryside, albeit not on a significant scale in the context of the Aerodrome as a whole. Nonetheless, the proposal therefore constitutes inappropriate development and substantial weight must be afforded to harm to the Green Belt in accordance with the Framework. With the proposed cap in place, activity at the site would be managed to such a level that it is not considered that it would materially impact upon the Green Belt.
- 6.30 Set against this are the benefits of safety to pilots, trainee pilots and other users, as well as the economic benefits associated with ensuring the Aerodrome can provide year-round fixed-wing flight opportunities and existing

flying school activities remain viable. Added to these is the opportunity to introduce – through a formal legal agreement – restrictions on the use of the Taxiway C/D (including a cap on number of aircraft movements) as well as other provisions which will provide the Council with scope to manage and avoid unrestricted and uncontrolled future intensification and growth of the Aerodrome. Compared to the existing situation over which the Council has no control, this is a significant benefit of the current proposal and weighs heavily in favour of the scheme.

- 6.31 Taking this into account, it is considered that cumulatively, the safety, economic and planning control benefits of the proposal are sufficient to clearly outweigh the harm to the Green Belt and any other harm (discussed below), so as to give rise to very special circumstances. In this context, the proposed development is justified and complies with Policy NHE5 of the Development Management Plan 2019, CS3 of the Core Strategy and the relevant provisions of the NPPF.

### Noise impacts and effects on neighbours

- 6.32 The previous application and the application for the more intensive hard runway proposal did not consider the noise and disturbance to be unacceptable with regards neighbouring residents' amenities albeit there is acknowledgement of some disturbance which is relieved at winter and this was considered in the green belt balancing exercise. Whilst the proposal would represent a degree of change when compared to the typical winter in that it would give rise to some reduction in the "natural respite" provided by inclement weather, the agreed cap would still ensure some meaningful respite compared to summer is maintained. Furthermore, the winter is likely to be the period when nearby residents use their gardens and other outside areas less.
- 6.33 It is noted that use of the taxiway may result in movements being concentrated (i.e. to a narrower path) compared to the grass runways; however, unlike previous hard runway proposals at the Aerodrome, the changes to the taxiway would not allow for any change in the type, nature, size and thus noise characteristics of aircraft capable of using it compared to existing. It is important to note that the previous appeal Inspector for the full hard runway proposal did not consider that refusal on noise grounds would be warranted even with a much greater intensification in activity and potential for use by larger aircraft and this application is unlikely to generate either given the historically higher number of fixed-wing movements such as in 2005 and the general decline in general aviation.
- 6.34 The Applicant has provided flight path overlays and notes that the taxiway is aligned so as to reduce overflying of houses and flights are routed through the 'Salfords Gap' to the north of Salfords, compared to the grass runway where flight routes do not follow this path, and therefore overflying is less when the grass runway is out of service. It is acknowledged that direct overflying will affect different properties from the taxiway compared with the grass runway although as it has not been demonstrated that there is any significant

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noise and disturbance to warrant refusal on noise grounds and the taxiway has long been used for such.

(Taxiway take-offs top photo, grass runway take-offs bottom photo).



This compares with the alignment of the grass runways, where for example departures from 26L do not overfly this gap



6.35 In terms of noise complaints received by the Council, the Council's most recent complaints were received last year, one received on 28<sup>th</sup> July 2020 and one 8<sup>th</sup> October 2020. Both these complaints were in regard to a wider period than a one off event. The complaints were received in the summer/autumn months when the grass runways would be in use and no change to the existing situation in terms of uncontrolled movements on the grass runways.

6.36 Given the above, whilst there may be some additional noise and disturbance due to modest loss of respite or concentration of flying, overall this would have a very limited impact on the amenity of nearby occupiers and residents, and the harm would not be to such a level which would breach local and

national policy objectives. The weight to be afforded to this lost amenity would therefore be very limited.

- 6.37 Concerns have been raised in relation to overlooking, loss of privacy and overbearing; however, given the nature of the works carried out (ground level), the separation distances of the nearest properties and the conclusions above in relation to flying activity, it is not considered that any material harm to neighbour amenity would arise in these respects.

### Accessibility, parking and highway implications

- 6.38 The development would bring about no change to the existing access, parking and highway arrangements associated with the existing Aerodrome.
- 6.39 The County Highways Authority were consulted upon the application and noted:

*The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY who having assessed the application on safety, capacity and policy grounds, recommends the following conditions be imposed in any permission granted:*

**Condition:**

*The modified taxiway hereby approved shall only be used as an unlicensed runway on occasions when the existing grass runways at the Aerodrome are unserviceable.*

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

*In the latest Technical Note (dated 01 March 2017), the applicant has provided the monthly fixed wing movement statistics from 2005 to 2016. These figures show that in the years when the grass runways were serviceable during the winter months of January to March (e.g. in 2006 and 2012), there was a higher number of fixed wing movements than in those winters where the grass runways were unusable. It is therefore clear that flying activity levels fluctuate in line with winter conditions, irrespective of whether or not the taxiway is used as an unlicensed runway.*

*It is also understood from the Technical Note that pilot training has always taken place during winter months, even when the weather is poor and the grass runways are unserviceable, as students are able to undertake ground based training. Therefore, the modified taxiway will simply increase the likelihood that existing students will be able to fly during their lesson, rather than attract a greater number of instructors and students to the Aerodrome. While this will lead to an increase in the number of fixed-wing movements, it*

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*is now clear that there is unlikely to be a corresponding increase in vehicular movements to and from the site.*

*The applicant has assessed the personal injury accident record for Kings Mill Lane, and has found that there is no correlation between poor weather during the winter months and an increase in accidents along Kings Mill Lane. Therefore, if the modified taxiway were to lead to a slight increase in vehicular movements during the winter months, there is no evidence to suggest that this would result in more accidents on the local highway network.*

*Finally, the Technical Note alludes that the modified taxiway will only be used when the grass runways are unserviceable, hence the proposed condition.*

## Other matters

- 6.40 The site is within Flood Zone 1 according to Environment Agency Flood Maps but is identified as being potentially at risk from surface water flooding. Whilst the proposal has resulted in some earthworks, ground raising along the taxiway and increase the impermeable area, improvements have also been made to drainage including a filter trench alongside the widened taxiway which will receive surface water run-off and allow infiltration into the ground. Surrey County Council (SCC) were consulted upon the application as the Lead Local Flood Authority and initially were not satisfied that the proposed scheme met the requirements set out in the NPPF, the accompanying PPG and the Non-statutory Technical Standards for sustainable drainage systems. This was communicated to the Applicant who submitted additional information. Following re-consultation with SCC, they have confirmed no objection to the proposal subject to a condition to require the drainage mitigation works detailed in the Drainage Strategy Response to be completed within three months of the date of the decision and the submission of a verification report. With regards to whether better drainage could avoid the need for the use of the taxiway during winter months, this is considered unlikely. It is not an issue of pooling associated with storm events but rather the prolonged waterlogging of the ground associated with winter weather.
- 6.41 Objections have been received indicating preference for an alternative proposal/location; however, no specific alternatives are identified so no weight can be attached to this. Objection was received on the grounds of setting a precedent; each application must be determined on its own merits. The development has been undertaken in 2015 and therefore no further construction is proposed that would result in inconvenience to neighbouring properties. The development was undertaken on grassed areas either side of the existing taxiway and did not result in the loss of any trees. The impact upon wildlife habitat is not considered to be harmful given the location of the works undertaken either side of the existing taxiway.
- 6.42 Concerns have also been raised in relation to air pollution, the Air Quality Officer was consulted upon the application and raised no objection, noting 'I've no objection to this development on air quality grounds. As far as I'm

aware the piston aircraft do use leaded fuel, and while far from ideal (given we are in the 21<sup>st</sup> century now), it is unlikely that the air quality standard for lead in the vicinity of the aerodrome will be breached.’ No significant health or pollution issues are considered to arise as a result of the planning application.

- 6.43 Concerns have been raised in relation to the impact of the proposal on Conservation Areas. The nearest Conservation Area in Reigate & Banstead is at Cross Oak Lane, some distance south of the Aerodrome. Given the distances involved and the nature of the works, no adverse impact on this Conservation Area or its setting has been identified.
- 6.44 An Enforcement Notice was served requiring the reduction in the width of the taxiway to that before the widening works commenced and the land to be restored to as it was before the breach of planning control. An appeal was made against this Enforcement Notice and a Public Inquiry is presently scheduled for May/June 2021. In the event that planning permission is granted, the Enforcement Notice would be withdrawn.

## 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:

<b>Plan Type</b>	<b>Reference</b>	<b>Version</b>	<b>Date Received</b>
Site Layout Plan	100	B	09.07.2020
Proposed Plans	SK600	A	09.07.2020
Detailed Technical Plan	220	B	09.07.2020
Proposed Plans	210	A	09.07.2020
Existing Plans	110	B	09.07.2020
Proposed Plans	230	D	09.07.2020
Detailed Technical Plan	405	B	09.07.2020
Location Plan	16910004/1		09.07.2020

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. The use of the unlicensed runway 07/25 by fixed-wing aircraft shall be limited to only those times when the grass runways are unserviceable.

Reason:

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

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

## Worked example

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

### Reason:

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

- Within 3 months of the date of the permission the drainage mitigation works as set out in Section 10 and Appendix H of the approved document (Realignment of Taxiway Alpha-Delta – Drainage Strategy Response, fjori, February 2021, job no: 1064) shall be completed. 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 surface water drainage system has been constructed as per the agreed scheme (or detail any minor variations), state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls), and confirm any defects have been rectified.

### Reason:

To ensure the Drainage System is constructed to the National Non-Statutory Technical Standards for SuDS.

- In the event the site ceases to be used as an aerodrome, the areas of hardstanding to the widened taxiway hereby approved, shall be removed and the land returned to its former condition in accordance with a scheme to be submitted and approved by the Local Planning Authority within 3 months of the cessation of the use.

### Reason:

In the interests of the visual amenities of the Metropolitan Green Belt with regard Development Management Plan policy NHE5.

- The taxiway hereby permitted shall be used for general aviation purposes only.

### Reason:

In the interests of the safeguarding of the Metropolitan Green Belt with regard Development Management Plan policy NHE5.

- The taxiway hereby permitted shall not be used for the take-off or landing of fixed wing manned jet aircraft not powered by means by propeller or rotor.



Reason:

In the interests of the safeguarding of the Metropolitan Green Belt with regard Development Management Plan policy NHE5.

## INFORMATIVES

1. 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.
2. This permission is subject to a Section 106 legal Agreement, the provisions of which shall be adhered to.

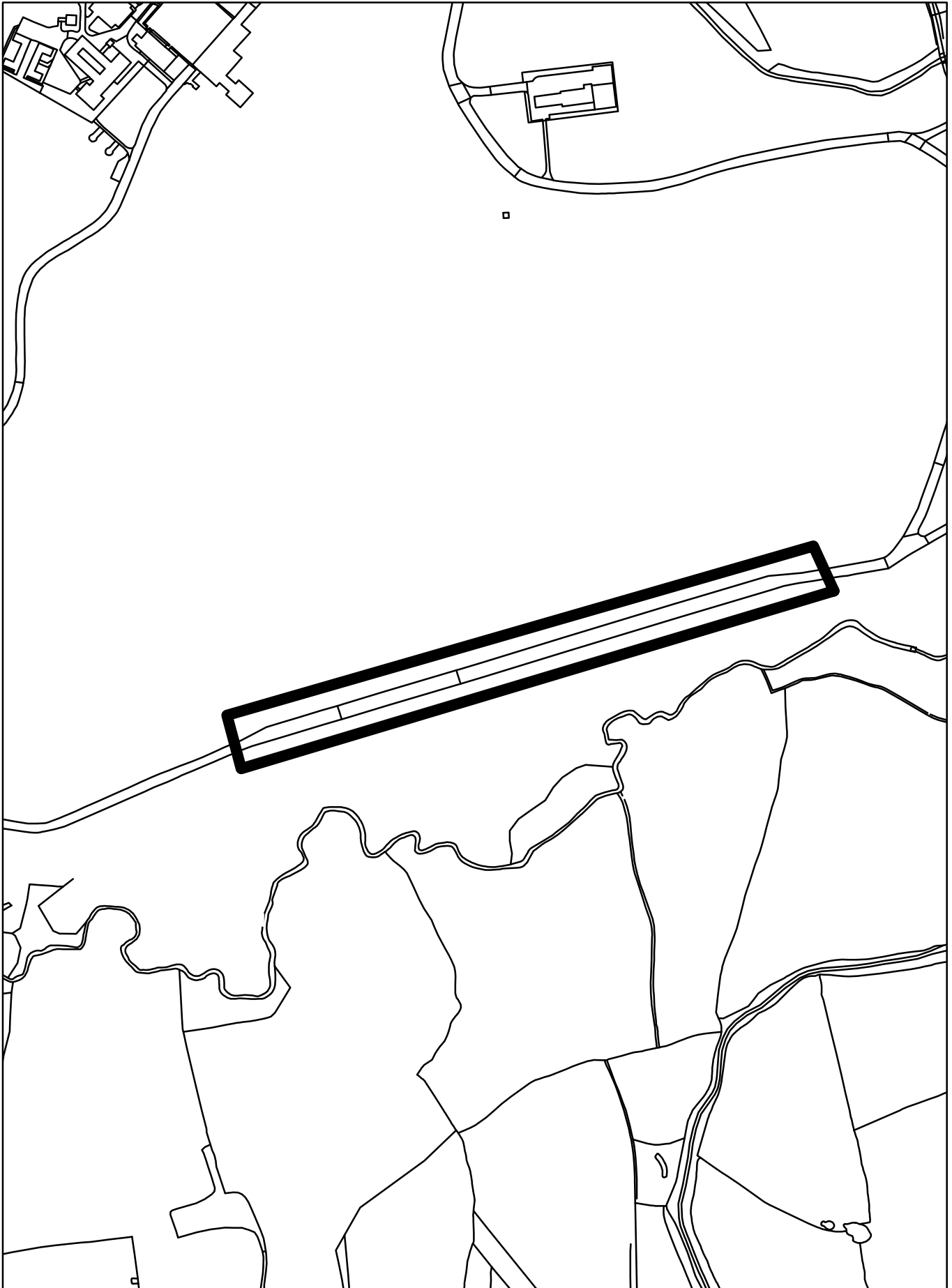
## REASON FOR PERMISSION

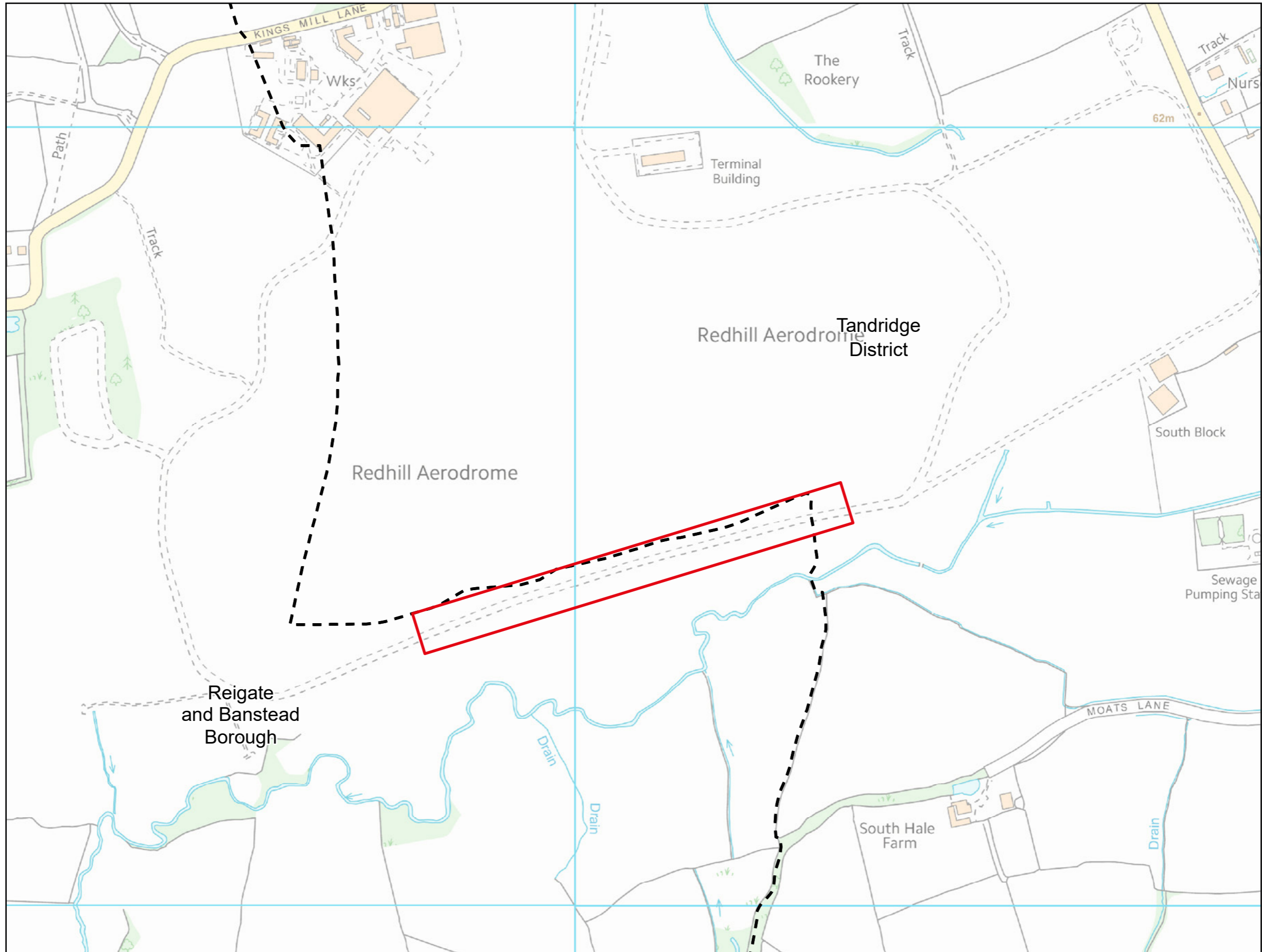
The development hereby permitted has been assessed against development plan policies NHE3, NHE5, TAP1, EMP3, CCF2 and DES1 and material considerations, including third party representations. It has been concluded that the development represents inappropriate development within the green belt but that this is justified by very special circumstances and it is therefore 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.

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**Key**  
— Application area  
 - - - Administrative boundary line

<b>Project</b>	Redhill Aerodrome - Taxiway
<b>Title</b>	Site Location Plan
<b>Client</b>	Redhill Aerodrome Ltd

<b>LPA</b>	Reigate and Banstead Borough Council
<b>Date:</b>	30.11.2018
<b>Scale:</b>	1:5000@A3
<b>Project No:</b>	16910004
<b>Drawing No:</b>	16910004/1
<b>Drawn By:</b>	CM

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**NOTE**  
Levels on the existing Taxiway provided by Ryebriidge. These differ from the original survey and extend only to the pavement edge.  
  
Based on observations on site, a uniform shift of 40mm has been applied to the original survey to approximate the levels found on site.  
  
No additional level survey of the soft areas has been undertaken and all levels are to be considered indicative.

**FINAL ISSUE**

B	Status upgraded to Final Issue	22.01.16
A	Contours revised to reflect updated levels received from site.	26.11.15
Rev.	Description	Date

Client:



Project:  
**Redhill Aerodrome Taxiway Realignment**

Drawing Title:  
**Existing Contour Plan**

Project No.	Drg No.	Rev.
1064	110	B

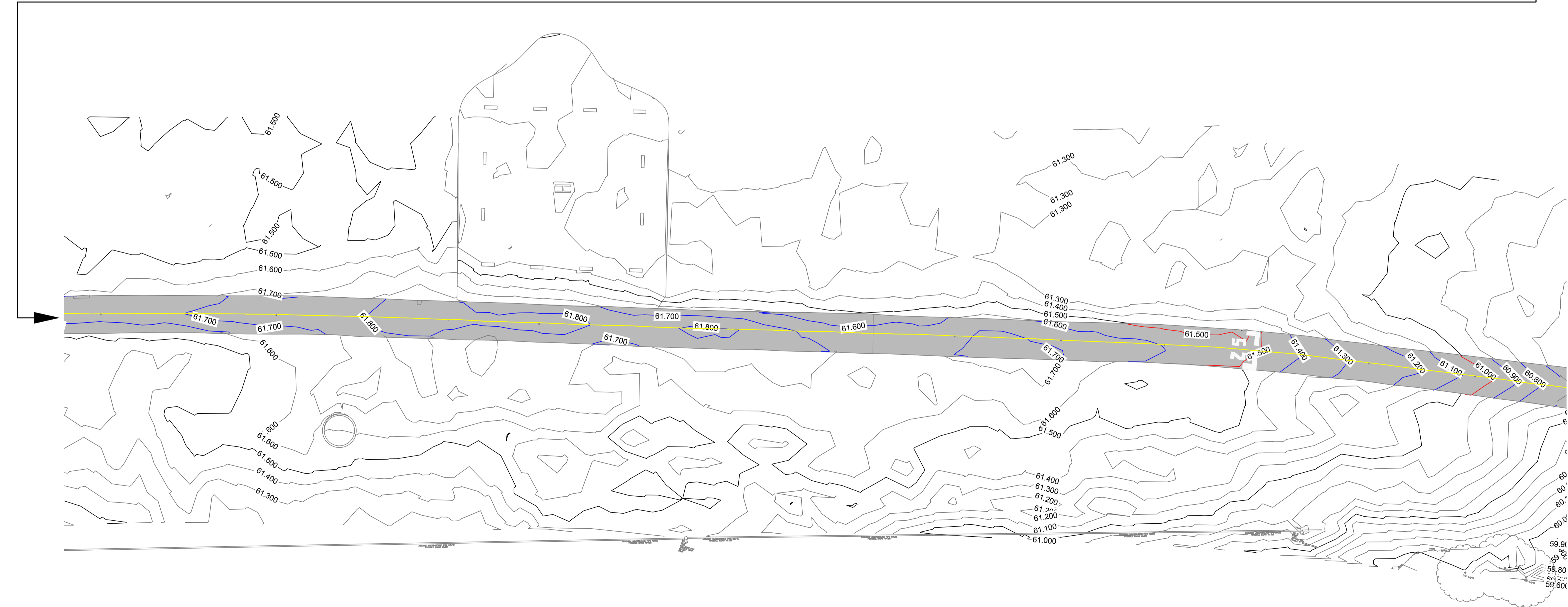
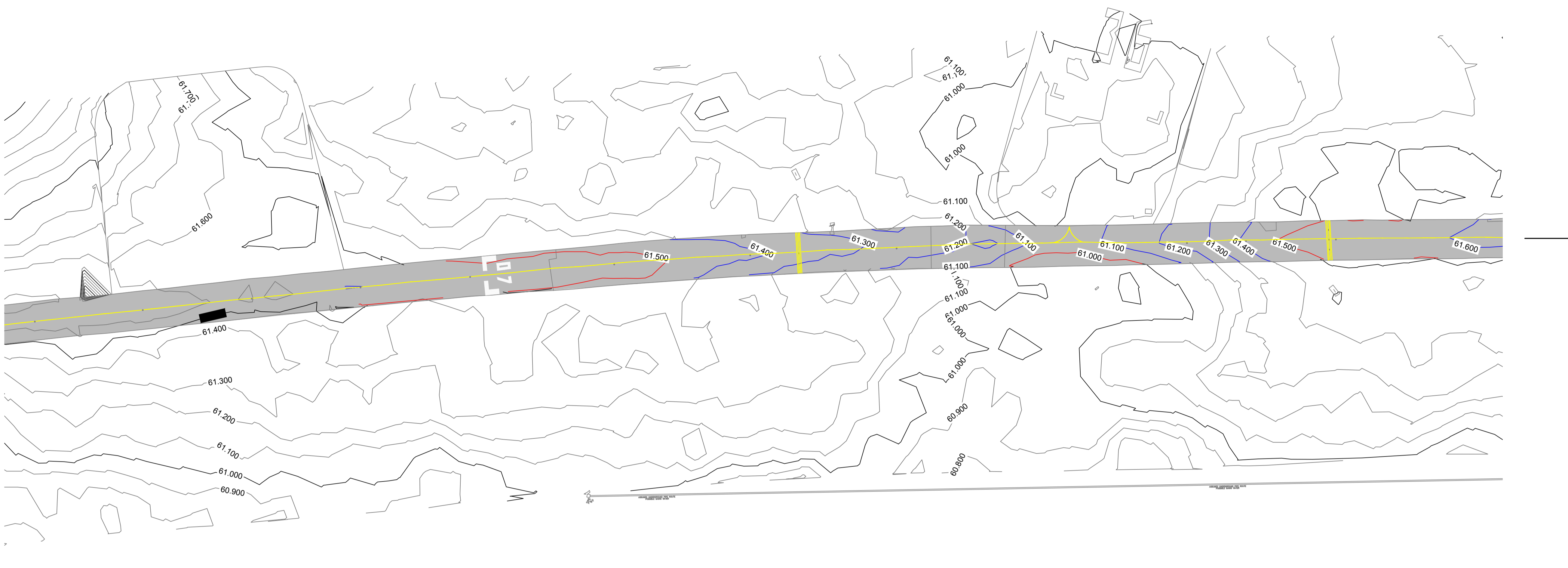
Scale	Paper Size	Date
1:500	A1	30.04.15

Dwn / Ckd / App:	Status:
PD / AW / ACEL	Preliminary



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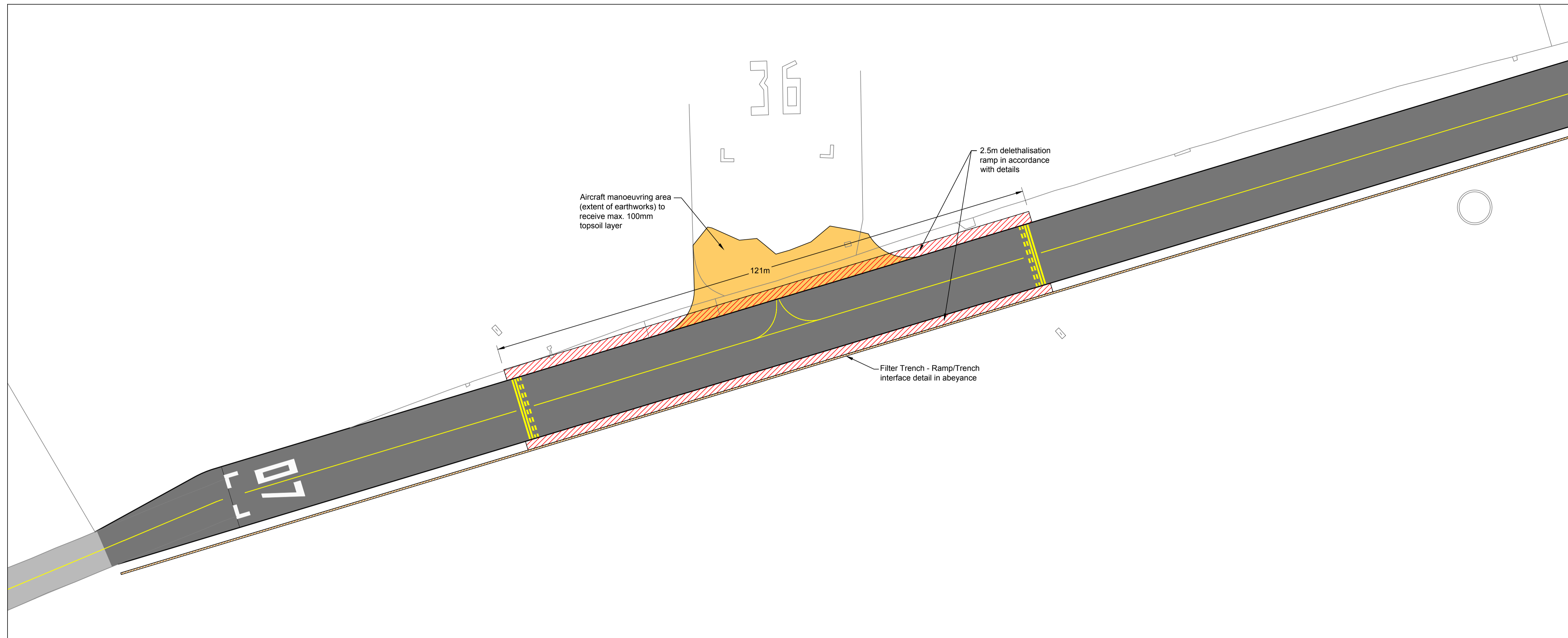




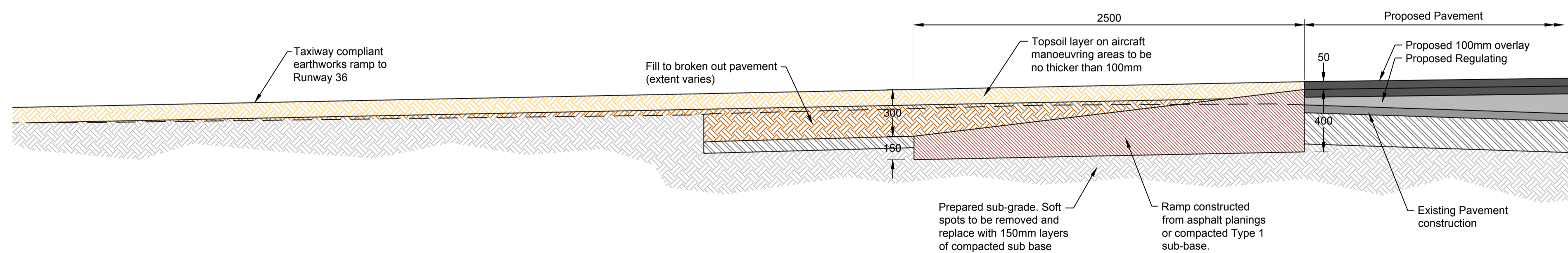
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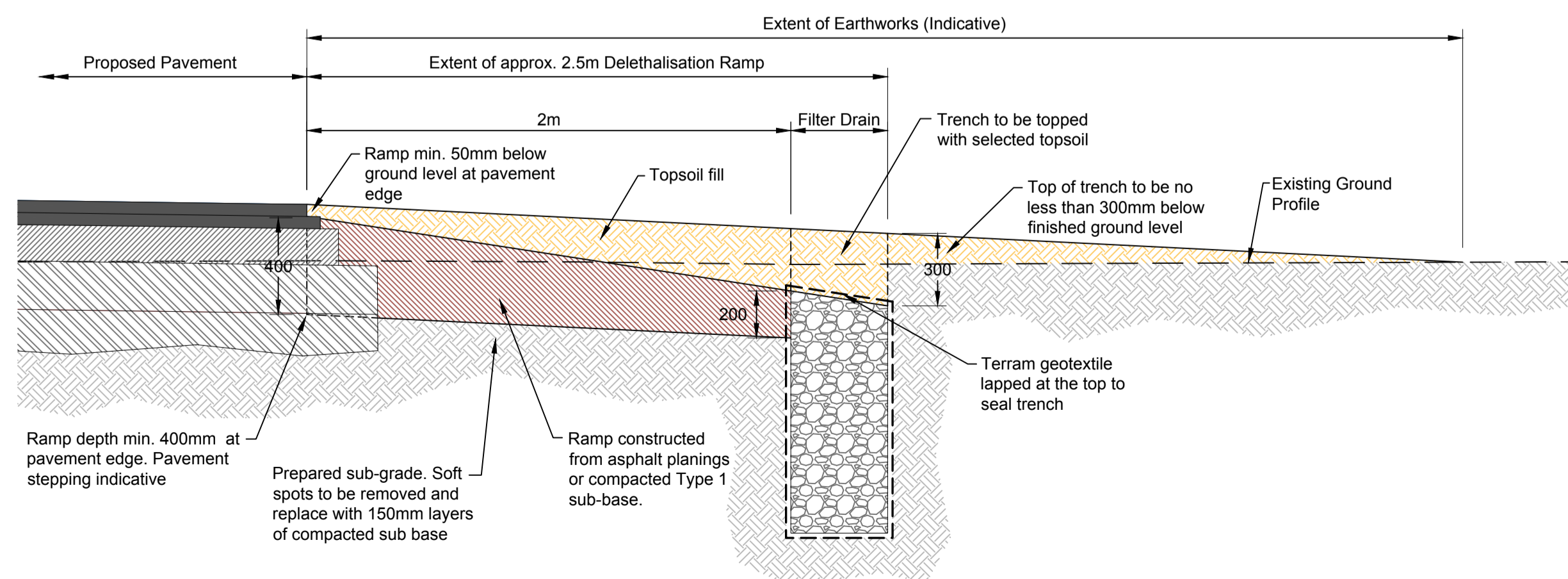
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Delethalisation Ramp Location Plan  
Scale 1:500



North Side Delethalisation Ramp  
Scale 1:20



South Side Delethalisation Ramp - Filter Drain Interface  
Scale 1:20

**FINAL ISSUE**

A	Status upgraded to Final Issue	22.01.16
Rev.	Description	Date

Client:



Project:  
**Redhill Aerodrome Taxiway Realignment**

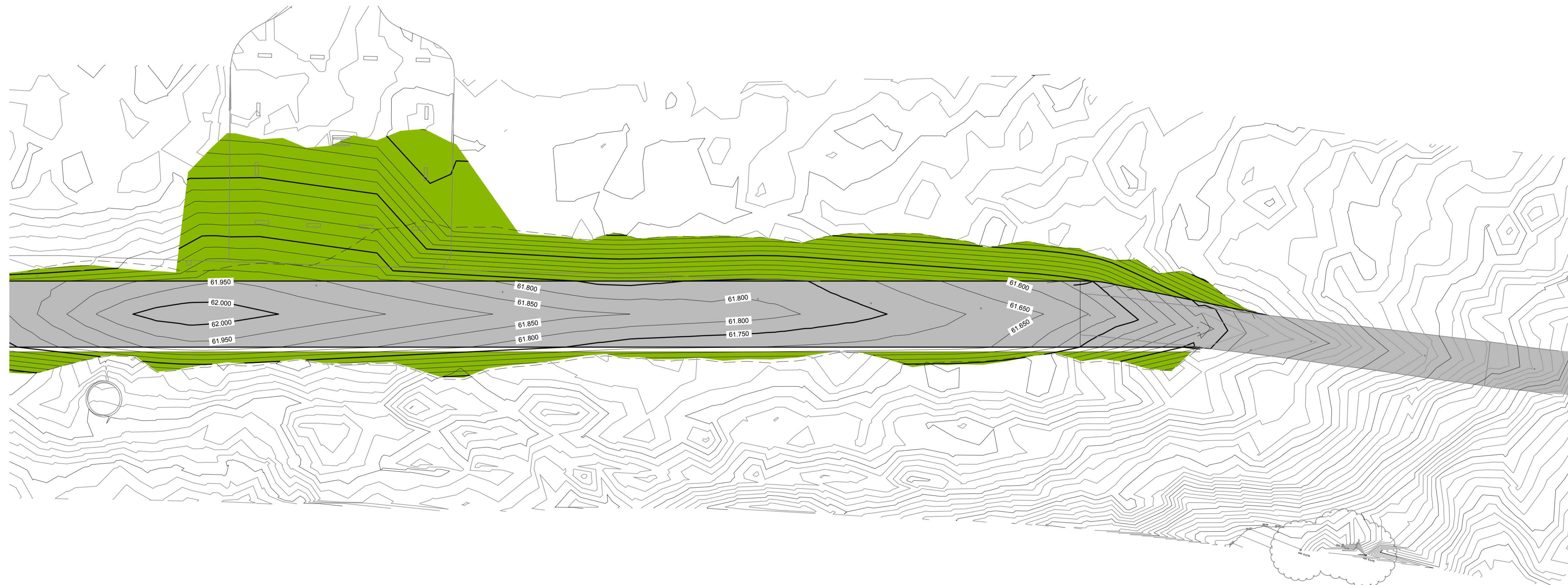
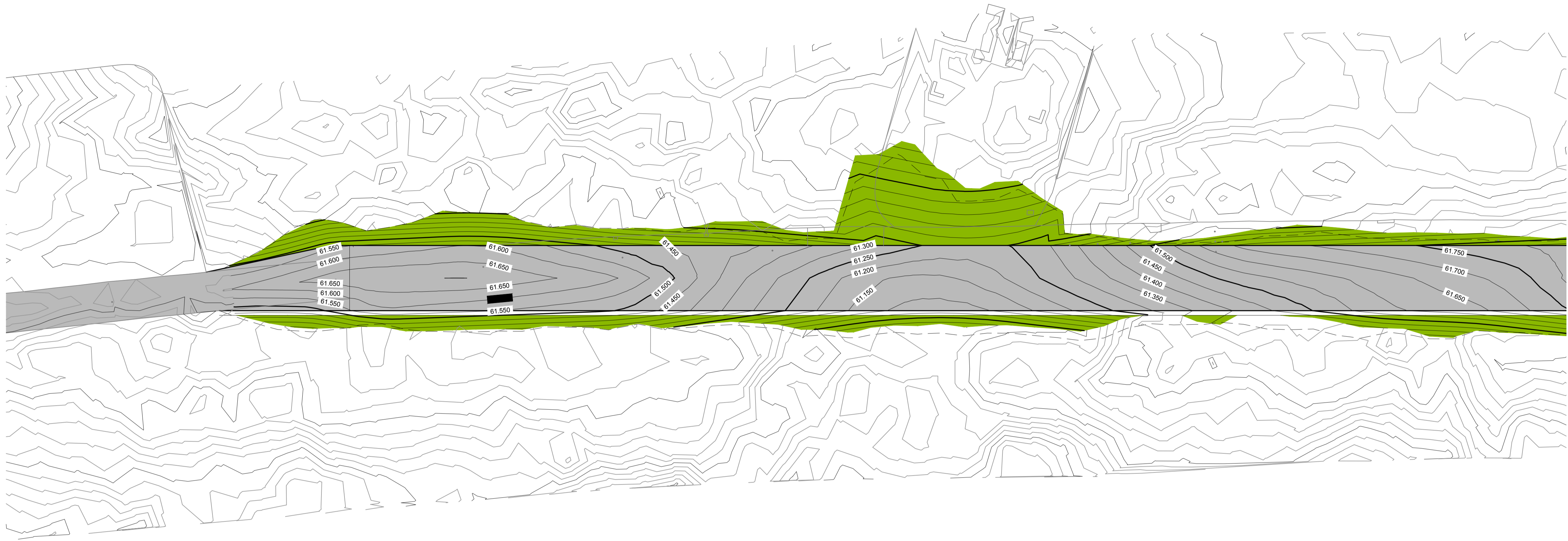
Drawing Title:  
**Delethalisation Ramp Details**

Project No.	Drg No.	Rev.
1064	SK600	A
Scale	Paper Size	Date
1:500	A1	23.10.15
Dwn / Ckd / App:	Status:	
PD / AW / ACEL	Construction	



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**FINAL ISSUE**

A	Status upgraded to Final Issue	22.01.16
Rev.	Description	Date

Client:



Project:

**Redhill Aerodrome Taxiway Realignment**

Drawing Title:

**Proposed Contour Plan**

Project No.	Drg No.	Rev.
1064	210	A
Scale	Paper Size	Date
1:500	A1	30.04.15

Dwn / Ckd / App:	Status:
PD / AW / ACEL	Preliminary



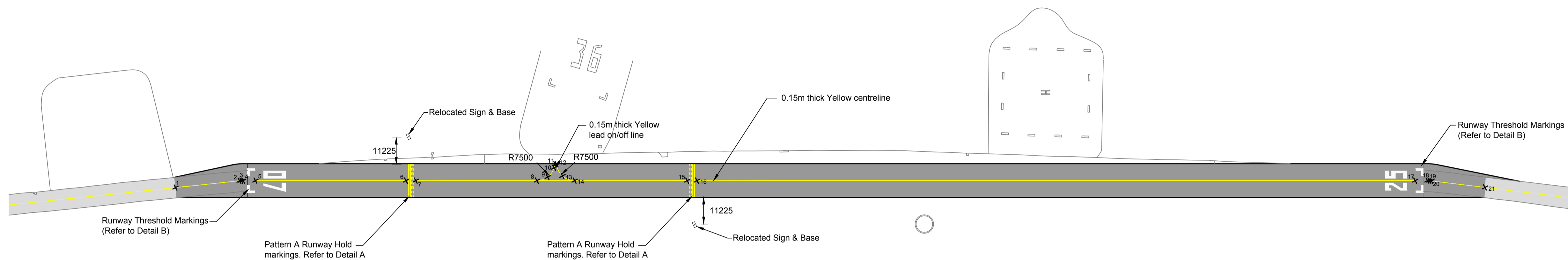
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Point Table		
Point #	Easting	Northing
1	529808.162	147346.369
2	529832.802	147356.724
3	529833.495	147356.995
4	529834.201	147357.231
5	529839.084	147358.703
6	529898.841	147376.715
7	529902.739	147377.890
8	529950.836	147392.387
9	529954.692	147395.095
10	529956.172	147399.568
11	529956.172	147401.071
12	529956.734	147401.241
13	529960.449	147397.317
14	529965.836	147396.908
15	530010.537	147410.382
16	530014.434	147411.556
17	530299.662	147497.529
18	530304.545	147498.999
19	530305.333	147499.203
20	530306.130	147499.363
21	530328.174	147503.180



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**FINAL ISSUE**

Rev.	Description	Date
D	Status upgraded to Final Issue	22.01.16
C	Threshold numerals amended to be EASA/CAP168 compliant.	10.11.15
B	Threshold markings revised to suit client comments.	06.11.15
A	Markings setting out points and table added. Sign base offsets added.	30.09.15

Client:



Project:  
**Redhill Aerodrome Taxiway Realignment**

Drawing Title:  
**Pavement Markings**

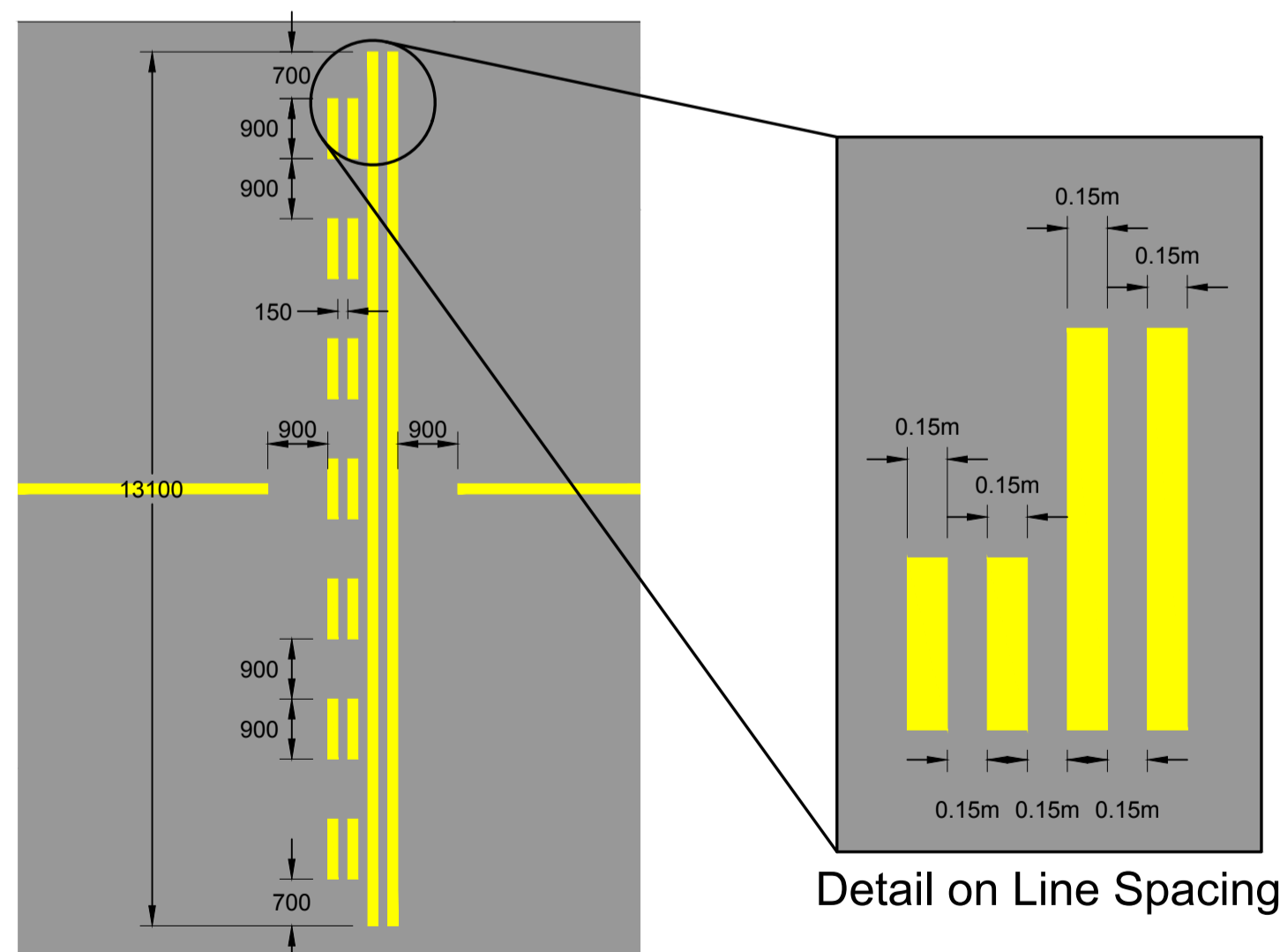
Project No.	Drg No.	Rev.
1064	230	D

Scale	Paper Size	Date
1:1000	A1	18.05.15

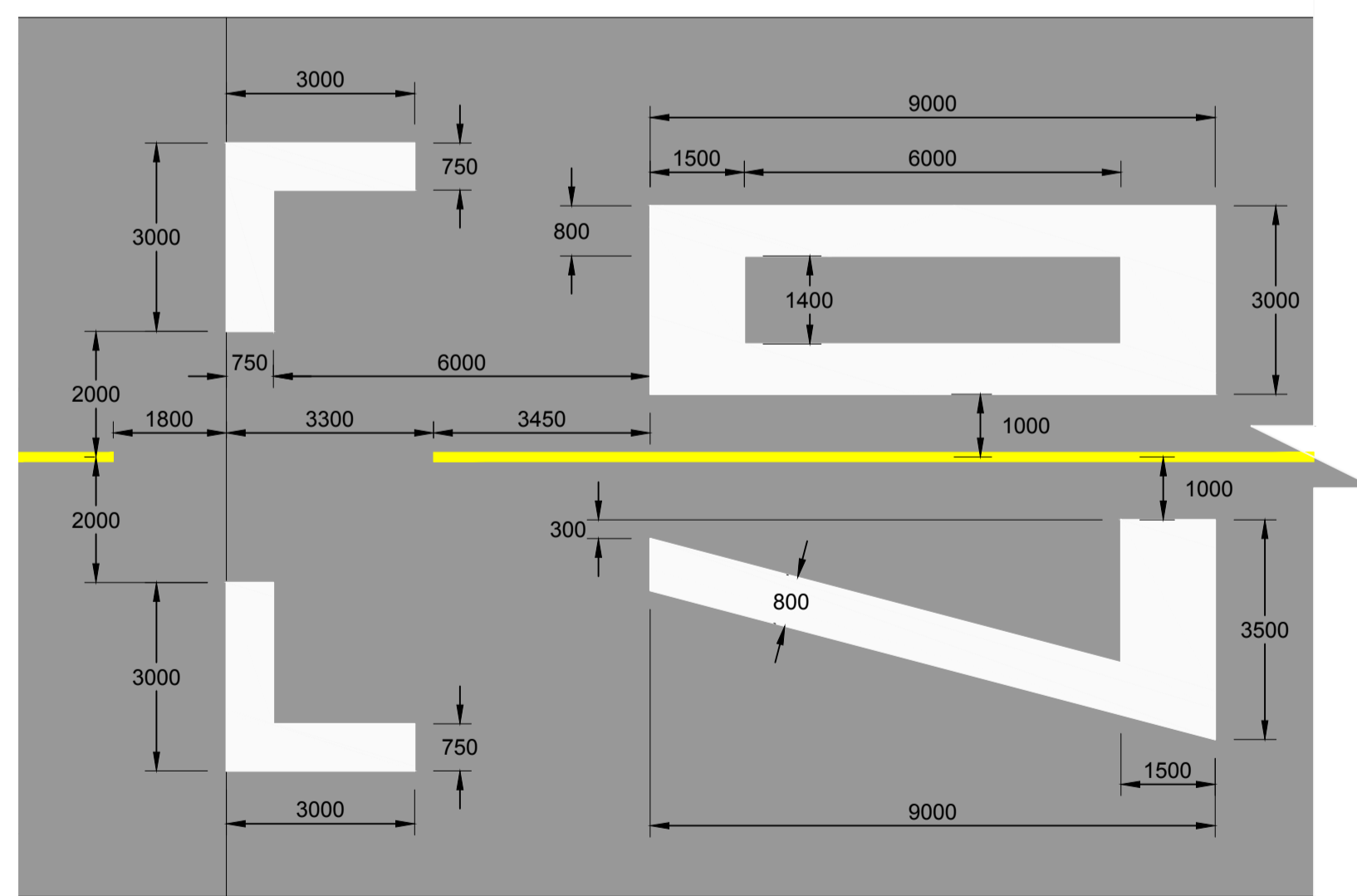
Dwn / Ckd / App: PD / AW / ACEL Status: Preliminary



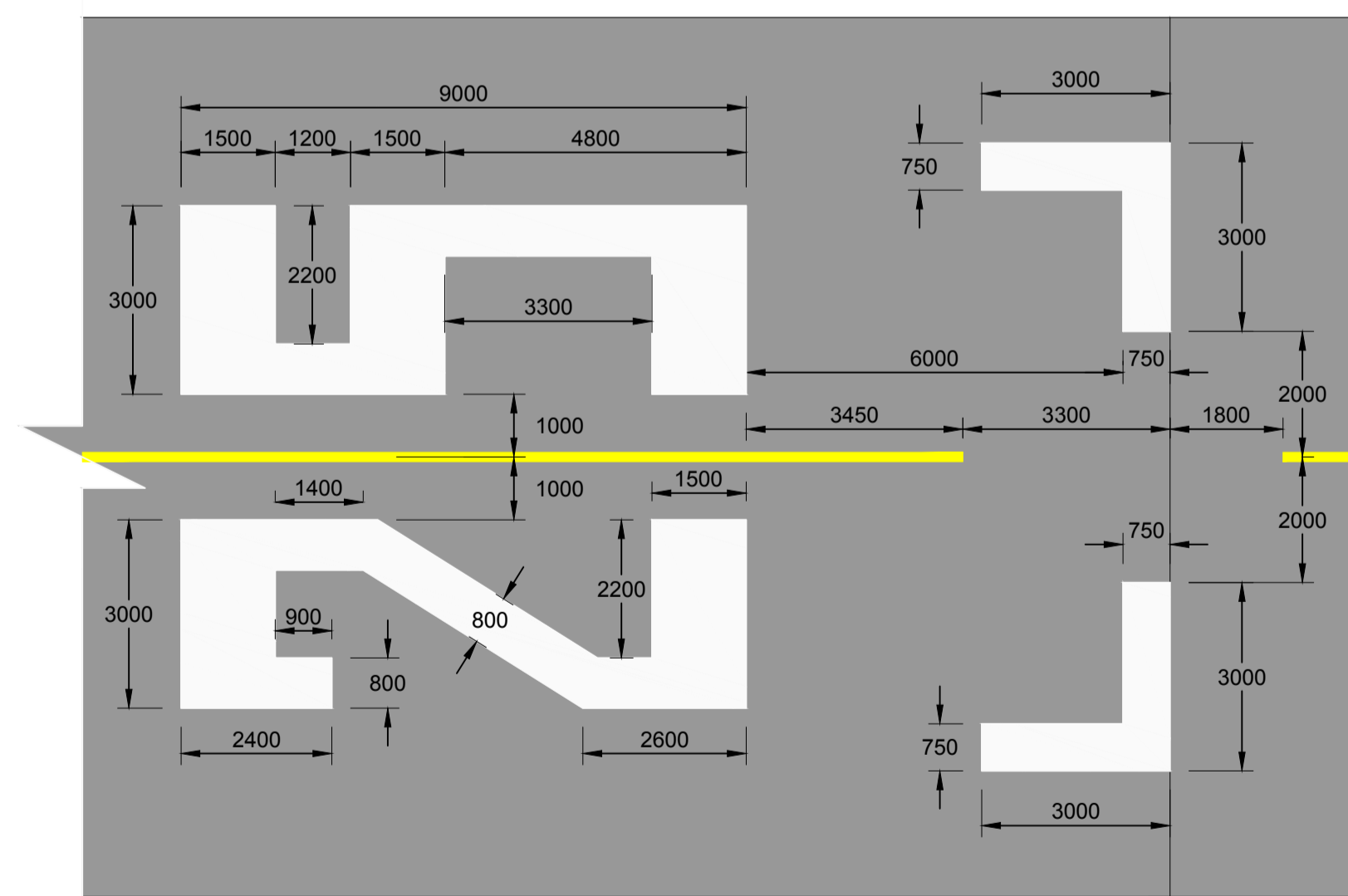
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Detail A - Pattern A Runway Hold Marking Scale 1:100




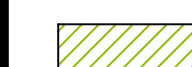




Detail B - Unlicensed Runway Threshold Marking (EASA/CAP 168 Compliant Markings) Scale 1:100

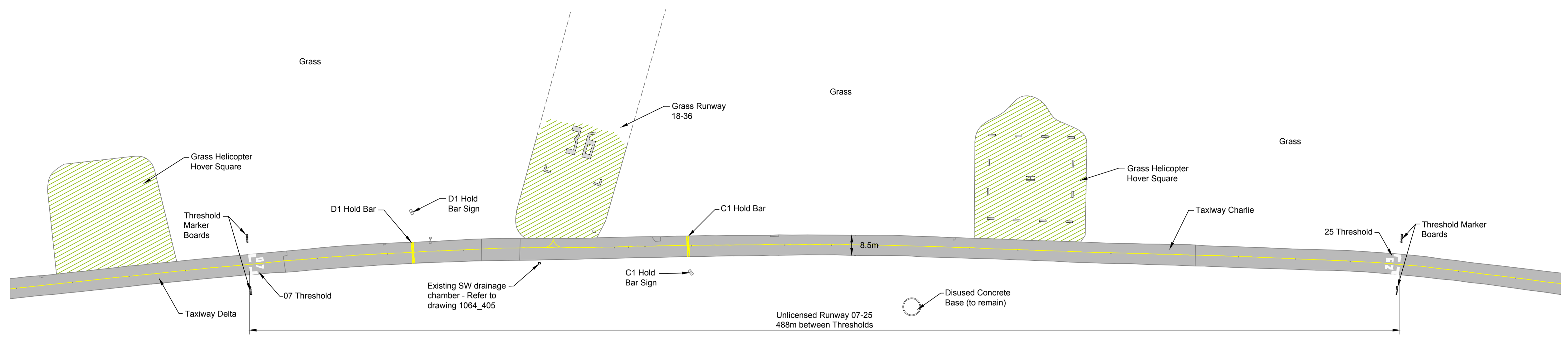


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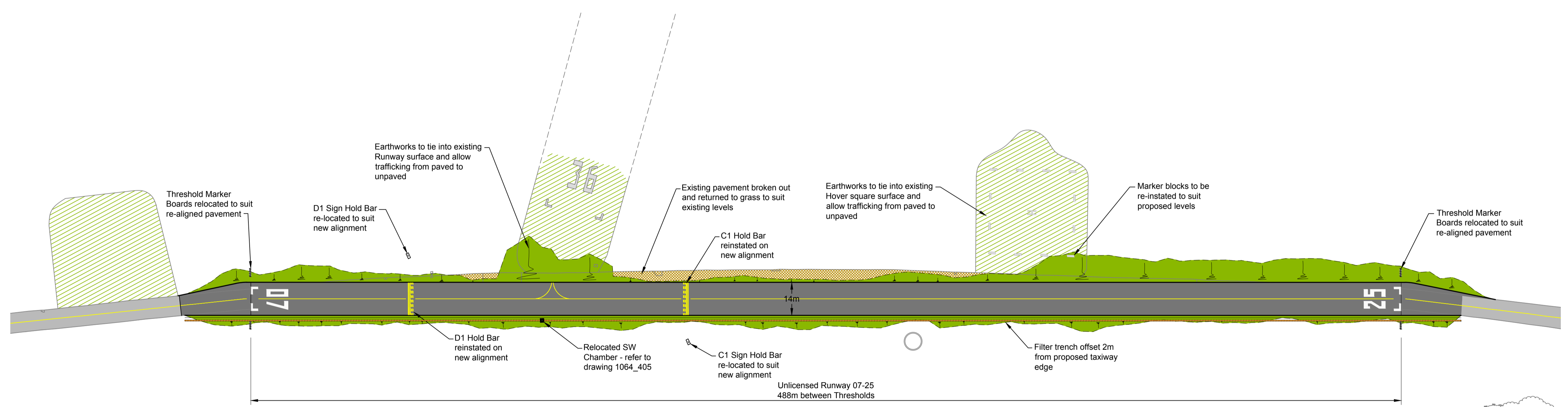
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-  Existing Taxiway Pavement
-  Existing Grass Manoeuvring Areas
-  Proposed Taxiway Pavement
-  Proposed Earthworks
-  Existing Pavement broken out and returned to grass
-  Filter Drain & Soakaway



Existing General Arrangement  
Scale 1:1000



Proposed General Arrangement  
Scale 1:1000

**FINAL ISSUE**

B	Status upgraded to Final Issue	22.01.16
A	Filter drain location clarified. Existing and relocated SW chambers noted.	05.10.15
Rev.	Description	Date

Client:



Project:

**Redhill Aerodrome Taxiway Realignment**

Drawing Title:

**Existing & Proposed General Arrangements**

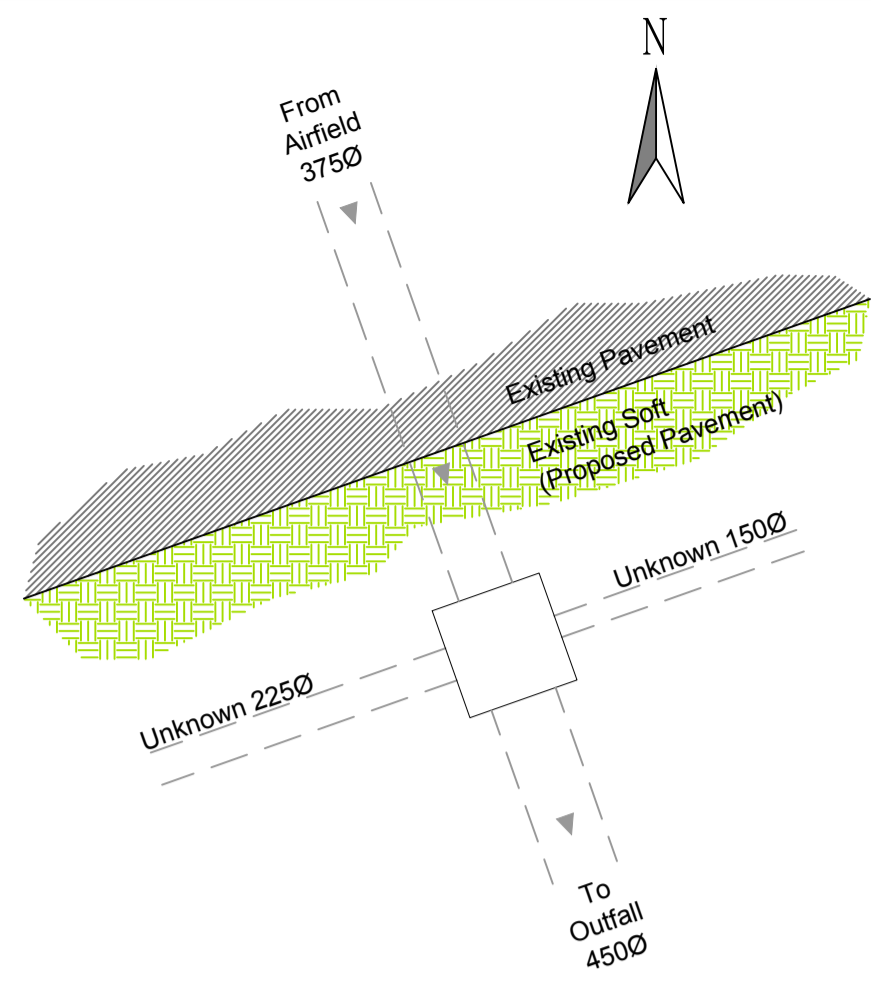
Project No.	Drg No.	Rev.
1064	100	B
Scale	Paper Size	Date
1:1000	A1	30.04.15
Dwn / Ckd / App:	Status:	
PD / AW / ACEL	Preliminary	



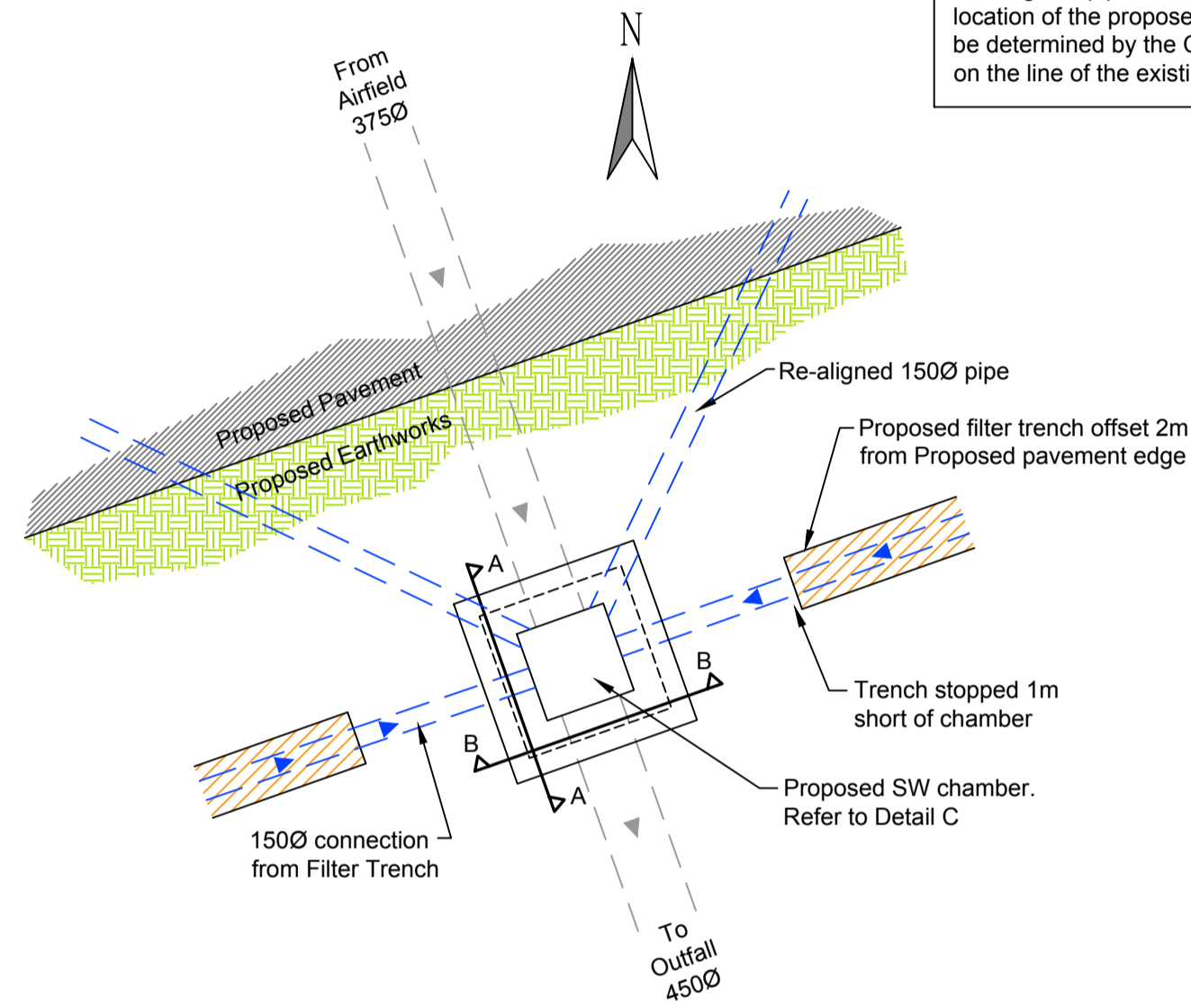
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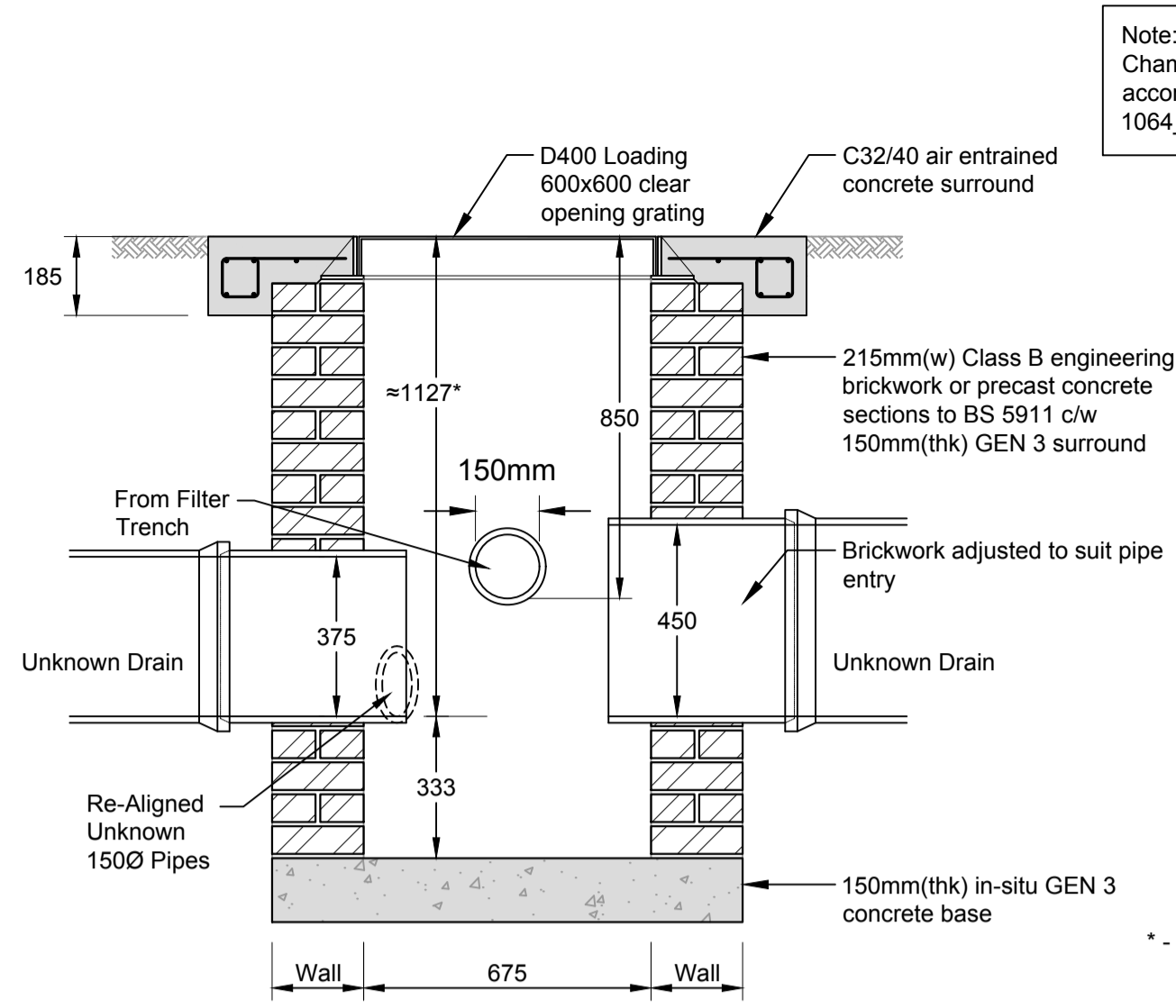


**Detail A**  
Plan on Existing SW Chamber  
Scale 1:50

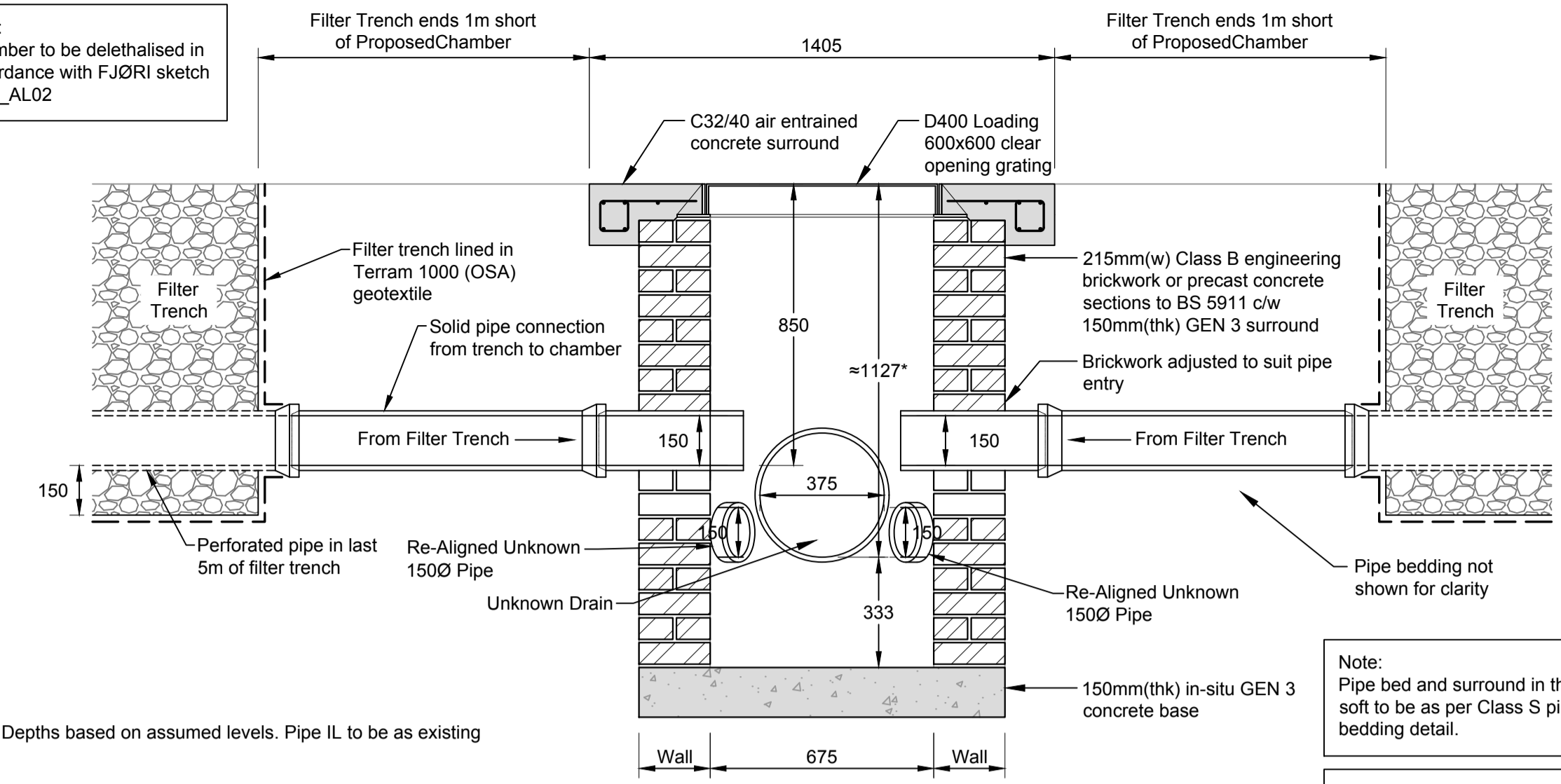


**Detail B**  
Plan on Proposed Replacement SW Chamber  
Scale 1:50

Note:  
Existing SW pipe is uncharted. Final location of the proposed chamber is to be determined by the Contractor based on the line of the existing pipe.



**Section A-A**



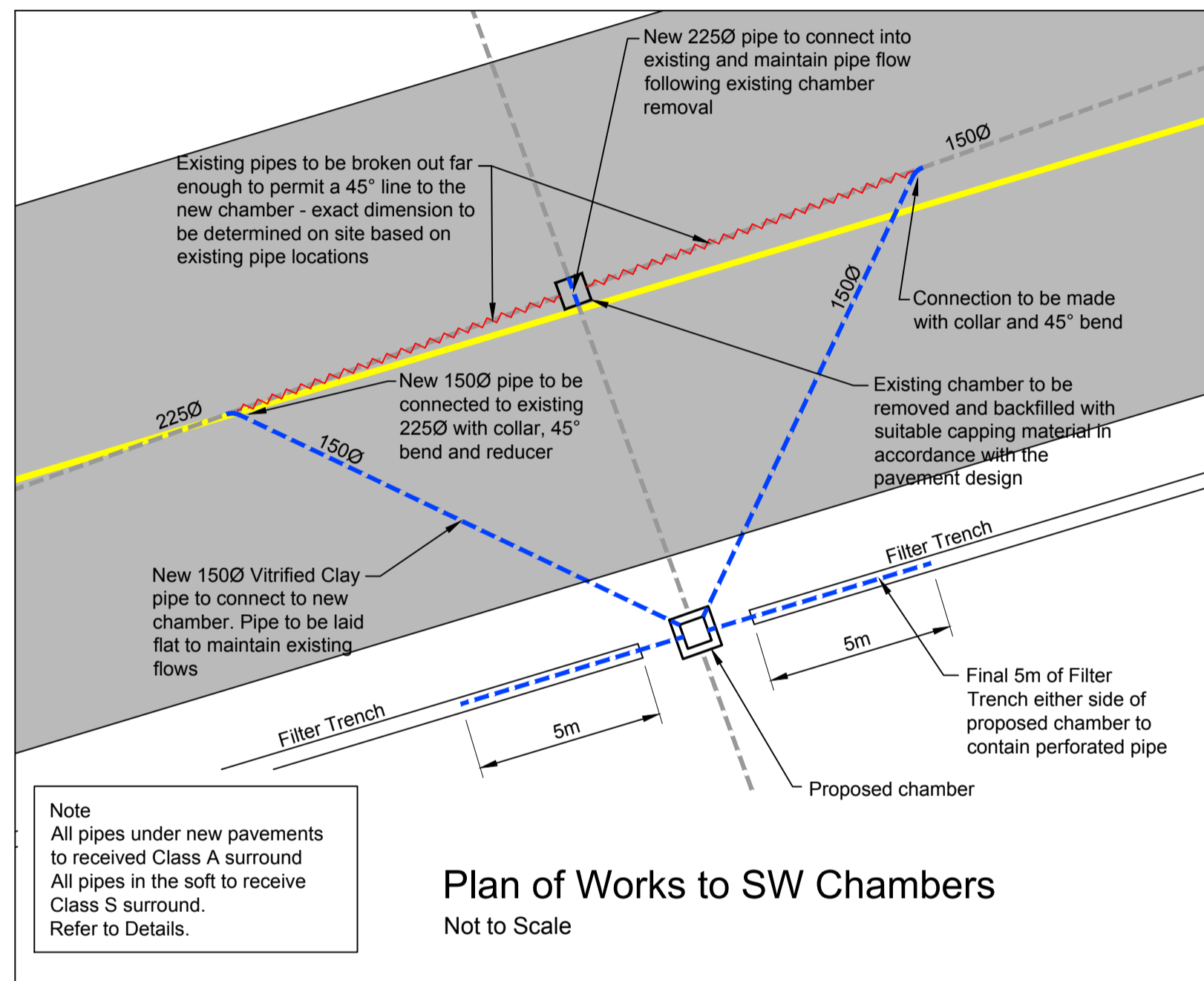
**Section B-B**

**Detail C**  
Typical Chamber Construction Details  
Not to Scale

Note:  
Chamber to be de-lethalised in accordance with FJØRI sketch 1064\_AL02

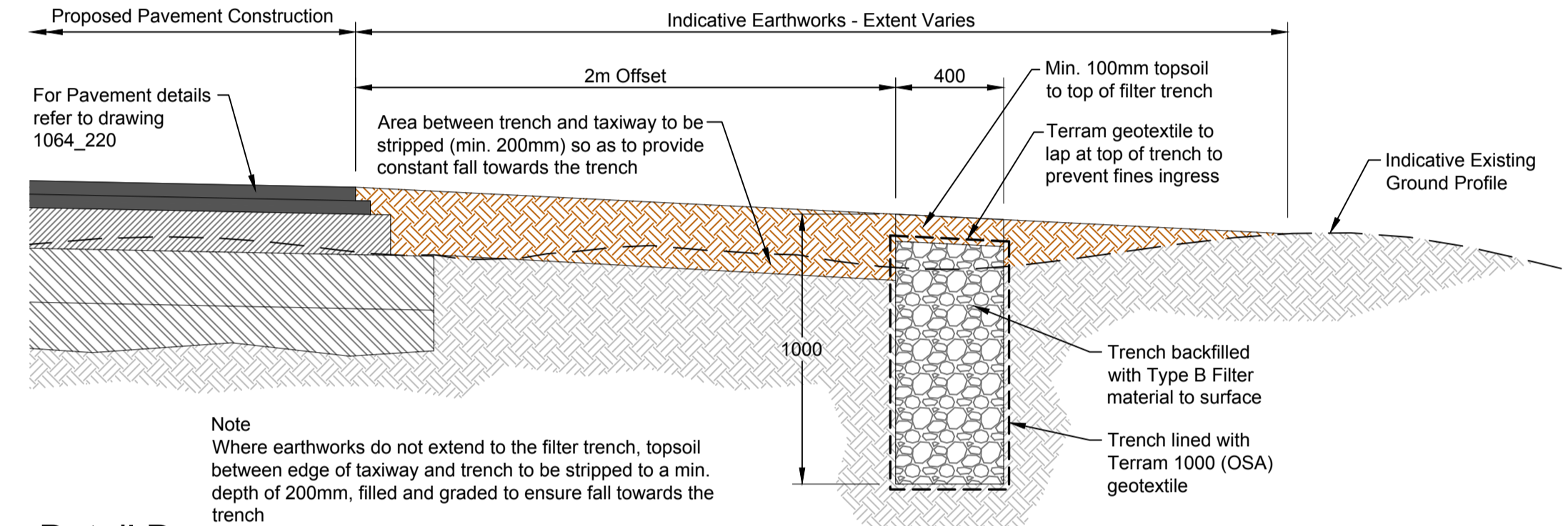
Note:  
Pipe bed and surround in the soft to be as per Class S pipe bedding detail.

Note:  
Pipe bed and surround under pavements to be as per Class A pipe bedding detail.

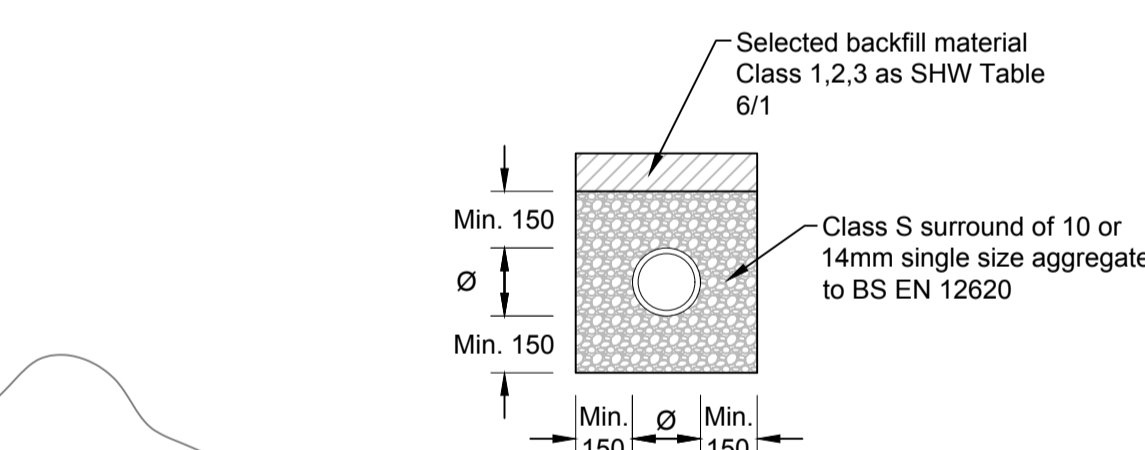


**Plan of Works to SW Chambers**  
Not to Scale

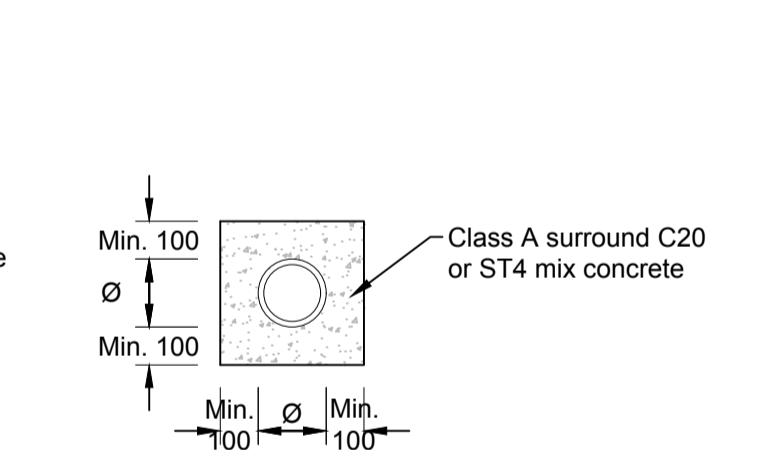
Note:  
All pipes under new pavements to received Class A surround  
All pipes in the soft to receive Class S surround.  
Refer to Details.



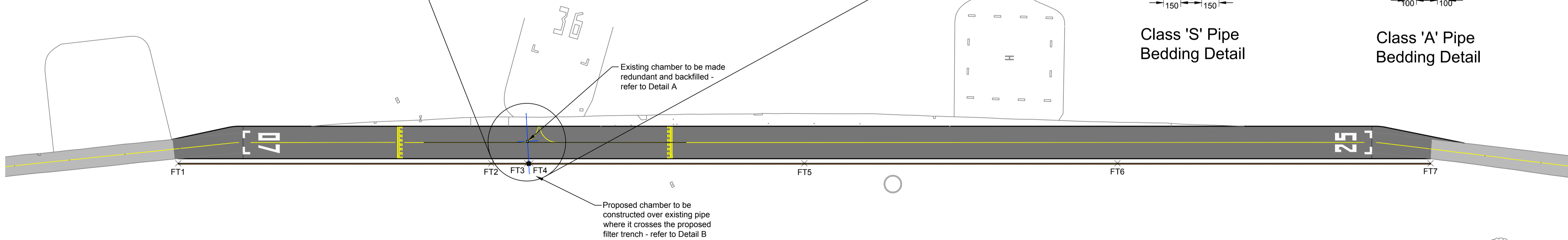
**Detail D**  
Typical Section Through Run Off Filter Trench  
Scale 1:20



**Class 'S' Pipe Bedding Detail**



**Class 'A' Pipe Bedding Detail**



**Filter Trench Setting Out Plan**  
Scale 1:1000

FILTER TRENCH COORDINATES			
REF NO.	EASTING	NORTHING	COMMENTS
FT1	529811.730	147341.058	-
FT2	529941.227	147380.091	-
FT3	529956.048	147384.558	SW Chamber location to be confirmed on site.
FT4	529957.390	147384.962	SW Chamber location to be confirmed on site.
FT5	530070.724	147419.123	-
FT6	530200.222	147458.156	-
FT7	530329.719	147497.188	-

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**FINAL ISSUE**

Rev.	Description	Date
B	Status upgraded to Final Issue	22.01.16
A	Filter drain detail amended.	28.10.15

Client:



Project:  
**Redhill Aerodrome Taxiway Realignment**

Drawing Title:  
**Filter Trench & Drainage Details**

Project No.	Drg No.	Rev.
1064	405	B

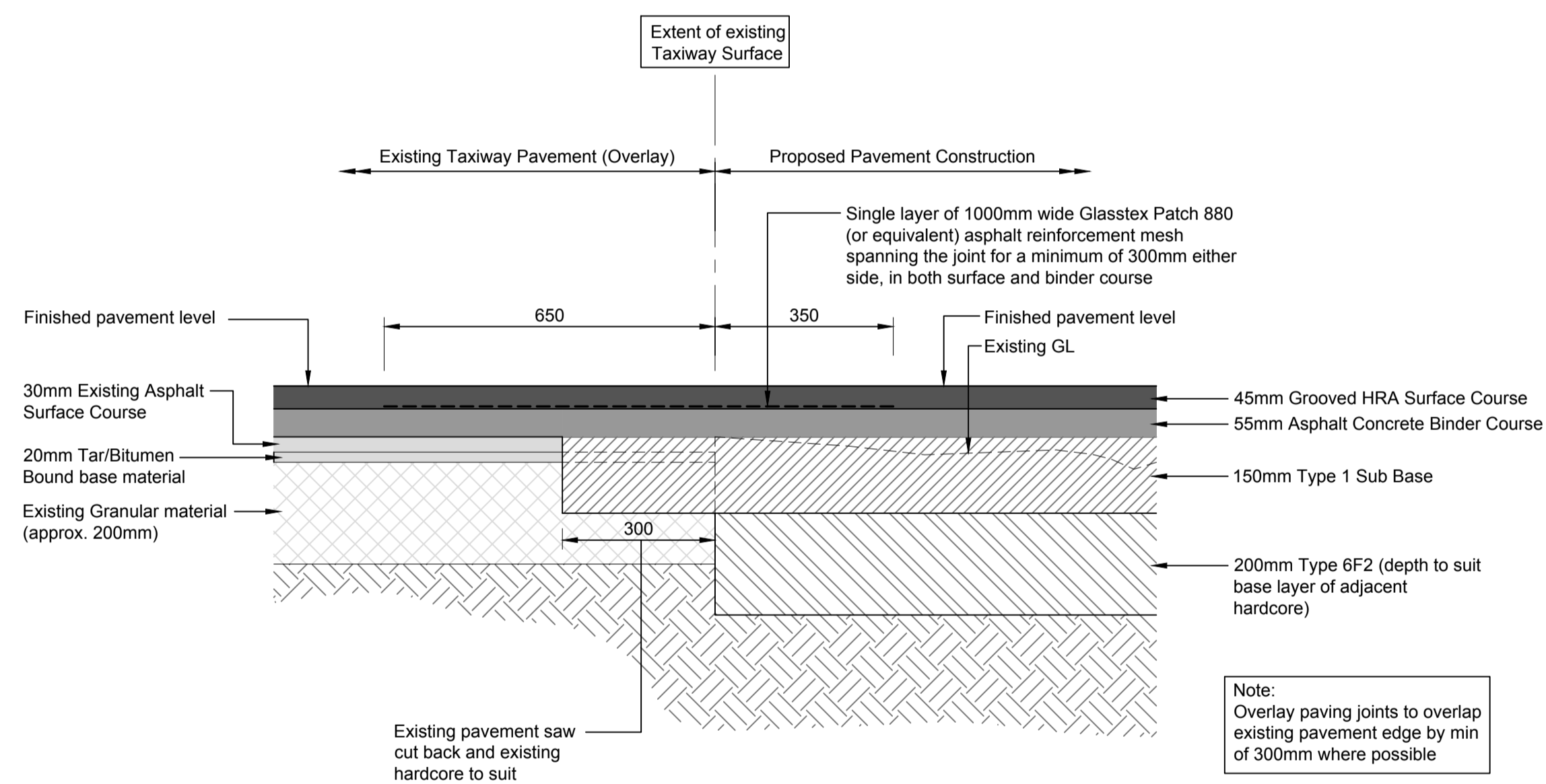
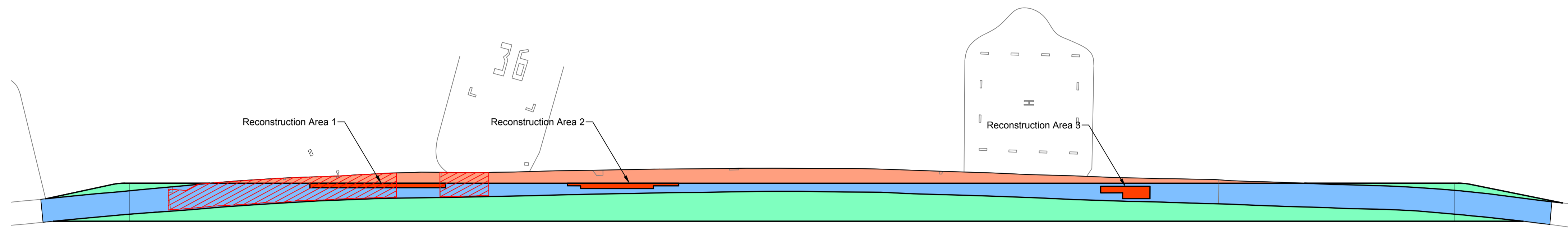
Scale: 1:1000  
Paper Size: A1  
Date: 05.10.15



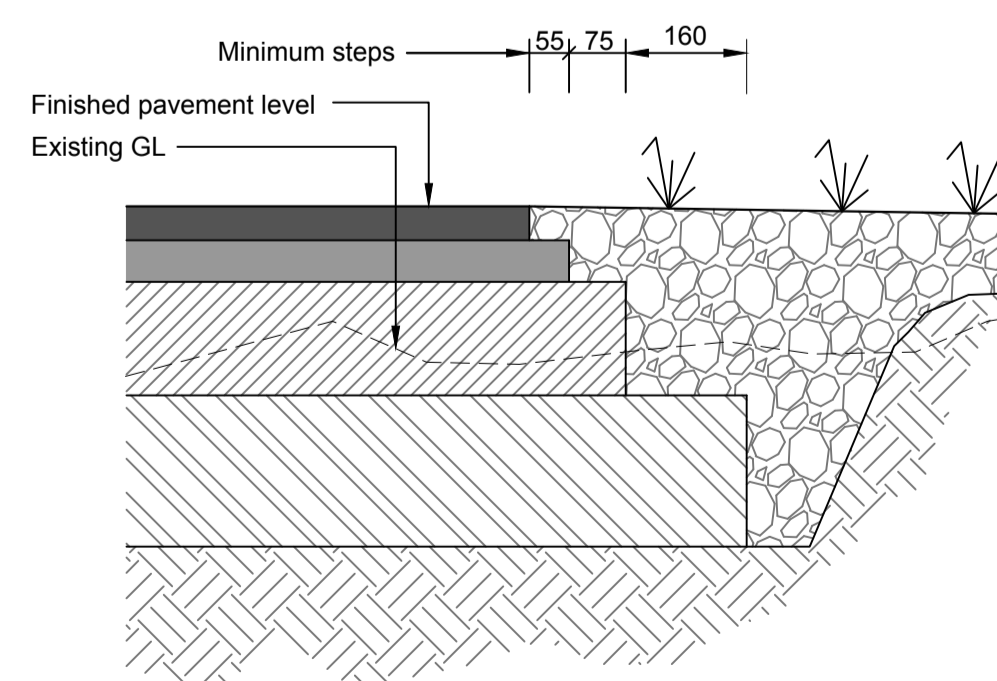
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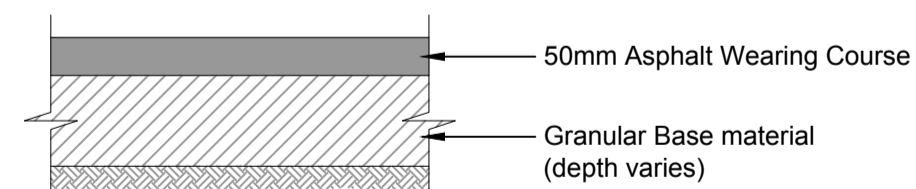
- Key**
- New pavement construction (4,140m<sup>2</sup>):  
45mm Grooved HRA S/C on  
55mm Asphalt Concrete Binder Course on  
150mm Type 1 Sub-base on  
200mm Type 6F2
  - Asphalt overlay (3,245m<sup>2</sup>):  
45mm Grooved HRA S/C on  
55mm Asphalt Concrete Binder Course on  
Asphalt regulating layer
  - Pavement Reconstruction (215m<sup>2</sup>):  
45mm Grooved HRA S/C on  
55mm Asphalt Concrete Binder Course on  
150mm Type 1 Sub-base on  
200mm (min) Type 6F2
  - Existing pavement surface (1,405m<sup>2</sup>) course  
layers to be broken out / removed to hardcore  
layers. Are built up in layers of Type 6F2 with  
topsoil finish. Area to be grassed with  
'Hydroseed' type.
  - Areas of existing pavement (870m<sup>2</sup>) consisting  
of "Tar Bound" materials. Where broken out,  
this material is to be specially disposed of off  
site.



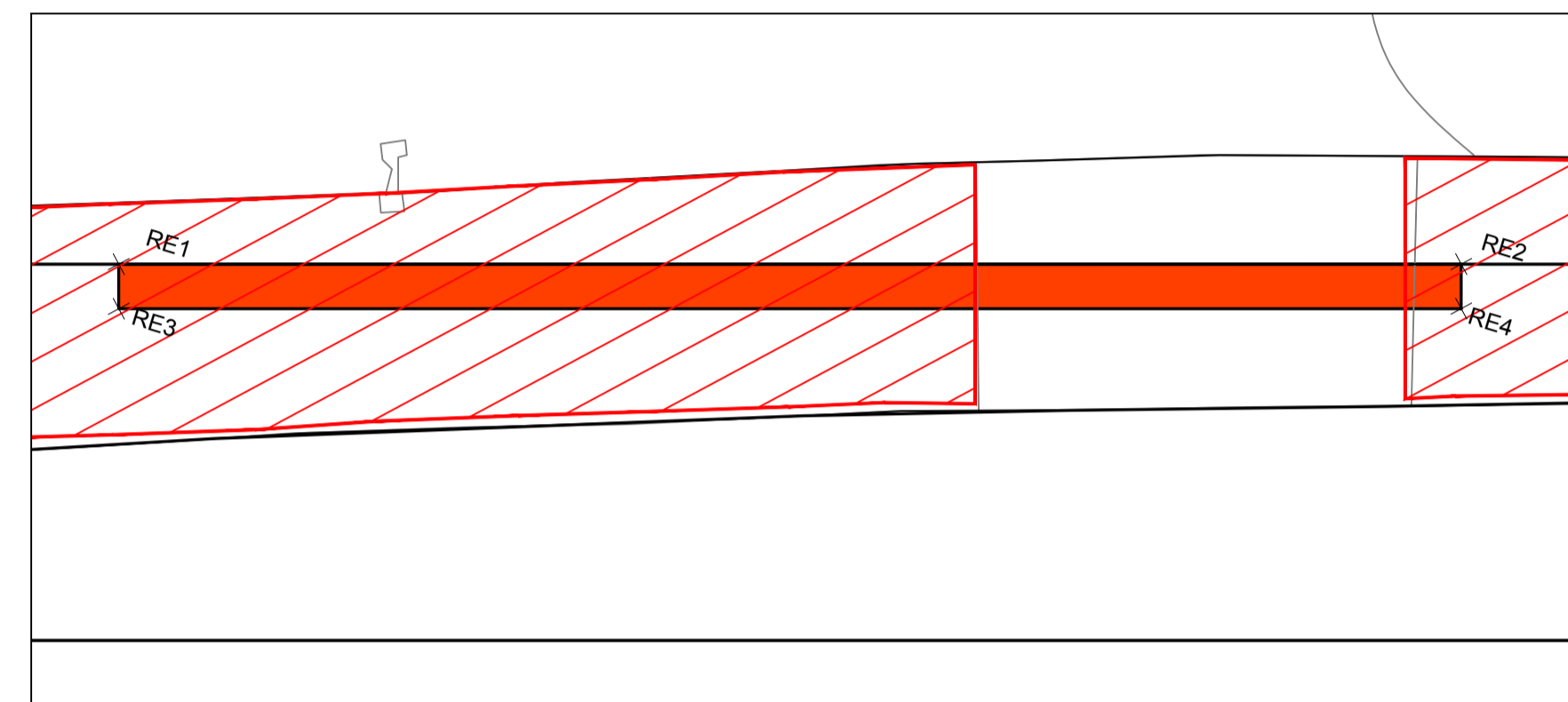
Section Detail At Joint Between Existing Taxiway and Taxiway Widening  
Scale 1:10



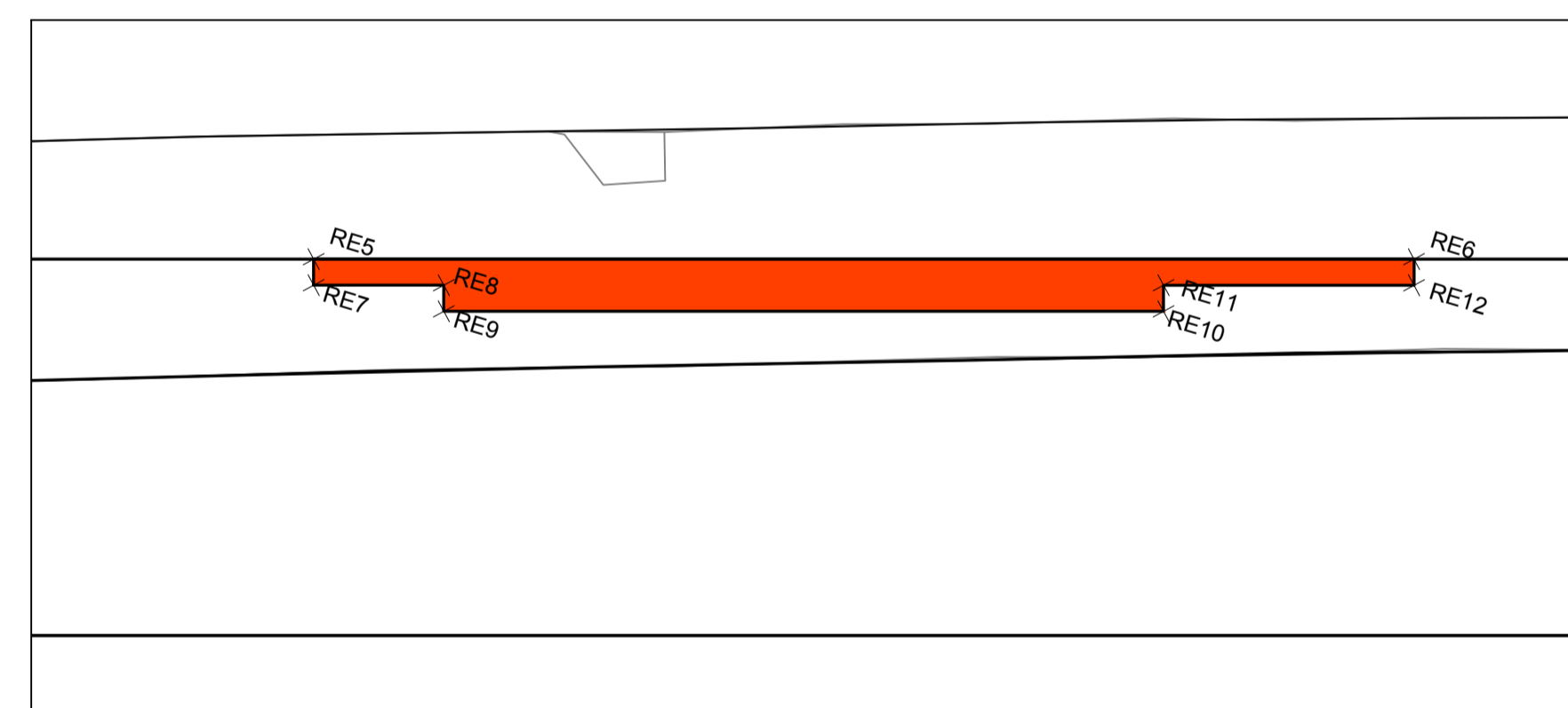
Section at New Taxiway / Pavement Edge  
Scale 1:10



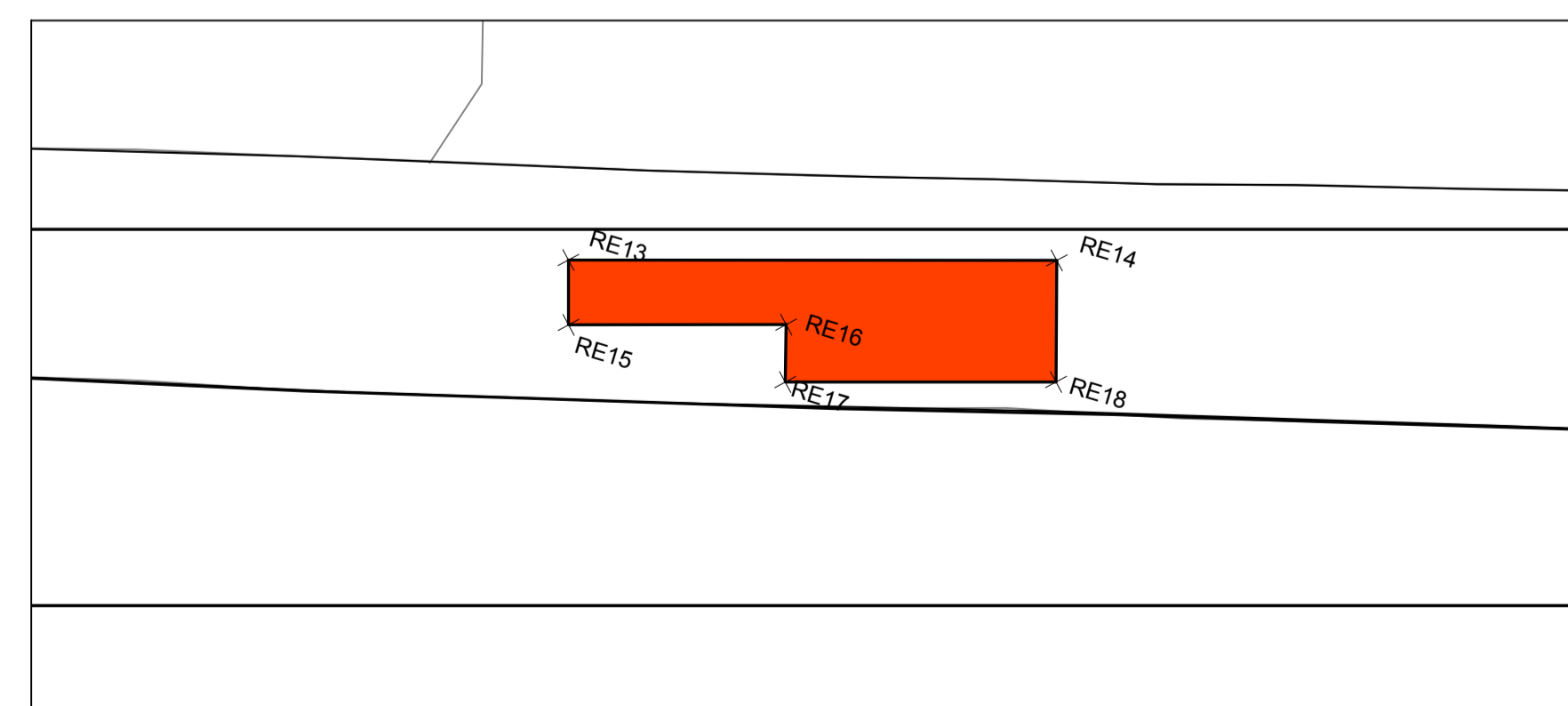
Detail A - Existing Taxiway Pavement  
Scale 1:10



Reconstruction Area 1



Reconstruction Area 2



Reconstruction Area 3

REF NO.	EASTING	NORTHING
RE1	529897.544	147383.635
RE2	529945.358	147398.050
RE3	529898.022	147382.047
RE4	529945.837	147396.462
RE5	529988.307	147410.993
RE6	530027.502	147422.806
RE7	529988.587	147410.066
RE8	529993.222	147411.463
RE9	529993.502	147410.533
RE10	530019.137	147418.257
RE11	530018.857	147419.187
RE12	530027.782	147421.876
RE13	530176.530	147466.532
RE14	530193.927	147471.761
RE15	530177.229	147464.225
RE16	530184.976	147466.571
RE17	530185.561	147464.515
RE18	530195.206	147467.425

NOTE  
For Setting Out coordinates  
refer to schedule 1064\_907.

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**FINAL ISSUE**

Rev.	Description	Date
B	Status upgraded to Final Issue	22.01.16
A	Drawing revised to Construction. Reconstruction areas revised following pavement level adjustments. Coordinates for reconstruction areas added. Pavement areas added to key.	09.10.15

Client:



Project:

**Redhill Aerodrome  
Taxiway Realignment**

Drawing Title:

**Proposed Pavement Types & Details**

Project No.	Drg No.	Rev.
1064	220	B
Scale	Paper Size	Date
	A1	15.05.15
Dwn / Ckd / App:	Status:	
PD / AW / ACEL	Construction	




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# Agenda Item 7

Planning Committee  
17 March 2021

Agenda Item: 7  
20/02824/F

 <b>Reigate &amp; Banstead</b> BOROUGH COUNCIL Banstead   Horley   Redhill   Reigate	<b>TO:</b>	PLANNING COMMITTEE	
	<b>DATE:</b>	17 March 2021	
	<b>REPORT OF:</b>	HEAD OF PLANNING	
	<b>AUTHOR:</b>	Michael Parker	
	<b>TELEPHONE:</b>	01737 276339	
	<b>EMAIL:</b>	Michael.parker@reigate-banstead.gov.uk	
<b>AGENDA ITEM:</b>	7	<b>WARD:</b>	Redhill East

<b>APPLICATION NUMBER:</b>	20/02824/F	<b>VALID:</b>	29/01/2021
<b>APPLICANT:</b>	Beaufort Homes Ltd	<b>AGENT:</b>	Ka Architectural Ltd
<b>LOCATION:</b>	<b>LITTLE THORNS LONDON ROAD REDHILL SURREY RH1 2JU</b>		
<b>DESCRIPTION:</b>	<b>Demolition of a detached house and garage and construction of three terraced houses with associated parking and landscaping. As amended on 16/02/2021.</b>		
<b>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.</b>			

## SUMMARY

This is a full planning application for the erection of three terraced four bedroom dwellings with associated 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 proposed building is two storeys with accommodation in the roof resulting in the inclusion of three dormer windows on the front roof slope. The front elevation of the terrace dwellings would be set back slightly when compared to the existing dwelling. The footprint of the proposed terrace block would not extend any further south than the existing dwelling, but would extend further north (approximately 2m) and would extend further to the rear by approximately 5.8m. The front elevation would be broadly in line with the western elevation of 1 Holcon Court to the south. According to the submitted Street Elevation and Section drawing the maximum height of the

# Agenda Item 7

Planning Committee  
17 March 2021

Agenda Item: 7  
20/02824/F

proposed terrace dwellings would be approximately 0.8m higher than that of 1-4 Holcon Court. 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 red dentil courses. Vehicular access would continue from London Road with a parking area to the front of the proposed building. A total of 8 parking spaces are proposed, two 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 the recently refused flatted application and the previous appeal decision from 2005, which did find harm to neighbour amenity and this scheme has been significantly 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.

Tree Officer: no objection subject to conditions.

Design and Conservation Officer: no objection subject to conditions.

Neighbourhood Services: advise that the amended plans showing a bin collection point adjacent to the road is acceptable from a refuse collection point of view.

## Representations:

Letters were sent to neighbouring properties on 7 January 2021. Two representations have been received raising the following issues:

Issue	Response
Harm to wildlife habitat	See paragraph 6.32 to 6.34
Hazard to highway safety	See paragraph 6.26 to 6.28
Increase in traffic and congestion	See paragraph 6.26 to 6.28
Loss of/harm to trees, also concern how the retained trees will be maintained in the future	See paragraph 6.29 to 6.31
Loss of private view	Not a material planning consideration
Out of character with surrounding area	See paragraph 6.3 to 6.15
Overbearing relationship	See paragraph 6.17 to 6.25
Overlooking and loss of privacy	See paragraph 6.17 to 6.25
Overshadowing	See paragraph 6.17 to 6.25
Poor design	See paragraph 6.3 to 6.15

## 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.

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- 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;
- Removal of bin store and creation of bin collection area adjacent to the highway. Creation of bin store areas for the three properties
  - 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<br>15/09/2005<br>Appeal dismissed |
| 3.2 | 08/01910/F   | Proposed extension to garage. (Drwg No. 8127 11, 10)  | Approved<br>14/11/2008                    |
| 3.3 | 09/01006/TPO | AMENDED PRUNING SPECIFICATION SEE CONDITIONS. Prune 1 Horse Chestnut and 1 Sycamore tree  | Approved<br>01/09/2009                    |
| 3.4 | 12/00692/TPO | SEE CONDITIONS FOR PRUNING SPECIFICATION. Prune 1 sycamore and 1 norway maple.  | Approved<br>07/06/2012                    |

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- |     |              |   |   |
|-----|--------------|---|---|
| 3.5 | 20/00935/TPO | Wellingtonia x 2 (T4 and T5 on site plan) - Fell.   | Refused<br>04/09/2020                       |
| 3.6 | 20/00936/TPO | Horse Chestnut (T2 on site plan) - Fell   | Refused<br>04/09/2020                       |
| 3.7 | 20/02121/TPO | Fell and Treat T1 Oak Tree  | Approved<br>17/11/2020                      |
| 3.8 | 20/00861/F   | Demolition of a detached house and garaging, and construction of a block of 7 no. Apartments including parking and landscaping. As amended on 05/06/2020, 30/06/2020, 27/07/2020, 01/10/2020, 05/10/2020, 05/11/2020, 06/11/2020 and on 06/11/2020. | Refused<br>27/11/2020<br><br>Appeal pending |
- 3.9 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.*
- 3.10 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).
- 3.11 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

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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."

3.12 The application under ref : 20/00861/F was refused for the following reason:

- 1. The proposal, by reason of its height, depth bulk, massing and proximity to the maisonettes at 1 to 8 Holcon Court would appear as a dominant and overbearing structure when viewed from these neighbouring properties, harmful to the residential amenities of their occupants contrary to policy DES1 of the Reigate and Banstead Development Management Plan 2019.*

## **4.0 Proposal and Design Approach**

4.1 This is a full application for the demolition of the detached house and garage and construction of three terraced houses with associated parking and landscaping.

4.2 The three terraced houses would be located at the western end of the site and would face on to London Road. The dwellings would be two storey with accommodation in the roof resulting in the inclusion of three dormer windows on the front roof slope. The front elevation of the terrace dwellings would be set back slightly when compared to the existing dwelling. The footprint of the proposed terrace block would not extend any further south than the existing dwelling, but would extend further north (approximately 2m) and would extend further to the rear by approximately 5.8m. The replacement terrace building would be approximately 1.4m higher than the existing dwelling if you exclude the chimneys (which are in line with the height of the proposed dwellings). The front elevation would be broadly in line with the western elevation of 1 Holcon Court to the south. According to the submitted Street Elevation and Section drawing the maximum height of the proposed terrace dwellings would be approximately 0.8m higher than that of 1-4 Holcon Court. 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 red dentil courses.

4.3 Vehicular access would continue from London Road with a parking area to the front of the proposed building. A total of 8 parking spaces are proposed, 2 for each dwelling and 2 visitor spaces.

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	<p>Paragraph 6.5 of their D&amp;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.</p> <p>Paragraph 6.2 and 6.3 sets out the mixed and varied character of the surrounding area.</p> <p>“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.</p> <p>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.”</p>
Involvement	No evidence is provided that community consultation took place and no pre-application discussions have taken place
Evaluation	The D&A does include analysis of scheme against the refused 2005 application.
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 (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)

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Proposed use	Residential (3 x 4 bed terrace dwellings)
Existing parking spaces	6
Proposed parking spaces	8
Parking standard	6
Number of affordable units	0
Net increase in dwellings	2
Proposed site density	21 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 2002  
Local Distinctiveness Design Guide  
2004  
Emerging Local Character &  
Distinctiveness Design Guide SPD  
2020  
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. 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.

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- 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 terrace building would be taller and deeper than the existing. However the height of the proposed building, as evidenced by the site section drawing, would not be significantly higher than the existing dwelling (approximately 1.4m higher) and neighbouring properties to the south (approximately 0.8m higher than 1-4 Holcon Court), and the proposed building would be similar in width and set back from the road to a similar distance. The depth of the terraced houses at just over 12m would be less than the existing detached garage that is to be demolished and would be significantly less than both of the previously refused flatted schemes. Therefore whilst the proposed terraced block would be larger than the existing dwelling given the distance to the Holcon Court properties, and the removal of the large detached garage, it is not considered that the proposal 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 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 scheme "looks

like a much more modest scheme than before [20/00861/F] so I have no comments from a design viewpoint”.

- 6.9 The materials such as clay plain tiles and hanging tiles and multi-stock bricks and hipped roof form would in keeping with other buildings within the surrounding area. Whilst the side elevations are reasonably deep it is considered that the side elevations are well articulated with the use of tile hanging, brick detailing and fenestrations which help to soften the proposed depth. The proposed front dormer windows would be sufficiently set back from the front elevation and roof to ensure that their would not dominate the roof slope.
- 6.10 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.
- 6.11 The proposal shows 1m high railing to the front of the site. The Council’s Conservation Officer previously advised under application 20/00861/F that these railings should be located behind the front boundary hedge – this can be conditioned. The bin presentation area is out of necessity located close to the front entrance for refuse collections however this only requires an area of hardstanding with no fencing or enclosure limiting its visual impact. A condition is recommended to secure appropriate design and materials cycle storage.
- 6.12 As such overall it is considered that whilst the proposed building would be larger than the existing dwelling due to the factors set out above it would not result in unacceptable harm to the character and scale of the site and surrounding area and 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, each house would be provided with 4 bedrooms. In this case, where only 3 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 a mixture of flatted schemes and two storey dwellings which contain between 3 and 4 bedrooms (such as the current house on the site), 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

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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. 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 dwelling would benefit from windows which face either east or west with good outlook with the ground floor kitchen dining/living areas having dual aspect. As such the units would provide good levels of sunlight and daylight to the main habitable rooms. The dwellings would also benefit from generously sized rear gardens.
- 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 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

- 6.17 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 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.
- 6.19 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 significant differences between the current proposal and recently refused scheme 20/00861/F.

- The building is now for a two storey row of terrace dwellings located solely on the western part of the site
- There would be no south facing habitable windows
- Whilst the height of the building at approximately 9m high would be slightly higher (8.6m) and the distance away from 1-4 Holcon Court would be slightly closer (closest element 15.8m compared to 16.2m) the depth of

the building has been significantly reduced to approximately 12.5m compared to 24m under the 2020 scheme.

- As a result the rear most element would be significantly further away from no. 5 and 6 Holcon Court at approximately 17m to 25m compared to 14.2m to 17.9m under the 2020 scheme

- 6.20 The changes in the relationship with 1-4 Holcon Court does, in the view of officers, would be acceptable. In terms of overbearing impact whilst the proposed building would have a slightly higher maximum ridge height and larger depth than the existing house the rear to side distances of between 15.8 and 17.2m are significant and marginally further away than the existing house. The hipped roof design of the proposed building also ensures that the side wall would be no higher than the height of the side gable of the existing house. The proposal would not extend significantly past the eastern side of 1-2 Holcon Court with part of the depth of the proposed building being single storey reducing the impact. The proposal would also result in the removal of the detached garage which is a significant size and right up against the southern boundary. Taking all these above factors in to account it is considered that the proposal would be acceptable in terms of overbearing and overshadowing impacts.
- 6.21 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 the section drawing indicating that there is likely to still be sufficient light to 1-6 Holcon Court.
- 6.22 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.
- 6.23 In terms of loss of privacy there would only be one south facing window at first floor level or above. The window would serve a bathroom and can be conditioned to be obscure glazed and restricted opening to prevent unacceptable overlooking. The rear (east) facing windows would not directly face towards the rear windows of 1-6 Holcon Court and given the distances to the southern boundary and the rear windows of these properties there is not considered to be an unacceptable loss of privacy.
- 6.24 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 dwellings all have their own access points. To the south of the building would be the rear access points for plots 2 and 3 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 three dwellings 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.

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- 6.25 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

- 6.26 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.
- 6.27 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 2 spaces for each 4 bedroom dwelling. Thus, a total of 6 spaces would be required. In this case, a total of 8 spaces are proposed with two spaces per dwelling and two visitor spaces. Therefore the proposal is providing above the minimum requirements for parking. Cycle storage is not shown on the submitted plans but each dwelling has rear garden access and ample space for cycle storage which can be secured by condition.
- 6.28 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

- 6.29 The Council's Tree Officer made the following comments with regard to the current application:
- 6.30 "This current proposed development involves the demolition of the existing garage and dwelling and the erection of three terraced dwellings. The application has been supported by qualified arboricultural information compiled by the same arboricultural practice who were involved in the previous proposed development which was refused.

This current proposal despite it being much smaller in footprint has a similar impact on the existing trees and landscape, only two low category trees are lost as a result of this proposal - T1 horse Chestnut located to the frontage of the site which is in poor condition with a limited safe useful life expectancy and a group of Lawson cypress detailed G1 in the submitted documents which are categorised as 'U' and would require removal whether development proceeds or not. The loss of T1 can be mitigated with replacement tree planting which will provide long term and continued tree cover in this locality.

As with the previous refused application specialist surfacing and construction techniques will be required for car parking areas, and pedestrian access routes.

Supervision is required in some parts of the demolition and 'key' stage supervision will be required in the installation of the specialist surfacing, these are detailed within submitted arboricultural information which has been



compiled adopting the criteria, advice, guidance and recommendation contained in British Standard 5837:2012 Trees in relation to design, demolition and construction- Recommendations.

The levels of ongoing, qualified arboricultural supervision and frequency are normally set at the pre commencement meeting; however, these are likely to be bi-weekly during the demolition and up to slab level and thereafter on a monthly basis.

Subject to adherence to the Tree Protection measures set out in the submitted arboricultural information and ongoing supervision and monitoring throughout the development period there should be no long lasting or adverse impact on the protected trees both on and adjoining the application site.

One unknown factor is the installation of underground service and drainage routes, whilst these are referred to within the submitted details these matters are normally dealt with and designed at the post development stage and for this reason a 'finalised' AMS and TPP condition will be required this condition will also provide details of the protection measures for demolition and should be compiled in collaboration with the Construction Method Statement. Replacement tree planting and landscaping can be secured through an appropriate condition."

- 6.31 Based on the Tree Officer's comments it is considered that the application would comply with NHE3 subject to compliance with the recommended pre-commencement condition in relation to tree protection and the recommended landscaping condition.

### Impact on Ecology

- 6.32 A preliminary ecological appraisal (PEA) has been submitted with the application. Surrey Wildlife Trust (SWT) considered the report during the assessment of the recently refused application 20/00861/F and were satisfied following the submission of further bat emergence surveys. The additional survey information is included under the PEA submitted with this application.
- 6.33 In summary the site was not considered to support suitable habitats 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 biodiversity enhancement measures are recommended.
- 6.34 Based on the advice from SWT under the last application 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

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- 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 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. Due to the siting and orientation of the proposed dwellings the site would remain private garden to the east and the increase in the number of dwellings on the site will also provide an increased 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 In terms 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. Whilst officers do not consider it necessary to require a method of construction statement by condition Members could request such a condition if they considered it was necessary and reasonable in this case.

## CONDITIONS

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

<b>Plan Type</b>	<b>Reference</b>	<b>Version</b>	<b>Date</b>
Section Plan	2008A / PL 03	A	16.02.2021
Combined Plan	200A / PL 12	A	16.02.2021
Street Scene	2008A / PL 13	A	16.02.2021
Floor Plan	2008 A/ PL 04		16.12.2020
Proposed Plans	2008A / PL 07		16.12.2020
Proposed Plans	2008A / PL 05		16.12.2020
Elevation Plan	2008A / PL 06		16.12.2020
Survey Plan	2008A / PL 08		16.12.2020
Elevation Plan	2008A / PL 10		16.12.2020
Floor Plan	2008A / PL 09		16.12.2020
Proposed Plans	2008A / PL 11		16.12.2020
Elevation Plan	2008A / PL 14		16.12.2020
Location Plan	2008A / PL 01	A	04.01.2021

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 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. A pre-commencement condition is considered necessary because adequate site levels go to the heart of the planning permission.

4. 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.

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

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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 demolition and or groundworks preparation until a detailed, scaled finalised Tree Protection Plan (TPP) and the related finalised Arboricultural Method Statement (AMS) shall be compiled in conjunction with the construction method statement 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 for both phases of development including demolition 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, drainage routes and location of site offices. 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. A pre-commencement condition is considered necessary because adequate tree protection during construction goes to the heart of the planning permission.

6. No development above slab level shall commence on site until a scheme for the soft and hard 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)
  - (h) construction hours
- 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. The bin presentation point and bin storage areas for each dwelling shall be constructed and made ready for use in accordance with the approved plans 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 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

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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. Prior to the first occupation of the development details of covered and secure cycle storage for each dwelling shall be submitted to and agreed in writing by the Local Planning Authority and provided/installed ready for use in accordance with the agreed details. Thereafter the cycle parking/storage 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 each of the proposed dwellings 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, both around and within the site, has been submitted to and approved in writing by the Local Planning Authority. The boundary treatment shall be completed before the first 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.

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

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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 floor window in the south elevation of the development hereby permitted which is shown serve a bathroom 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.org.uk](http://www.firesprinklers.org.uk).



2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions. Further information can be found on the Council website at : [Climate Change Information](#).
  
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](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.

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](http://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

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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](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](http://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. The applicant would need to justify why this is not achievable as part of the submission.

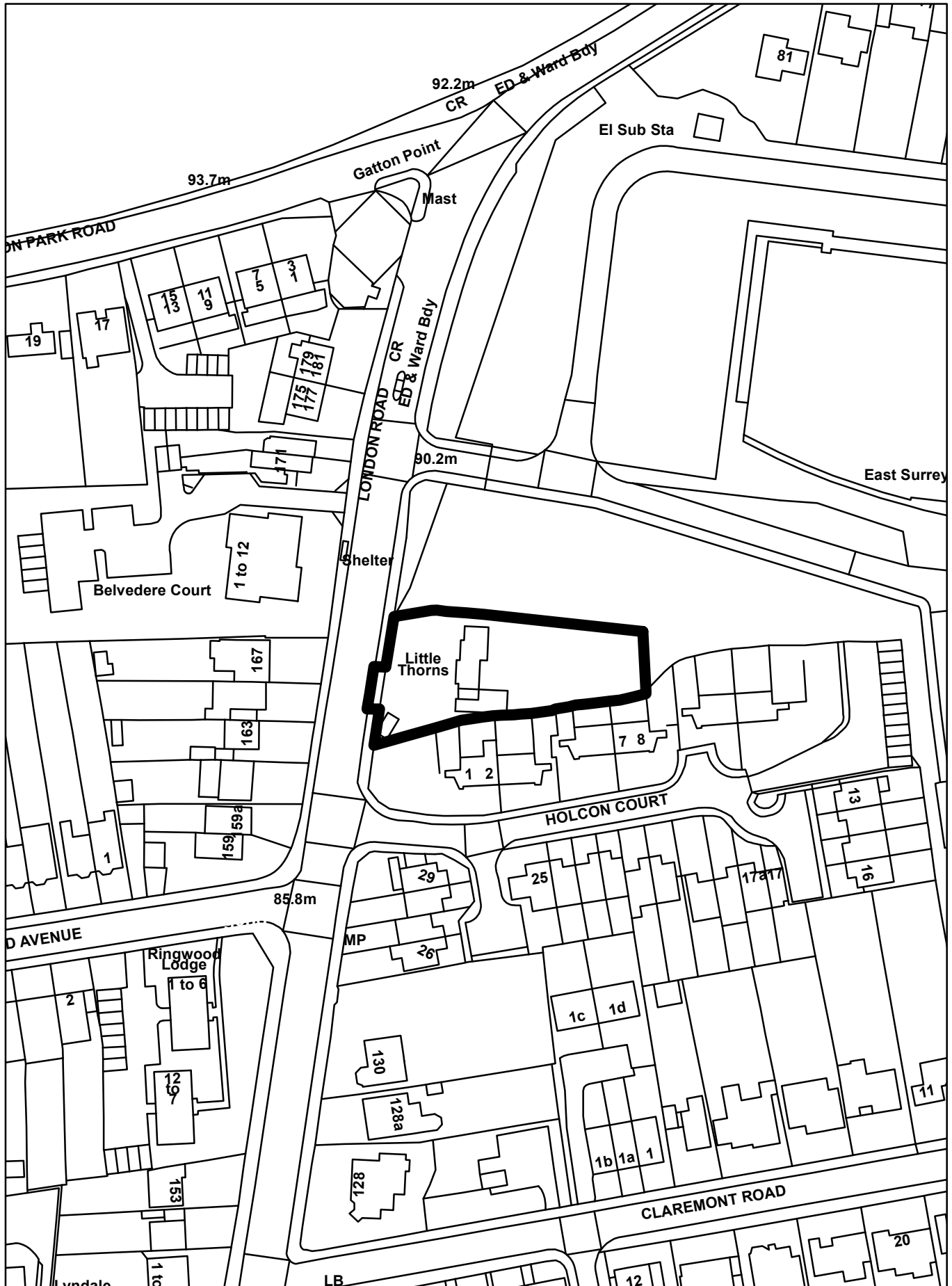
## **REASON FOR PERMISSION**

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.

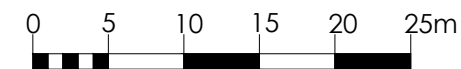
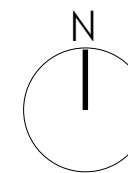
## **Proactive and Positive Statements**

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.

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20/02824/F - Little Thorns, London Road, Redhill



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



Rev	Date	Description

# KAA

KA Architectural Ltd  
kaa1@email.com

Date  
Dec 2020

Scale  
1:500 @ A3

Client  
Beaufort Homes

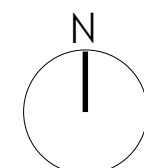
Project  
Little Thorns  
London Road  
Redhill RH1 2JU

Title  
Block Plan

Drawing No  
2008A / PL 02

Agenda Item 7

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



Rev	Date	Description
A	10.2.21	Refuse/recycling details shown

**KAA**

KA Architectural Ltd  
kaa1@email.com

Date  
Dec 2020  
Scale  
1:200 @ A3  
Client

Beaufort Homes

Project  
Little Thorns  
London Road  
Redhill RH1 2JU

Title  
Site Plan  
As Proposed

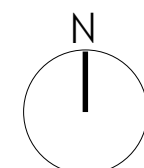
Drawing No  
2008A / PL 03 A

LONDON ROAD

LONDON COURT



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For section see 2008A/PL 13

 Footprint of 2005 scheme

 Footprint of existing house

Rev	Date	Description
A	10.2.21	Dimensions added

**KAA**

KA Architectural Ltd  
kaa1@email.com

Date  
Dec 2020  
Scale  
1:200 @ A3  
Client  
Beaufort Homes

Project  
Little Thorns  
London Road  
Redhill RH1 2JU

Title  
Building Footprint  
Comparison with  
2005 Scheme

Drawing No  
200A / PL 12 A

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115

LONDON ROAD

Pavement

Pavement

1m high railings Hedge

1m high railings Hedge

Bin presentation point

8 spaces

1.8m closeboard fence

1.8m closeboard fence

1.8m closeboard fence

Plot 1

Plot 2

Plot 3

15816

17219

1

2

7

8

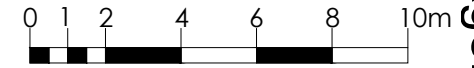
A

A

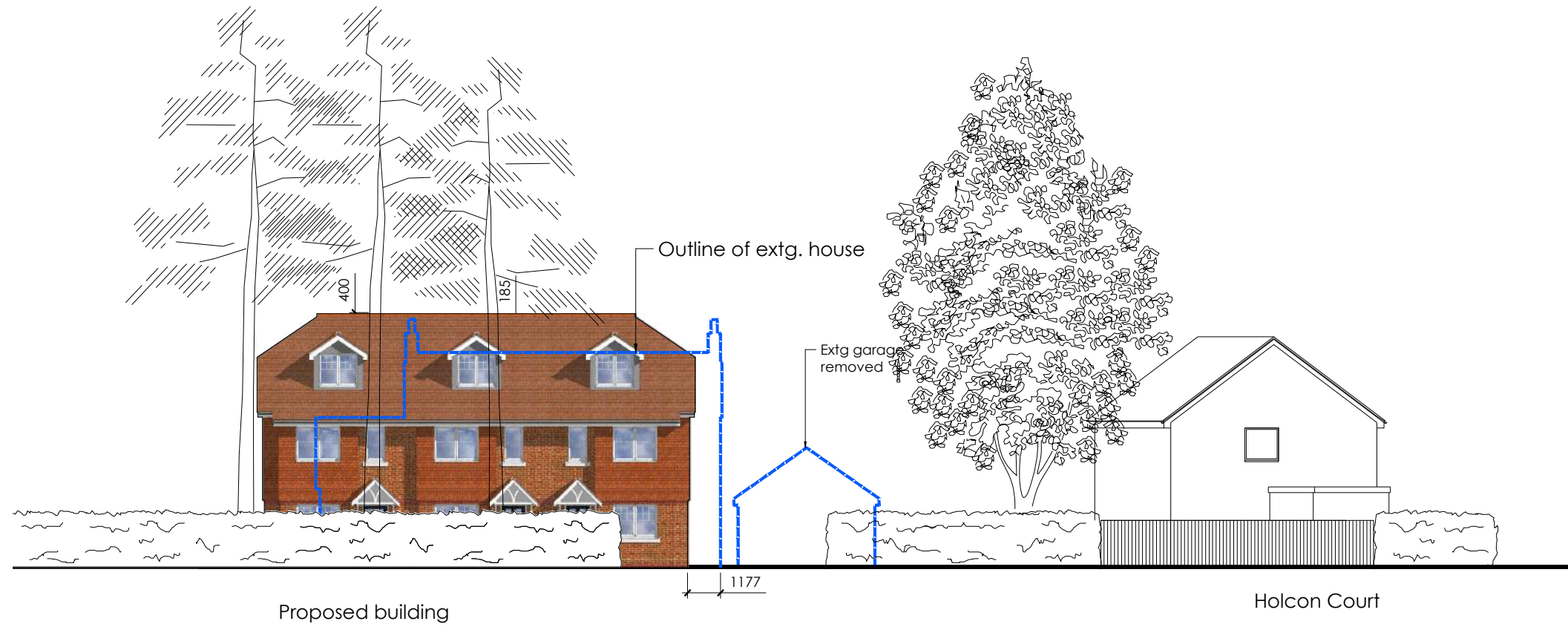
LONDON COURT

# Street Elevation

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

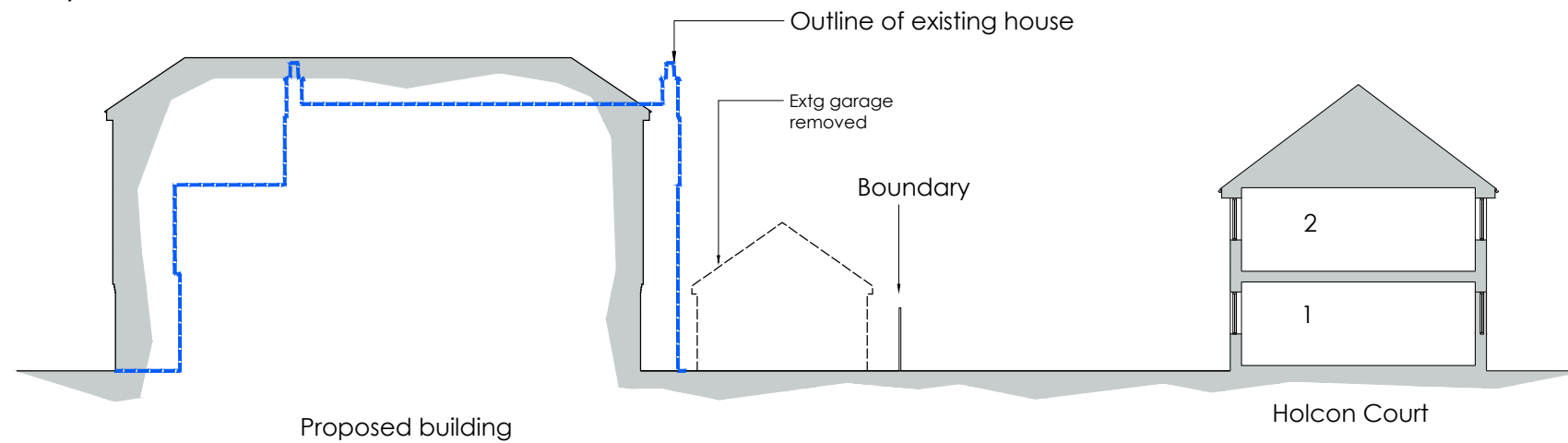


Agenda Item 7



## Section A-A

For section location see drawing 2008A / PL 12



Rev	Date	Description
A	10.2.20	Section added

**KAA**

KA Architectural Ltd  
kaa1@email.com

Date  
Dec 2020

Scale  
1:200 @ A3

Client  
Beaufort Homes

Project  
Little Thorns  
London Road  
Redhill RH1 2JU

Title  
Street Elevation &  
Site Section

Drawing No  
2008A / PL 13 A





117

Rev	Date	Description

**KAA**

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Date  
Dec 2020  
Scale  
NTS  
Client

Beaufort Homes

Project  
Little Thorns  
London Road  
Redhill RH1 2JU

Title  
Perspective View

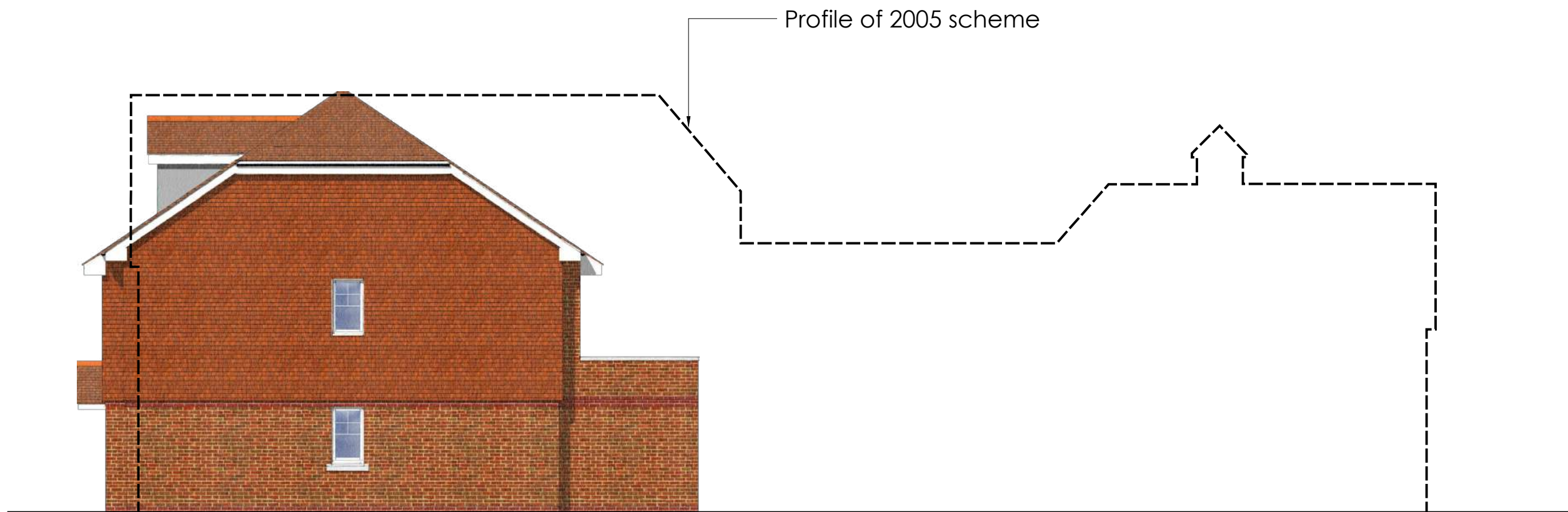
Drawing No  
2008A / PL 07

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Profile of 2005 scheme



118

Rev	Date	Description
A	3.11.20	Dormer added

**KA**

KA Architectural Ltd  
kaa1@email.com

Date  
Apr 2020

Scale  
1:100 @ A3

Client  
Beaufort Homes

Project  
Little Thorns  
London Road  
Redhill RH1 2JU

Title  
South Elevation  
Profile Comparison

Drawing No

2008A / PL 14



West



South



119



North



East



Rev	Date	Description

**KAA**

KA Architectural Ltd  
kaa1@email.com

Date  
Dec 2020

Scale  
1:100 @ A3

Client  
Beaufort Homes

Project  
Little Thorns  
London Road  
Redhill RH1 2JU

Title  
Elevations

Drawing No  
2008A / PL 06

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# Agenda Item 8

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17 March 2021

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 <p><b>Reigate &amp; Banstead</b> BOROUGH COUNCIL Banstead   Horley   Redhill   Reigate</p>	<b>TO:</b>	PLANNING COMMITTEE
	<b>DATE:</b>	17 March 2021
	<b>REPORT OF:</b>	HEAD OF PLANNING
	<b>AUTHOR:</b>	Michael Parker
	<b>TELEPHONE:</b>	01737 276339
	<b>EMAIL:</b>	Michael.parker@reigate-banstead.gov.uk
<b>AGENDA ITEM:</b>	8	<b>WARD:</b> NORK

<b>APPLICATION NUMBER:</b>	20/00315/F	<b>VALID:</b>	15/03/2020
<b>APPLICANT:</b>	Nuro Homes Limited	<b>AGENT:</b>	Product 2 Architecture & Planning
<b>LOCATION:</b>	<b>34 BRIGHTON ROAD BANSTEAD SURREY SM7 1BS</b>		
<b>DESCRIPTION:</b>	<b>Demolition of existing surgery with the erection of 4 x 4 bedroom 3 storey houses. As amended on 20/04/2020, 05/02/2021, 10/02/2021 and on 15/02/2021.</b>		
<b>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.</b>			

## SUMMARY

This is a full planning application for the erection of four, four bedroom three storey dwellings with associated parking and landscaping following the demolition of the existing surgery building.

The site used to be occupied by the Burghwood Clinic: allergy and nutritional medicine, so constituted a community facility for which the loss is considered by Policy INF2 of the Development Management Plan. The surgery is empty and has been marketed without success thus the principle of residential is considered acceptable.

The terraced houses would be located at the eastern end of the site and would face on to Brighton Road. The dwellings would be two storey with accommodation in the roof resulting in the inclusion of two gables at each end of the terrace and two dormer windows in between the gables on the front elevation. Each dwelling would have a front bay window. The front elevation of the terrace dwellings would be set back slightly when compared to the existing building. The footprint of the proposed terrace block would be similar to the width of the existing building, it would be located slightly closer to the neighbouring property no.32 but would still maintain a gap of 4.2m and would be located further away from the Wessex Garage Doors building to the south. The building is of a traditional design with gable and pitched roofs and would be finished in facing brickwork and red clat roof tiles to match those of the neighbouring residential developments.

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Vehicular access would continue from Brighton Road with two parking areas to the front of the proposed building. A total of 8 parking spaces are proposed, 2 for each dwelling.

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 Brighton 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.

The proposal would provide 8 parking spaces for the 4 dwellings, so would not fully comply with the DMP parking standard, being 2 spaces short. However, it is concluded that this shortfall of spaces is acceptable in this case given the location of the site close to the medium accessibility area, just across the road, and due to confirmation from Surrey County Council that any potential demand for off site parking could be accommodated on the adjacent highway ensuring that the proposal would not result in unacceptable levels of on-street parking demand in existing streets. The slipway on which the site is located does appear to have capacity to accommodate additional vehicles as and when required.

Subject to conditions, the proposal would be acceptable with regard to the impact on trees, ecology and sustainable construction.

The proposals would therefore make efficient use of this previously developed site for new housing without resulting in unacceptable harm to the site or surrounding area and as such there is no reason to refuse the application.

## **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.

Tree Officer: no objection subject to conditions.

Neighbourhood Services: advise that collection would be through individual bin sets presented on/adjacent to the highway pavement for collection. Bin storage for each property would need to be provided for each dwelling instead of a bin store. The amended plans showing a bin collection point adjacent to the road is acceptable from a refuse collection point of view.

## Representations:

Letters were sent to neighbouring properties on 6 March 2020 and subsequently on 11 February 2021. Two representations have been received raising the following issues:

Issue	Response
Quantum of development – out of keeping with surroundings	See paragraph 6.10 to 6.19
Inadequate parking	See paragraph 6.25 to 6.35
Increase in traffic and congestion	See paragraph 6.25 to 6.35
Concern regarding how the retained trees will be maintained/retained in the future	See paragraph 6.36 to 6.38
Concern regarding the retention of pillars that support access gates to nos 36 and 36a	The proposed plans show the retention of the pillars for the entrances gates. Any damage to these pillars following the removal of the garage would be a private matter between parties.
Drainage in area in poor condition	See paragraph 6.44

## 1.0 Site and Character Appraisal

1.1 The site is on the western side of Brighton Road, to the west of Banstead. The site is currently occupied by a single detached building which was last used as a surgery – the Burghwood Clinic. The site has an existing access and area of hardstanding to the front. To the rear of the site is a garden area with a number of trees, although none are protected trees. The site is designated as Urban Area.

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- 1.2 The locality is mainly residential with the site bordering residential development to the north and west. However, there are also a mixture of other uses within the vicinity. To the south is a mixture of uses with commercial directly to the south (Wessex Garage Doors) and to the south west both residential and community uses (Banstead District Girlguiding Headquarters). Across the road to the east is a car dealership. The area therefore has a mixed character of commercial/community type buildings and residential properties of various sizes, ages, and styles. There have been a number of recent residential developments to the north of the site including:
- 1.3 30 & 32 Brighton Road, Banstead (Planning Application Ref: 10/00417/F) - Demolition of number 32 Brighton Road and construction of 6 no. semidetached dwellings in the land of no. 32 and land to the rear of no. 30 Brighton Road; and
- 1.4 22 -28 Brighton Road, Banstead (Planning Application Ref: 12/00350/S73) - Erection of 24 x 2-bedroom flats (within 3 x 2 1/2 storey buildings) with associated car parking and amenity space

## 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;
- Minor amendments to the fenestration at the roof level and minor changes to the design of the front elevations.
  - Additional highway information and changes to parking layout to front of the site.
  - Additional marketing 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

## 3.0 Relevant Planning and Enforcement History

- |     |            |  |   |
|-----|------------|--|---|
| 3.1 | 01/01576/F | Erection of 2 no. 4 bedroom detached dwellings (Drawing numbers 2042/004 Rev A, 2042/005 Rev C and 2042/006 Rev A) | Refused<br>17/07/2002<br>Appeal allowed<br>06/02/2003 |
|-----|------------|--|---|



## 4.0 Proposal and Design Approach

- 4.1 This is a full application for the demolition of the existing surgery building and construction of four terraced, four bedroom houses with associated parking and landscaping.
- 4.2 The terraced houses would be located at the eastern end of the site and would face on to Brighton Road. The dwellings would be two storey with accommodation in the roof resulting in the inclusion of two gables at each end of the terrace and two dormer windows in between the gables on the front elevation. Each dwelling would have a front bay window. The front elevation of the terrace dwellings would be set back slightly when compared to the existing building. The footprint of the proposed terrace block would be similar to the width of the existing building, it would be located slightly closer to the neighbouring property no.32 but would still maintain a gap of 4.2m and would be located further away from the Wessex Garage Doors building to the south. The terrace would be set back behind the front building lines of both of the neighbouring buildings but would extend beyond the rear elevation of both. The building is of a traditional design with gable and pitched roofs and would be finished in facing brickwork and red clat roof tiles to match those of the neighbouring residential developments.
- 4.3 Vehicular access would continue from Brighton Road with two parking areas to the front of the proposed building. A total of 8 parking spaces are proposed, 2 for each dwelling.
- 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	<p>Under the Site History section it states:</p> <p>“The existing property provides a D1 usage at ground &amp; first floor levels contained within the volume of a pitched roof. Parking to the site is located to the front of the property with the frontage onto Brighton Road. To the south of the unit, a semidetached single storey garages exists.</p> <p>The existing property is located almost centrally on the plot along a similar building line as the properties to the north, however the property is not in keeping with the character of the neighbouring plots. These consist of</p>
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	residential dwellings with brown/red clay tiled pitched roofs, smaller gardens and associated driveways.
Involvement	No evidence is provided that community consultation took place and no pre-application discussions have taken place
Evaluation	<p>The D&amp;A sets a number of design objectives that the proposals should aim to do:</p> <ol style="list-style-type: none"> <li>1. Retain as many existing trees and boundary fences as possible in order to retain the privacy of neighbours and character of the site and to preserve the visual qualities of the locality.</li> <li>2. Maintain the built quality of the locality by enlarging &amp; introducing new dwellings with well-proportioned and balanced homes, proportional to the sites setting and in character and context with those of existing.</li> <li>3. Maintain landscaped private recreational space to the rear of the properties through hard landscaping, introducing the use of patio areas.</li> <li>4. Ensure that all existing trees, boundary fences and plantings, designed to be retained, are adequately protected before any demolition works or building operations commence.</li> <li>5. Ensure that highway safety is maintained and that road users, members of the public are not placed at risk from building operations or unduly inconvenienced.</li> <li>6. Not to damage the privacy, amenity or security of adjoining properties.</li> <li>7. Ensure the continued wildlife and wildlife habitation within the site.</li> </ol>
Design	<p>The D&amp;A states the following:</p> <p>Use: The building line and elevation has been designed to respect the natural line with the neighbouring property (No.32) and therefore has no adverse impact on the outlook of either property or the new dwelling.</p> <p>Amount: The number of dwellings proposed reflects the available space whilst respecting amenity levels.</p> <p>The proposed development sits comfortably upon the application site, whilst maintaining substantial amenity for the proposed dwellings.</p> <p>The siting of the proposed dwellings in addition to the existing trees &amp; hedging, will ensure no loss of amenity as a result of the proposals.</p> <p>Layout: The design demonstrates that consideration has been given to the surrounding context in terms of scale</p>

	<p>and density and in particular shows that there will be no potential overlooking issues.</p> <p>The overall layout has been designed to ensure there is a balance between built form and landscaped amenity whilst optimising the potential of the site.</p> <p>Scale: The proposed development has been designed to be similar to that of existing development within Brighton Road by respecting the scale of buildings within the area.</p> <p>The respective height and depth of dwellings within the area and neighbouring property has factored into the design to ensure the dwellings avoid any loss of amenity and satisfactory fit into the area aesthetic.</p> <p>Massing and Bulk: The proposed dwellings seek to reflect the style and appearance of the adjacent houses in Brighton Road and respect the mass and scale of properties within the vicinity.</p> <p>Appearance: The recent renovations and developments in the area has left the current property with an outdated appearance. With that in mind, the new dwellings have been designed &amp; elevated to a style which in keeps with more modern surrounding area in terms of layout, design and materials. The proposal has been devised to reflect the existing mass, scale and character of the adjacent properties and North Downs area.</p>
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4.6 Further details of the development are as follows:

Site area	0.14ha
Existing use	Residential (1 dwelling)
Proposed use	Residential (4 x 4 bed terrace dwellings)
Existing parking spaces	4
Proposed parking spaces	8
Parking standard	10
Number of affordable units	0
Net increase in dwellings	4
Proposed site density	44 dph
Density of the surrounding area	48 dph (Magnolia Drive and Hurley Close to the north)

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## 5.0 Policy Context

### 5.1 Designation

Urban Area

### 5.2 Reigate and Banstead Core Strategy (CS)

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 (DMP)

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)  
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 2002  
Local Distinctiveness Design Guide  
2004  
Emerging Local Character &  
Distinctiveness Design Guide SPD  
2020  
Vehicle and Cycle Parking  
Guidance 2018  
Householder Extension & alterations

Other

Human Rights Act 1998  
Community Infrastructure  
Regulations 2010

## 6.0 Assessment

6.1 The main issues to consider are:

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

Principle of development - Loss of community facility

6.2 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. The existing use of the building is however a consideration.

6.3 Whilst the building is now vacant the site was previously occupied by the Burghwood Clinic which specialised in investigation and treatment of all types of allergy. Such a use comes under Class E of the Use Class Order, formerly Class D1. Such a use is included within the definition of a community facility as set out in the DMP and therefore the proposal would result in the loss of the community use at the site. The requirements of DMP Policy INF2 are therefore relevant. Policy INF2 states as follows:

6.4 Loss or change of use of existing community facilities will be resisted unless it can be demonstrated that the proposed use would not have an adverse impact on the vitality, viability, balance of services and/or evening economy of the surrounding community; and

- a. Reasonable attempts have been made, without success, for at least six months to let or sell the premises for its existing community use or for another community facility that meets the needs of the community (see Annex 3 for details on what will be required to demonstrate this); or
- b. The loss of the community facility would not result in a shortfall of local provision of this type, or equivalent or improved provision in terms of quantity and quality, or some wider community benefits, will be made in a suitable location.

6.5 In support of the proposals, the applicant states that that the previous occupier of the surgery is relocating to a property in Ewell Village, located within a Town Centre location and whilst outside of the Reigate & Banstead Borough, is situated 3 miles from the application site.

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- 6.6 In addition, marketing information has been provided which includes the following to address the requirements of Annex 3:
- Image identifying the erected marketing board
  - Screenshots of the advert located on the Rightmove website
  - A copy of the marketing particulars
  - A marketing report identifying details of the campaign & offers
- 6.7 Given the specialist nature of the previous occupants of the building, the location of the unit outside of the Town Centre and the fact that the existing occupants have now relocated to Ewell Village, which is situated only 3 miles from the application site it is considered that the proposed use would not have an adverse impact on the vitality, viability, balance of services and/or evening economy of the surrounding community and therefore complies with the first part of criteria 1. of policy INF2.
- 6.8 The marketing information is considered to meet the requirements of Annex 3 on the basis that the submitted evidence shows that the site was marketed for a period of 6 months (June to December). An advertising board has been present on site as well as the use of a popular property website and the site has been marketed by a reputable commercial property agent. The Marketing Report submitted by Greenfield sets out that during this period only 7 viewings took place and only two formal offers were received, one of which was well below the guide rent and the second did not pursue due to concerns over the cost of internal works. The report concludes that the site's out of Town Centre location and its current layout and condition means that market conditions have highlighted only a niche demand and that they expect it may be twelve to eighteen months before they can expect further minimal enquiries in this property.
- 6.9 It is considered that reasonable attempts have been made, without success, for at least six months to let the premises for a community use (former D1 use). As such, it is considered that the proposals accord with the DMP Policy INF2 and the loss of the facility is acceptable.

## Design appraisal

- 6.10 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.
- 6.11 The site comprises a detached two storey building which dates back to before the 1950s. The building itself has limited architectural value and has an odd mix of facing brickwork and grey roofing and a large flat roof box dormer to

the rear elevation. The existing building is therefore considered to be at odds with the character of this part of Brighton Road which is predominantly of recently built semi-detached or terrace dwellings which have traditional form and materials.

- 6.12 The proposed replacement building would be larger than the existing building but the proposed two storey, gable form design with accommodation within the roof space is considered to be in keeping with the scale and form of the surrounding residential developments to the north of the site and which front on to Brighton Road. It is noted that this would be a terrace of four dwellings which is more than the development immediately to the north (28-32 Brighton Road). However, this site has a wider plot than that plot (25m compared to 19m). The proposal would still maintain good levels of separation to the neighbouring buildings (3.8-4.1m to the east and 8.8m to the west) and as demonstrated by the submitted streetscene drawing the proposed building would sit at a lower level than 28-32 Brighton Road. The proposal would be set back further within its plot than either of the neighbouring buildings. There are examples of wider flatted buildings further along Brighton Road (Birchwood House and Park Wood House) and the proposed building would also be commensurate to the depth of the buildings and plot size to the north of the site. Taking these factors in to account it is considered that the proposed scale and form of the building would not appear as an overdevelopment or overbearing in the street scene and would successfully respect the scale and pattern of development of the surrounding area.
- 6.13 The proposed parking layout to the front of the site would have a reasonable amount of hardstanding. However, the existing site currently has hardstanding across its frontage. The proposed site layout does allow for adequate space for soft landscaping to soften the appearance and taking in to account the front layout of the existing dwellings to the north of the site it is not considered that the frontages would appear at odds with the general character of the surrounding area which are also predominantly hard landscaped. A condition is recommended to secure further details of the hard and soft landscaping to ensure the final appearance is of a good quality.
- 6.14 The proposed materials would be of a traditional appearance with facing brickwork and clay tiles to match those of the neighbouring properties. A condition is recommended to secure the final details to ensure they are of an acceptable quality and appearance.
- 6.15 As such overall it is considered that whilst the proposed building would be larger than the existing dwelling due to the factors set out above it would not result in unacceptable harm to the character and scale of the site and surrounding area and is considered therefore that the proposals comply with the provisions of DMP Policy DES1.
- 6.16 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



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as smaller (one and two bedroom) homes. In this case, each house would be provided with 4 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 a mixture of flatted schemes and larger two/three 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

- 6.17 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.
- 6.18 Each dwelling would have a floor area which accords with the relevant standard in the Nationally Described Space Standards and provides good levels of internal storage area. The proposed dwellings would benefit from windows which face either east or west with outlook either on to the front landscaped area or rear gardens. As such the units would provide good levels of sunlight and daylight to the main habitable rooms. The dwellings would also benefit from generously sized rear gardens.
- 6.19 Overall, it is considered that the proposed development would be of appropriate scale and design and would not be harmful to the street scene of Brighton 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

- 6.20 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.
- 6.21 To the west, south-west and north-west are residential properties however due to the distance away from these dwelling of over 20 metres it is considered that the proposal would not result in an unacceptable overbearing impact, loss of privacy or overshadowing.
- 6.22 To the south is a commercial unit and the girl guides headquarters which would be over 8 metres away from the proposed side elevation. As such there would be no material impact on these properties.

- 6.23 To the north the site abuts 32 Brighton Road. The proposal would not extend beyond the front elevation of this dwelling, but it would extend beyond the rear elevation of no. 32. The rear elevation would only extend beyond the rear elevation by approximately 2 metres. There are side facing windows to this property however from planning records these are shown to be either secondary windows or ones which serve bathrooms. Given this, the separation distance of approximately 3.8 metres, the slightly higher ground level of no.32 and the fact that it would pass the 45 degree test at both vertical and horizontal planes it is considered that the proposal would not have an adverse impact on this property in terms of overbearing and overshadowing. The only side facing windows would be two rooflights shown to serve a landing area. The angle nature of rooflights would prevent significant levels of outlook down towards no.32 and these windows would not directly face any side windows at no.32.
- 6.24 In conclusion, the proposal would not have an 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 (CHA), with regard to highway safety, capacity and policy matters, and has provided the following comments:
- 6.26 “There are now two access points into the site, as opposed to the original four access points. This is required in order to maintain tactile paving and dropped kerbs at the island separating Brighton Road service road from the A217 Brighton Road. The previously proposed four accesses would have removed the dropped kerbs and tactile paving.”
- 6.27 The CHA has therefore raised no objection in relation to highway safety and capacity subject to condition ensuring the implementation of the agreed access works.
- 6.28 The site is located in an area which is assessed as having a low accessibility rating (4). In such areas, the Council’s adopted parking standards require the provision of 2.5 spaces for each 4 bedroom dwelling. Thus, a total of 10 spaces would be required. In this case, a total of 8 spaces are proposed with two spaces per dwelling. Therefore, the proposal is providing marginally below the minimum requirements for parking.
- 6.29 It is however important to note that Annex 4 in relation to policy TAP1 states: “The standards are provided as a guide and they may be varied at the discretion of the Council to take into account specific local circumstances.” Further criteria c. of policy TAP1 one states that proposals should meet the minimum 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 accessibility.”

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- 6.30 In this case the applicant has advised that due to the site's location on the edge of the medium accessibility area (just across the A217 where there is a pedestrian crossing providing direct access) and the proximity to Banstead town centre with strong access to public transport facilities means that the requirement for off street parking is expected to be lower. There is also on street parking available adjacent to the site.
- 6.31 The CHA has also provided comments on this issue: "The developer is proposing 4 four bed dwellings with two car parking spaces each. This is a total parking quantum of 8 bays with adequate space for vehicles to enter and leave the site in forward gear. Reigate and Banstead Parking Standards require this development to have 10 spaces. There would therefore be demand to park two cars on the highway, which would be able to accommodate this parking. There are parking restrictions that would prevent inappropriate parking."
- 6.32 Based on the above factors raised by the appellant and the CHA's advice that the potential demand for additional on street parking could be accommodated it is considered that a slight shortfall of off-street parking is acceptable in this instance and would not result in unacceptable levels of on-street parking demand in existing streets.
- 6.33 Cycle storage is not shown on the submitted plans but there is adequate space within the site for each dwelling to have their own storage and this can be secured by condition.
- 6.34 Refuse collection would be via individual bin collection from the roadside. So, there are no issues in terms of access for refuse vehicles. A condition is recommended to secure the further details of the bin storage for each dwelling.
- 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 current application:
- 6.37 "Based on the information provided the proposed scheme will require the removal of trees in the rear garden, most are low quality specimens and therefore will not have an impact on the canopy cover. The retained trees along the rear boundary will continue to provide an established screen for future occupants. Whilst the removal of G1 may not have a drastic impact on the street scene, it would be beneficial for replacement planting along the front boundary to soften the impact of the building, provide separation between the site and public realm."

- 6.38 Based on the Tree Officer's comments it is considered that the application would comply with NHE3 subject to compliance with the recommended pre-commencement condition in relation to tree protection and the recommended landscaping condition.

### Impact on Ecology

- 6.39 A preliminary ecological appraisal (PEA) has been submitted with the application as well as an additional Bat Roost Survey which was recommended by the PEA.
- 6.40 In summary the no protected species were considered to be present on site including bats, reptiles, badgers or great crested newts. Mitigation measures are recommended in relation to nesting birds. A number of biodiversity enhancement measures are recommended such as the provision of bat and bird boxes and habitat creation. Conditions are recommended to secure the recommended mitigation measures and biodiversity enhancement measures.

### Sustainable Construction

- 6.41 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 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.
- 6.42 A condition is also recommended to ensure that each dwelling is fitted with access to fast broadband services in line with Policy INF3 of the DMP.

### 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 Matters

- 6.44 The site is not located within flood zone 2 or 3 and sewage capacity would be assessed at building control stage. A condition is recommended by the CHA to ensure that water does not drain on to the highway but remain within the site. The proposal is therefore considered to have a satisfactory impact with

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regards flooding and drainage/sewerage capacity subject to the condition. 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.

- 6.45 In terms 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. Whilst officers do not consider it necessary to require a method of construction statement by condition Members could request such a condition if they considered it was necessary and reasonable in this case.

## CONDITIONS

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

<b>Plan Type</b>	<b>Reference</b>	<b>Version</b>	<b>Date</b>
Roof Plan	04		14.02.2020
Floor Plan	01		14.02.2020
Floor Plan	02	A	10.02.2021
Elevation Plan	07	A	10.02.2021
Elevation Plan	05	A	10.02.2021
Elevation Plan	06	A	10.02.2021
Street Scene	15	A	10.02.2021
Site Layout Plan	2020-3993-002(1)	A	10.02.2021
Floor Plan	03	A	10.02.2021
Location Plan	08	B	15.02.2021
Floor Plan	09		05.03.2020
Floor Plan	10		05.03.2020
Street Scene	14		05.03.2020
Elevation Plan	13		05.03.2020
Elevation Plan	12		05.03.2020
Elevation Plan	11		05.03.2020
Arboricultural Plan	AS/TCP/17082019	1	20.04.2020
Arb / Tree Protection Plan	AS/TPP/17082019	2	20.04.2020

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 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. A pre-commencement condition is considered necessary because adequate site levels go to the heart of the planning permission.

4. 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.

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 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, 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. A pre-commencement condition is considered necessary because adequate tree protection during construction goes to the heart of the planning permission.

6. No development above slab level shall commence on site until details of hard (including details of materials) 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



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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 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
  - (e) provision of boundary hoarding behind any visibility zones
  - (g) vehicle routing
  - (h) measures to prevent the deposit of materials on the highway
  - (i) on-site turning for construction vehicles
  - (j) construction hours

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. Notwithstanding the submitted plans numbered 2020-3993-002 Rev A (Sheet 1) and 2020-3993-002 Rev A (Sheet 3) for respectively the southern and northern accesses to Brighton Road no part of the development shall be first occupied unless and until the proposed vehicular accesses to Brighton Road have been constructed and provided with a means within the private land of preventing private water from entering the highway and there shall be no obstruction to the vehicle sight lines between 0.6 metres and 2.0 metres high above the ground.

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.

9. A pedestrian inter-visibility splay of 2m by 2m shall be provided on each side of the northern access, the depth measured from the back of the footway and the widths outwards from the edges of the access. No fence, wall or other 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.

10. No part of the development shall be occupied unless and until boundary treatment no higher than 0.6 metres high above the ground has been erected along the Brighton Road site frontage either side of both accesses to prevent drivers from bumping over the kerb into the site 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.

11. No part of the development shall be first occupied unless and until the pedestrian island separating Brighton Road service road from the A217 Brighton Road has been modified as generally shown on the approved plans numbered 2020-3993-002 Rev A (Sheet 1) and 2020-3993-002 Rev A (Sheet 3).

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. No part of the development shall be first occupied until redundant sections of the existing access from the site to Brighton Road service road have been removed with the footway, verge and kerbing 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

# Agenda Item 8

Planning Committee  
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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 numbered 2020-3993-002 Rev A (Sheet 1) and 2020-3993-002 Rev A (Sheet 3) for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear.

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. Prior to the first occupation of the development details of covered and secure cycle storage for each dwelling shall be submitted to and agreed in writing by the Local Planning Authority and provided/installed ready for use in accordance with the agreed details. Thereafter the cycle parking/storage 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 details of covered bin storage for each dwelling shall be submitted to and agreed in writing by the Local Planning Authority and provided/installed ready for use in accordance with the agreed details. Thereafter the bin storage shall be retained and maintained for its designated purpose

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

16. 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 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.

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

friendly access and be completed before the first 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 by Environmental Business Solutions dated 9/11/2019
  - Bat Roost Survey by Environmental Business Solutions dated 9/11/2019

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.

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21. 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.

22. No development above ground level shall be commenced until details of surface water attenuation have been submitted to and approved by the local planning authority.

Reason:

To prevent the risk of surface water flooding and accord with the requirements of Policy CCF2 of the 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.org.uk](http://www.firesprinklers.org.uk).
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions. Further information can be found on the Council website at : [Climate Change Information](#).
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](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.

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](http://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](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](http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs).
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



# Agenda Item 8

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17 March 2021

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excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.

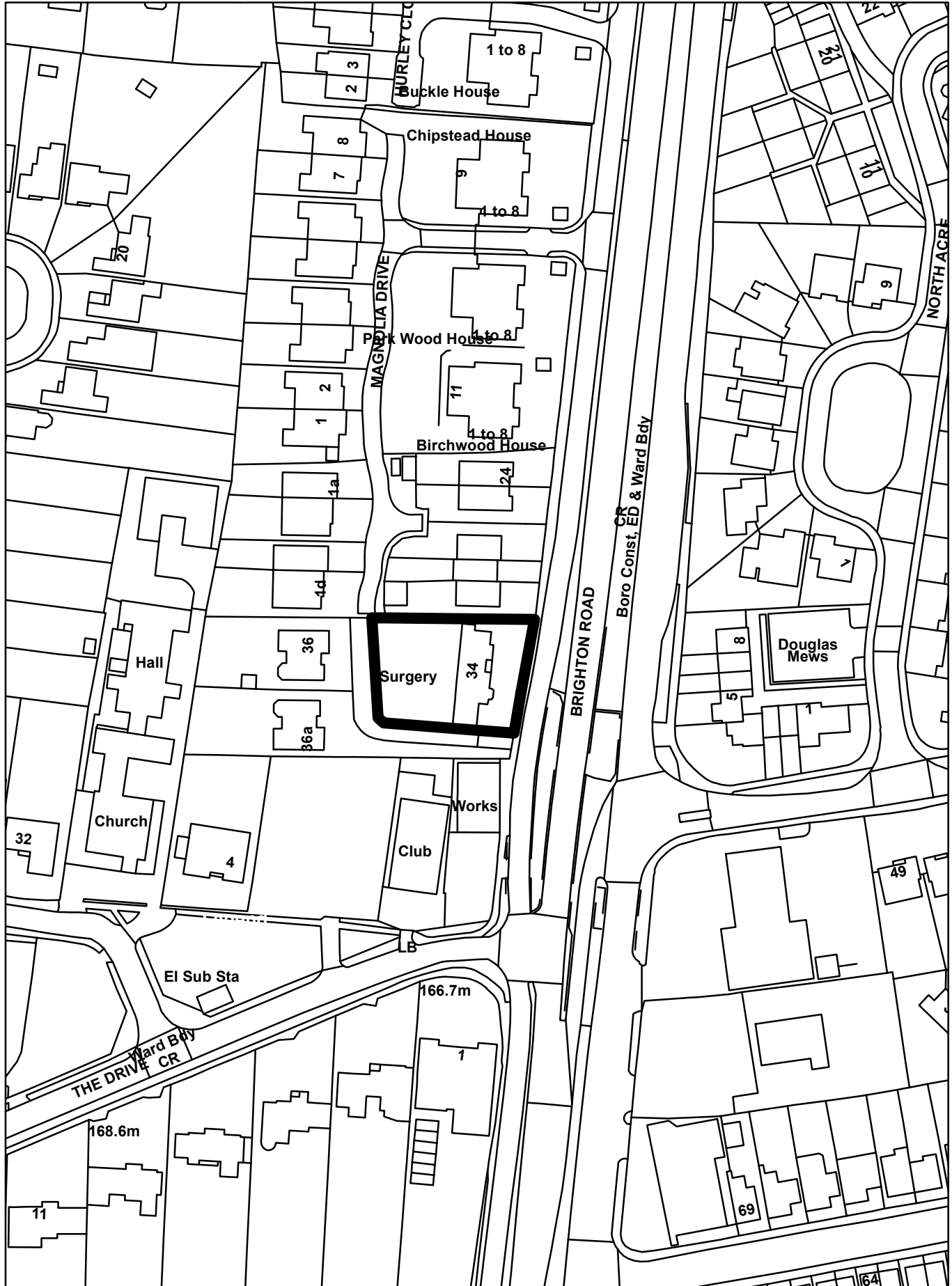
9. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.
10. 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.
11. The use of suitably experienced landscape architects is recommended to satisfactorily address both the design and implementation of the landscape details of the above condition although such landscaping is often straightforward and small scale in proportion to the approved development.
12. Boundary treatments – with regard to condition 17 the Council would encourage the applicant to consider providing rear access to the two middle units to allow access for refuse storage and cycle storage.
13. Biodiversity enhancements – with regard to condition 21 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. The applicant would need to justify why this is not achievable as part of the submission.

## **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, 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.





Rev	Details	Drawn	Checked	Date
A	Visibility splays revised.	DW	SD	11.01.2021

- NOTES:**
1. Do not scale from this drawing.
  2. This drawing to be read & printed in colour.
  3. This drawing is for illustrative purposes only, and not for construction.

Client  
**Nuro Homes Ltd**

Project  
**34 Brighton Road**

Drawing Title  
**Access Visibility Sheet 1: Access 1 2.4m x 43m**

Scale **1:250** Size **A3**

Drawn DW 22.12.2020  
Checked SD 22.12.2020



111 - 113 Great Portland Street  
London  
W1W 6QQ  
Tel. No. 0207 1000 753

Drawing Number **2020-3993-002(1)** Rev **A**

146



Rev	Details	Drawn	Checked	Date
A	Visibility splays revised.	DW	SD	11.01.2021

- NOTES:**
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Client  
**Nuro Homes Ltd**

Project  
**34 Brighton Road**

Drawing Title  
**Access Visibility  
Sheet 2: Access 1  
2m x 43m**

Scale	<b>1:250</b>	Size	<b>A3</b>
Drawn	DW	22.12.2020	
Checked	SD	22.12.2020	



111 - 113 Great Portland Street  
London  
W1W 6QQ  
Tel. No. 0207 1000 753

Drawing Number	<b>2020-3993-002(2)</b>	Rev	<b>A</b>
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Appendix Item 8 2020-3993-0202





Rev	Details	Drawn	Checked	Date
A	Visibility splays revised.	DW	SD	11.01.2021

- NOTES:**
1. Do not scale from this drawing.
  2. This drawing to be read & printed in colour.
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Client  
**Nuro Homes Ltd**

Project  
**34 Brighton Road**

Drawing Title  
**Access Visibility  
Sheet 3: Access 2  
2.4m x 43m**

Scale	<b>1:250</b>	Size	<b>A3</b>
Drawn	DW	22.12.2020	
Checked	SD	22.12.2020	



111 - 113 Great Portland Street  
London  
W1W 6QQ  
Tel. No. 0207 1000 753

Drawing Number	<b>2020-3993-002(3)</b>	Rev	<b>A</b>
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Rev	Details	Drawn	Checked	Date
A	Visibility splays revised.	DW	SD	11.01.2021

- NOTES:**
1. Do not scale from this drawing.
  2. This drawing to be read & printed in colour.
  3. This drawing is for illustrative purposes only, and not for construction.

Client  
**Nuro Homes Ltd**

Project  
**34 Brighton Road**

Drawing Title  
**Access Visibility  
Sheet 4: Access 2  
2m x 43m**

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Drawn	DW	22.12.2020	
Checked	SD	22.12.2020	



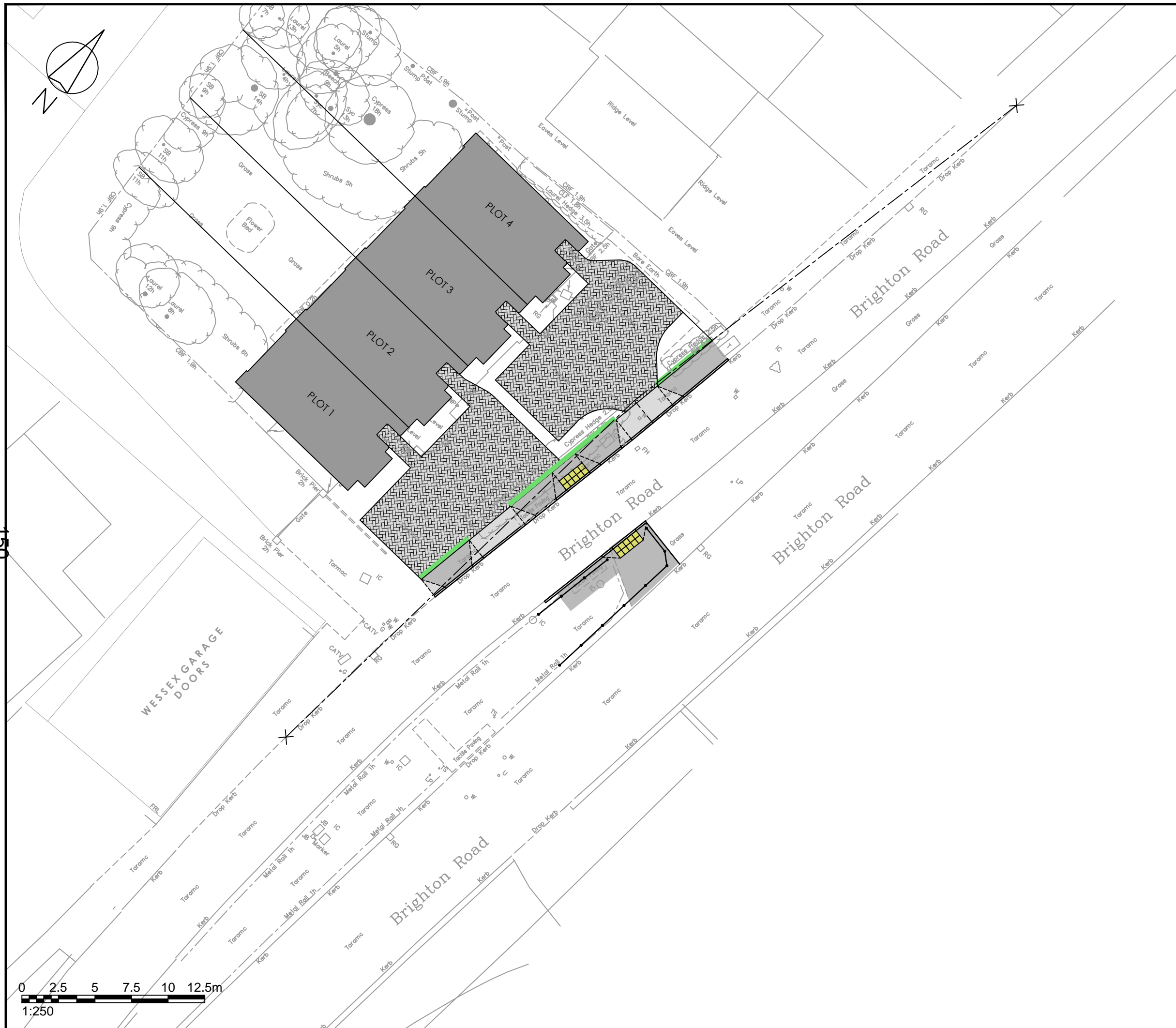
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London  
W1W 6QQ  
Tel. No. 0207 1000 753

Drawing Number	<b>2020-3993-002(4)</b>	Rev	<b>A</b>
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149

Appendix Item 8 2020-3993-0202





Rev	Details	Drawn	Checked	Date
A	Visibility splays revised.	DW	SD	11.01.2021

- NOTES:**
1. Do not scale from this drawing.
  2. This drawing to be read & printed in colour.
  3. This drawing is for illustrative purposes only, and not for construction.

Client  
**Nuro Homes Ltd**

Project  
**34 Brighton Road**

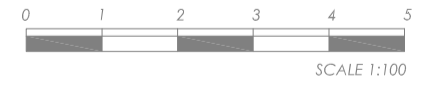
Drawing Title  
**Access Visibility Sheet 5: Access 2 2m x 33m**

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Checked	SD	22.12.2020	



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London  
W1W 6QQ  
Tel. No. 0207 1000 753

Drawing Number	<b>2020-3993-002(5)</b>	Rev	<b>A</b>
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REVISION NOTES:

REV:	DATE:	NOTES:
A	19.10.20	FIRST FLOOR BAYS OMITTED & VARIATION OF SECOND FLOOR WINDOW

DRAWING TITLE:  
PROPOSED STREET SCENE

CLIENT:  
NURO HOMES LIMITED

PROJECT NO:  
1052

PROJECT ADDRESS:  
34 BRIGHTON ROAD  
BANSTEAD  
SURREY  
SM7 1BS

DATE:  
NOV 2019

SCALE:  
1:100 @ A1

DRAWING NUMBER:  
15A

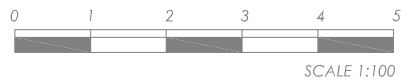


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SURREY  
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REVISION NOTES:		
REV:	DATE:	NOTES:
A	27.05.20	VARIATION OF SECOND FLOOR WINDOWS

DRAWING TITLE:  
PROPOSED REAR ELEVATION

CLIENT:  
NURO HOMES LIMITED

PROJECT NO:  
1052

PROJECT ADDRESS:  
34 BRIGHTON ROAD  
BANSTEAD  
SURREY  
SM7 1BS

DATE:  
NOV 2019

SCALE:  
1:100 @ A3

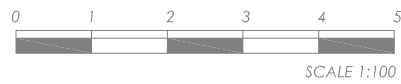
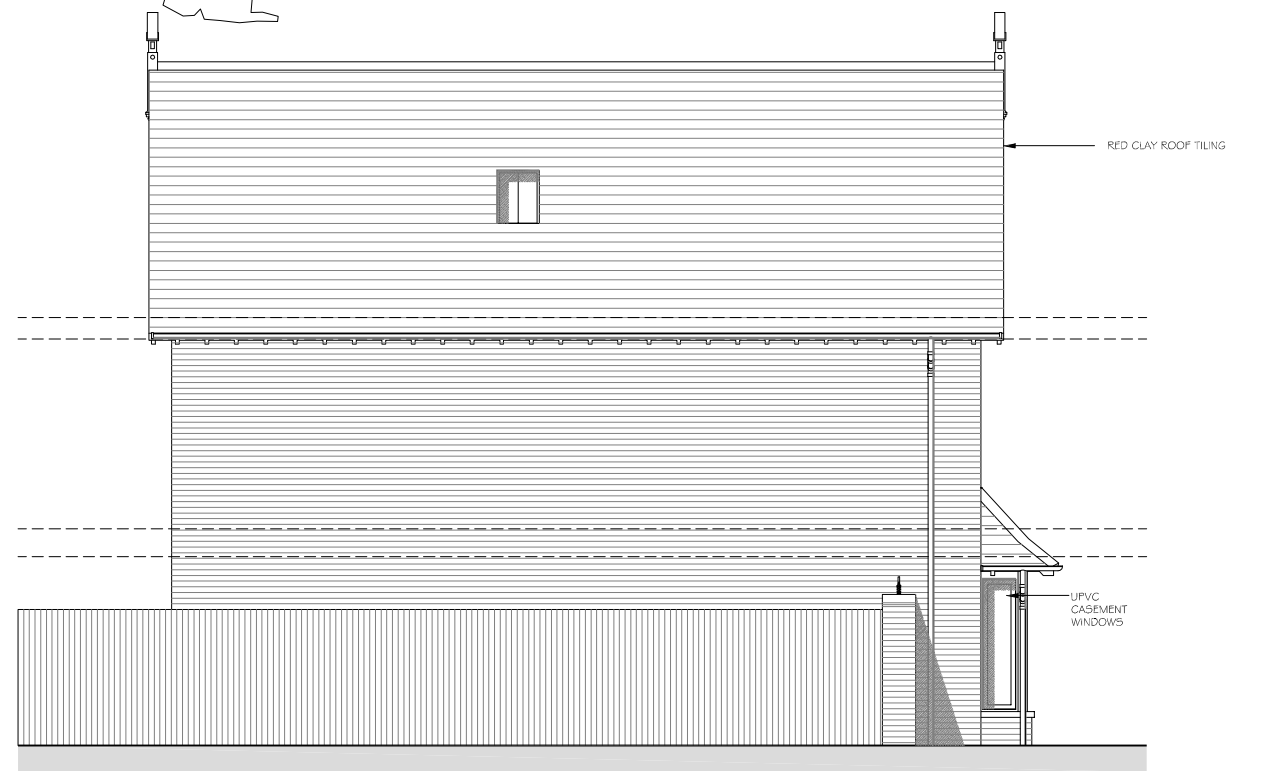
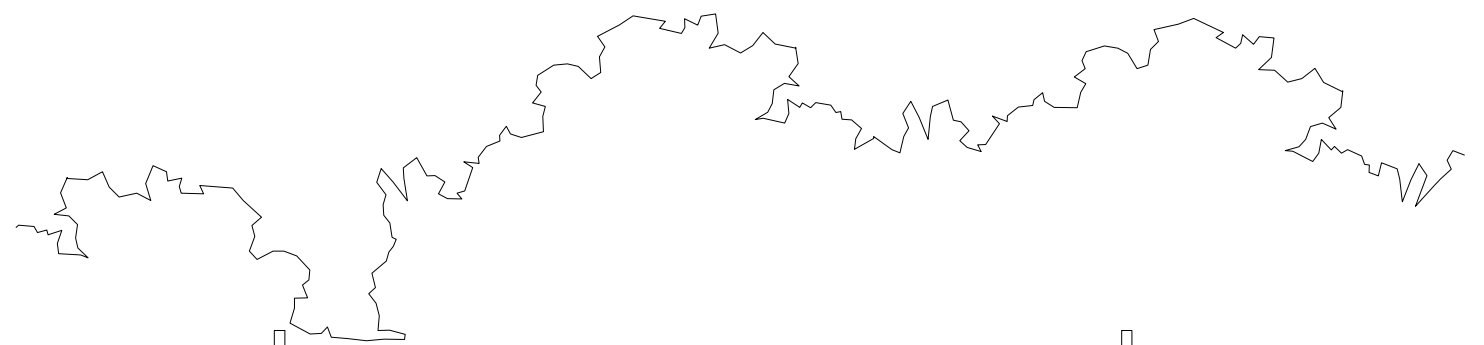
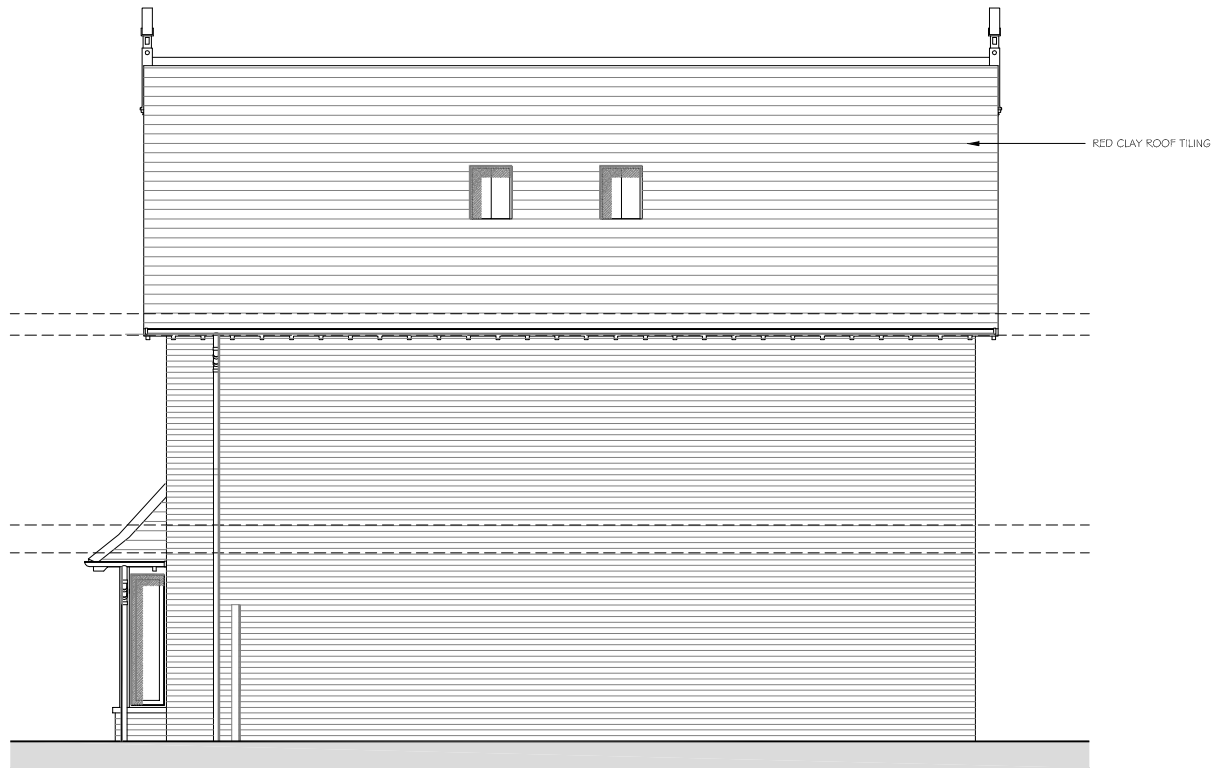
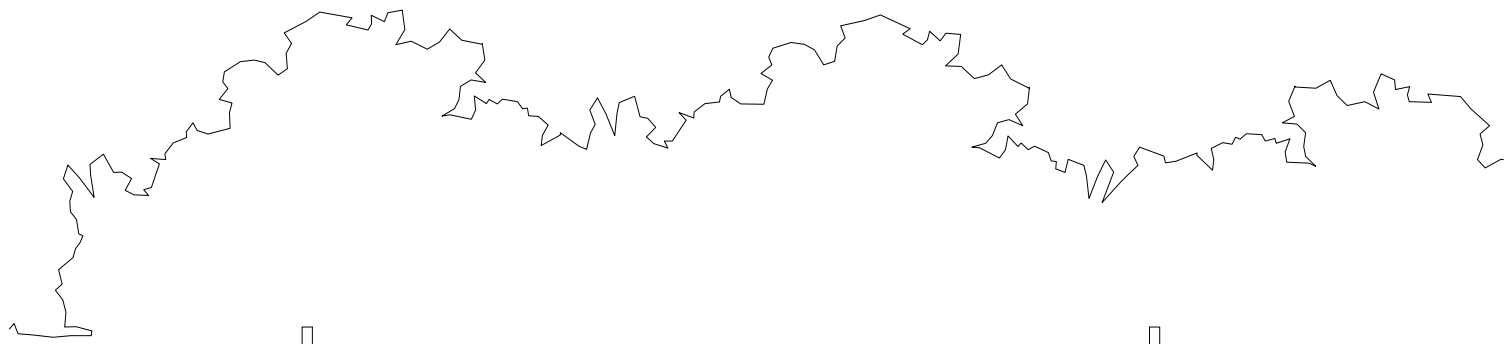
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REVISION NOTES:		
REV:	DATE:	NOTES:
A	27.05.20	FIRST FLOOR BAY WINDOWS OMITTED

DRAWING TITLE:  
PROPOSED SIDE ELEVATIONS

CLIENT:  
NURO HOMES LIMITED

PROJECT NO:  
1052

PROJECT ADDRESS:  
34 BRIGHTON ROAD  
BANSTEAD  
SURREY  
SM7 1BS

DATE:  
NOV 2019

SCALE:  
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DRAWING NUMBER:  
06A



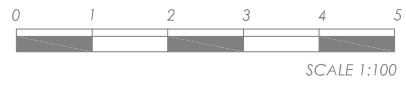
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SURREY  
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m: mail@product2.co.uk  
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154



REVISION NOTES:		
REV:	DATE:	NOTES:
A	27.05.20	FIRST FLOOR BAYS OMITTED & VARIATION OF SECOND FLOOR WINDOW

DRAWING TITLE:  
PROPOSED FRONT ELEVATION

CLIENT:  
NURO HOMES LIMITED

PROJECT NO:  
1052

PROJECT ADDRESS:  
34 BRIGHTON ROAD  
BANSTEAD  
SURREY  
SM7 1BS

DATE:  
NOV 2019

SCALE:  
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DRAWING NUMBER:  
05A




PRODUCT 2 ARCHITECTURE # PLANNING  
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# Agenda Item 9

Planning Committee  
17<sup>th</sup> March 2021

Agenda Item: 9  
20/01846/F

 <b>Reigate &amp; Banstead</b> BOROUGH COUNCIL Banstead   Horley   Redhill   Reigate	<b>TO:</b>	PLANNING COMMITTEE
	<b>DATE:</b>	17 <sup>th</sup> March 2021
	<b>REPORT OF:</b>	HEAD OF PLANNING
	<b>AUTHOR:</b>	James Amos
	<b>TELEPHONE:</b>	01737 276188
	<b>EMAIL:</b>	james.amos@reigate-banstead.gov.uk
<b>AGENDA ITEM:</b>	9	<b>WARD:</b> <i>Horley East and Salfords</i>

<b>APPLICATION NUMBER:</b>	20/01846/F	<b>VALID:</b>	01/10/2020
<b>APPLICANT:</b>	Mr and Mrs Rothera	<b>AGENT:</b>	Land Planning and Development Ltd
<b>LOCATION:</b>	<b>BENTING MEAD, LONESOME LANE, REIGATE, SURREY, RH2 7QT</b>		
<b>DESCRIPTION:</b>	<b>Removal of existing industrial and stable buildings, construction of 3 detached dwellings. As amended on 13/10/2020, 26/10/2020, 11/12/2020 and on 11/02/2021.</b>		
<b>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.</b>			

## SUMMARY

This is a full planning application for the erection of 3 detached single storey dwellings (2 with roof space accommodation) with revised access arrangements from Lonesome Lane, and associated parking and hard and soft landscaping.

The site is located on the eastern side of Lonesome Lane, within an area of open countryside to the south of Reigate on land which is designated as metropolitan Green Belt. The site is in a mixed commercial and equestrian use associated with the adjoining residential property at Benting Mead. There are 5 existing single storey buildings on the site, although Building B, which is used for commercial purposes associated with the adjoining dwelling, does not benefit from a lawful grant of planning permission, and is excluded from any floorspace or volume calculations for the purposes of this application. Building A is a former storage and light industrial building used by the owners of Benting Mead for their own purposes, whilst Buildings C,D and E are stables and a tack room.

The area around the site is in mixed use with residential properties to the north and south, and a small industrial estate to the south-east. There is open land to the east of the site, including a sand ménage immediately adjoining the eastern boundary.

The site is located in the Green Belt and Core Strategy Policy CS3 and DMP Policy NHE5, in line with the NPPF (2019), state the construction of new buildings will be



# Agenda Item 9

Planning Committee  
17<sup>th</sup> March 2021

Agenda Item: 9  
20/01846/F

regarded as inappropriate in the Green Belt unless they fall within one of the listed exceptions.

Core Strategy Policy CS3 states that planning permission will not be granted for inappropriate development in the Green Belt, unless very special circumstances exist which clearly outweigh the potential harm to the Green Belt.

The site comprises previously developed land within the Green Belt. Para 145 of the NPPF sets out a number of exceptions to the normal presumption against inappropriate development including at para. G, the limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt than the existing development.

The proposed development has been assessed in terms of its spatial impact, its visual impact, the duration of development and on the degree of activity likely to be generated, all of which are capable of impacting on openness. The size of the existing buildings on the site, in terms of their footprint and volume and the areas of hardstanding have been calculated. In this case, the proposed development would comprise 3 single storey dwellings which would have a lesser amount of floor area and volume of built form than existing buildings and therefore, in terms of their spatial impact, the proposals would not have a greater impact on the openness of the Green Belt.

The visual impact of the proposed development has been considered in relation to the visibility of the site from Lonesome Lane, from a public footpath to the north and from adjoining properties. The site would be viewed in the context of neighbouring buildings which are generally of greater scale and height. Views of the site from Lonesome Lane would be restricted by the narrow access road and by boundary vegetation. As a result, it is not considered that the proposals would, in terms of their visual impact, have a greater impact on openness than existing development

With regards to the duration of development the proposals are considered to have neutral impact whilst the degree of activity is likely to be less result in an improvement to openness.

The loss of the limited commercial space is not considered significant, due to the narrow access and limited current employment use. The provision of additional housing is considered to outweigh the loss of the commercial part of the site.

The proposed layout shows a detached single storey dwelling on the northern side of the access road at the rear of Benting Mead, leading into a courtyard area which would be contained by two detached single storey properties at the eastern end of the site. Plot sizes are relatively small compared with some in the area, but there is a range of plot sizes adjoining and close to the site and the proposed plots in this case would not be dissimilar to others in the area.

The site adjoins a listed building to the south (Little Finches) and in order to address concerns raised by the Council's Conservation Officer on the original submission, revised plans have been submitted which have omitted a pair of semi-detached

dwellings formerly proposed for a portion of the site adjacent to Little Finches. The proposed detached bungalow would be located to the rear of Benting Mead on the northern portion of the site and would not have an impact on the setting of the listed building. The Conservation officer is now satisfied with the proposals subject to the imposition of conditions.

The proposed dwellings would be of a traditional rural design with brick and weatherboarding elevations and pitched roofs finished with clay tiles, a form of design which reflects traditional agricultural buildings, and which would be in keeping with the rural character of the site. Each dwelling would be of the appropriate size in terms of the Nationally Described Space Standards and would be provided with private amenity space.

The impact on the amenities of neighbouring properties is considered acceptable due to good separation and the single storey nature of the proposed dwellings.

Each dwelling would be provided with 3 parking spaces. The site is located in an area of low accessibility where the adopted standards require the total provision of 7.5 spaces ie 2.5 spaces per dwelling. The provision of three spaces per dwelling is therefore considered acceptable.

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.

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## Consultations:

Highway Authority: The proposed development has been considered by the County Highway Authority who having assessed the application on safety, capacity and policy grounds, recommends that conditions relating to the provision of the modified vehicular access, to the provision of the parking and turning areas, for the provision of electric vehicle charging points and for the provision of a construction transport management plan be imposed in any permission granted:

The County Highway Authority considers that the site is unsustainable in transport terms for a new residential dwelling. The site lies outside the existing built up areas of the borough, is remote from key services and facilities such as jobs, shops, schools, health and leisure facilities, and is not easily accessible by modes of transport other than the private car. For these reasons, it is considered that occupiers of the proposed dwelling would be heavily dependent upon the private car for access to normal day-to-day services and facilities, hence the development would not comply with the sustainable transport objectives of the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

Notwithstanding this advice, however, the CHA acknowledges that there are three dimensions to sustainable development - economic, social and environmental - hence the sustainability of the site should not be assessed purely in terms of transport mode and distance. It is also acknowledged that planning policy does permit the conversion and re-use of buildings, and hence some developments will not be able to meet the requirements of locational and transport policies. Therefore, it is for the Local Planning Authority (LPA) to weigh up the CHA's sustainable transport advice against the other policies in the NPPF, Local Plan, and Core Strategy, to determine whether the proposed development is sustainable in its wider sense, and whether the benefits of the proposed development would outweigh the locational difficulties.

Environmental Health (Contaminated Land): Notes that there is some potential for contamination, including asbestos to be present associated with both historical and current uses. As such conditions to deal with contaminated land and an informative to provide additional guidance are recommended.

Salfords and Sidlow Parish Council – With regards to the proposals as originally submitted, the Parish Council object to the proposed development on the grounds that the proposal comprises new dwellings in the Green Belt. Several trees would be removed, and they note that some of the buildings to be demolished may not count towards the new dwellings. Building B is not shown on Google Earth for 2013 so the claim that for its continuous legal use for more than 10 years looks wrong and the garage if demolished could be re-built, stables are not agricultural and , as the conservation officer points out, stables may be needed in the future.

The proposed buildings would be spread over a larger area and have a greater volume than the buildings that count towards those to be demolished. The proposed new buildings are in front of the buildings to be demolished , if permitted the new

buildings should be in the rear yard area. The pair of semi-detached dwellings are too close to the neighbouring Grade II listed house.

No further comments have been received withy regards to the revised plans.

## **Representations:**

Letters were sent to neighbouring properties on 9<sup>th</sup> October 2020 and a site notice was posted on 22<sup>nd</sup> October 2020. Neighbours were re-notified on the revised plans for 14 day periods commencing 15<sup>th</sup> December 2020 and 11<sup>th</sup> February 2021.

Objections have been received from the neighbouring property to both the originally submitted and revised proposals raising the following issues:

<b>Issue</b>	<b>Response</b>
Inadequate parking	See paragraph 6.49
Out of character with surrounding area	See paragraph 6.27 – 6.34
Increase in traffic and congestion	See paragraph 6.48
Overdevelopment	See paragraph 6.27 – 6.34
Noise & disturbance	See paragraph 6.39 – 6.43
Hazard to highway safety	See paragraph 6.48
Harm to listed building	See paragraph 6.32
Overlooking and loss of privacy	See paragraph 6.40 – 6.41
Overshadowing	See paragraph 6.40 – 6.41
Overbearing relationship	See paragraph 6.40 – 6.41
Poor design	See paragraph 6.28 – 6.32
Loss of/harm to trees	See paragraph 6.51
Harm to wildlife habitat	See paragraph 6.52
Harm to Green Belt/countryside	See paragraph 6.2 – 6.22
Loss of buildings	The buildings are not designated and there is no in principle objection to their loss
Covenant conflict	This is not a material planning consideration
Loss of private view	This is not a material planning consideration

A letter of support has also been received from a neighbouring property.

Support - Benefit to housing need

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Support - Community/regeneration benefit  
Support - Visual amenity benefits

## **1.0 Site and Character Appraisal**

- 1.1 The site is located on the eastern side of Lonesome Lane and lies outside the curtilage of Benting Mead, a two storey detached house. The site itself is located to the south of Benting Mead and comprises a group of single storey buildings and stables located towards the eastern end of the site. There is an existing access road into the site leading into the site from Lonesome Lane. The existing buildings to be demolished on the site comprise a double garage which serves Benting Mead, Building A which comprises a large workshop/storage building, Building B, which comprises a workshop, and Building C, D and E which comprise stables.
- 1.2 The site is located within a rural area which is characterised by sporadic residential properties and other uses commonly found in rural areas. To the south of the site is Little Finches, a two storey detached dwelling which is listed at Grade II. To the south-east is Wrays Farm, which includes a dwelling and a number of former agricultural buildings now used for commercial and light industrial purposes. Land to the west of the site is generally open and includes an equestrian ménage.
- 1.3 A Public Right of Way, a footpath exists to the north, and the rear of the development site can be seen from the footpath. The area of land used in conjunction with the livery stables would be returned to pasture.

## **2.0 Added Value**

- 2.1 Improvements secured at the pre-application stage: the applicants sought pre-application advice from the Council with regards to a proposal for 4 residential dwellings, consisting of 1 x 5 bedroom detached house and a courtyard terrace of three 2 and 3 bedroom dwellings. The applicants were advised that further information would be required on the use of the existing buildings on the site and their planning history in order for an assessment to be made on whether they could qualify as 'previously developed land'. The applicants were also advised to reduce the scale of the proposed development, to remove the new access from the proposals and that a proposed dwelling located at the front of the site was unlikely to be considered acceptable due to an adverse impact on openness and a harmful impact on the setting of the adjacent listed building (Little Finches).
- 2.2 Improvements secured during the course of the application: On the submission, the applicants were advised that the proposed pair of semi-detached dwellings on the land adjacent to Little Finches were considered unacceptable. The applicants were also advised that the number of units at the rear of the site and the extent of built form across the full width of the site

was excessive and unlikely to be supported by the Council. In response the application has been amended to comprise a three detached bungalows, two of which would have rooms in the roof.

- 2.3 The applicants were also advised that Building B as noted on the submitted plans would not, due to a lack of any planning history, be excluded from any calculations used to justify the development in the Green Belt.
- 2.4 Further improvements could be secured through the use of conditions.

### 3.0 Relevant Planning and Enforcement History

3.1	82P/0476	Erection of a bungalow and garage.	Refused
3.2	82P/0666/F	Erection of an entrance porch.	Granted
3.3	97/02580/F	Three new stables plus tack room to be used for livery together with four existing stables.	Refused
3.4	97/13990/F	Building of three new stables and a tack room to be used for livery with four existing stables.	Granted
3.5	02/00715/CLE	Certificate of Lawfulness for an existing use as a residential property –	Refused and allowed at appeal
3.6	06/02161/F	Conversion of two existing stable blocks and an outbuilding containing an office, workshop, tack room and storage, into office buildings to be let commercially.	Withdrawn by applicant
3.7	07/02490/F	Replacement of existing group of buildings with a single building.	Refused

3.4 Application 07/02490/F for the replacement of existing group of buildings with a single building was refused for the following reasons:



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- 1. The proposed replacement building, by virtue of it not being for the purposes of agriculture or forestry and in the absence of very special circumstances, represents inappropriate development within the Metropolitan Green Belt, contrary to policy Co1 and Co3 of the Reigate and Banstead Borough Local Plan 2005 and policy LO4 of the Surrey Structure Plan 2004.*
- 2. The proposed replacement building, by virtue of its industrial design and finishing materials, would appear as a discordant feature within this predominantly rural area, contrary to policy Co1 of the Reigate and Banstead Borough Local Plan 2005, and policy LO4 of the Surrey Structure Plan 2004.*

## **4.0 Proposal and Design Approach**

- 4.1 This is a full application for the demolition of the existing buildings on the site and the erection of 3 detached single storey houses, two of which would have rooms within the roof space. The new dwellings would be broadly located on the footprint of the existing buildings and behind the building line of Little Finches and Benting Mead. The existing access would be retained and improved at the front of the site with a wider visibility splay. The access road would be slightly realigned in places to provide a plot for the bungalow proposed at Unit 1 to the rear of Benting Mead. The access would lead into a courtyard which would be framed by the two detached units at the eastern end of the site.
- 4.2 The dwellings have been designed around a traditional agricultural form with hipped roofs, small dormer windows and would evoke a barn conversion aesthetic. The proposed buildings have been designed with traditional forms of gabled, hipped and gable hipped pitched roofs with relatively short spans to reflect traditional agricultural buildings. The development proposal uses a combination of brickwork and timber cladding to walls and plain tile cladding to gables. Deep barge boards are proposed to gables to reflect traditional detailing with a combination of fascias and soffits to the gabled units and exposed rafter feet to the Courtyard building. Traditional plain tiles to roofs are proposed throughout the development.
- 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 rural in character with a mix of residential, commercial and equestrian buildings.
	The open land between Benting Mead, and Little Finches which is laid out as an orchard is considered worthy of retention.
Involvement	No community consultation took place.
Evaluation	The other development options considered were a residential development of a greater scale and with a dwelling proposed for the orchard adjacent to Little Finches.
Design	The applicant's reasons for choosing the proposal from the available options were reviewed following consultation with the Council.

4.5 Further details of the development are as follows:

Site area	0.3ha
Existing use	Mixed commercial, storage and equestrian
Proposed use	Residential
Proposed parking spaces	9
Parking standard	8.5
Number of affordable units	0
Net increase in dwellings	4

## 5.0 Policy Context

### 5.1 Designation

Metropolitan Green Belt  
Adjacent to a Grade II listed building

### 5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)  
CS3 (Green Belt)  
CS4 (Valued Townscapes and Historic Environment)  
CS10 (Sustainable Development),  
CS11 (Sustainable Construction),  
CS14 (Housing Needs)  
CS17 (Travel Options and accessibility)

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## 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)  
EMP4 (Safeguarding employment land and premises)  
NHE2 (Protecting and enhancing bio-diversity)  
NHE5 (Development within the Green Belt)  
NHE9 (Heritage Assets)  
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 main issues to consider are:

- Principle of Development
- Design appraisal
- Neighbour amenity
- Highway matters
- Trees and Landscaping
- Affordable Housing
- Energy, Sustainability and Broadband
- Community Infrastructure Levy

### Principle of Development

### Green Belt

6.2 The site is located in the Green Belt and Core Strategy Policy CS3 and DMP Policy NHE5, in line with the NPPF (2019), state the construction of new

buildings will be regarded as inappropriate in the Green Belt unless they fall within one of the listed exceptions.

- 6.3 Para.143 of the NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Para.145 sets out a number of exceptions to this, including as section G, limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt than the existing development.
- 6.4 Core Strategy Policy CS3 states that planning permission will not be granted for inappropriate development in the Green Belt, unless very special circumstances exist which clearly outweigh the potential harm to the Green Belt.
- 6.5 The applicants have put forward the argument that the site constitutes 'previously developed land' and could therefore benefit from the exception set out in part G of NPPF para 145. The definition of previously developed land is set out in Annex 2 of the NPPF and states as follows:

*Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.*

- 6.6 The application site is occupied by a number of permanent structures, none of which are used for the purposes identified as excluded from the definition of previously developed land. It is therefore accepted that the site qualifies as previously developed land.
- 6.7 In these circumstances, it is necessary to go on to consider the impact of the proposed development on the openness of the site. In order to be considered as 'not inappropriate', any development would need to demonstrate that it would not have a greater impact on the openness of the Green Belt than the existing development.
- 6.8 The National Planning Practice Guidance published advice on the assessment of openness in the Green Belt in July 2019. It states that "*assessing the impact of a proposal on the openness of the Green Belt, where it is relevant to do so, requires a judgment based on the circumstances of the case. By way of example, the courts have identified a number of*

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*matters which may need to be taken into account in making this assessment. These include, but are not limited to:*

- *openness is capable of having both spatial and visual aspects – in other words, the visual impact of the proposal may be relevant, as could its volume;*
- *the duration of the development, and its remediability – taking into account any provisions to return land to its original state or to an equivalent (or improved) state of openness; and*
- *the degree of activity likely to be generated, such as traffic generation.”*

## *Spatial Impact*

- 6.9 The proposed development would result in a reduction in the amount of built development on the site, in terms of the footprint of development and the volume of buildings. Existing buildings on the site cover a footprint of 539sqm whilst the proposed development would cover a footprint of 381sqm, a reduction of 158sqm. The volume of existing buildings on the site amounts to 1,865cu.m, whilst the volume of the proposed buildings would amount to 1,506cu.m, a reduction of 359cu.m. The amount of hardstanding on the site would also be reduced from 915sqm in area to 554sqm.
- 6.10 In spatial terms, therefore, there would be an improvement in the openness of the site, given the reduction in the amount of built form and areas of hardstanding.

## *Visual Impact*

- 6.11 The site is in general terms located to the rear of the existing frontage development on Lonesome Lane. The frontage of the site comprises tall hedges and other vegetation and from Lonesome Lane, the site is well screened. There are glimpsed views of the buildings on the site down the access road, but these site either side of the access road, and there is a long view to open land to the east of the site down the access road, between the buildings either side.
- 6.12 Another view of the application site is available from the public right of way which runs from east to west to the north of Benting Mead. Views from the footpath of the application site would show the buildings on the site in the context of other buildings around it, including the existing dwellings at Benting Mead and Wrays Farm, and the former agricultural and industrial buildings at Wray Farm.
- 6.13 The existing buildings on the site are single storey in scale and vary in height depending on the shape of the roof. Building A is the largest of the buildings on the site and has a footprint of 300sqm and a maximum height to the ridge of the shallow pitched roof of approximately 4.5m. Other buildings on the site vary in height between 3.1m and 4.25m.

- 6.14 Each of the detached dwellings at the rear of the site would have a footprint of 134sqm and maximum height of 5.9m. The proposed detached dwelling would have a footprint of 113sqm and a maximum height of 4.5m. The proposed dwellings would be provided with fully hipped roofs which would reduce their visual prominence.
- 6.15 As noted above, the visibility of the site is restricted from Lonesome Lane, by existing boundary vegetation which would be retained. The new dwellings would be viewed down the access road, but the view would be restricted due to the narrow width of the road, the angle of the road and landscaping. The primary view from the front would be of the proposed detached property which would be of a similar height to the existing garage on the site, which is to be removed, and of a similar scale and mass to the existing building A. In this regard, the visual impact of the proposals from Lonesome Lane is considered to be no greater than the visual impact of existing buildings on the site.
- 6.16 Views of the two dwellings at the eastern end of the site would become apparent further down the access road. The revised plans have amended the form of the proposed dwellings to show two detached properties with gaps to the side boundaries and between each property. The revised plans also show fully hipped roofs which further improves the spatial characteristics of the development at roof level.
- 6.17 The proposed dwellings would also be visible from the public right of way to the north of the site which, in places has open views in a southerly direction towards the application site. The proposed dwellings would be viewed in the context of the group of buildings located around Benting Mead, Little Finches and Wrays Farm. The dwelling at Wrays Farm is taller than the proposed dwellings in this case, and many of the buildings on the industrial estate to the south of the site are also of a greater scale and height, and project further eastwards away from Lonesome Lane.
- 6.18 The formation of new residential curtilages with the consequent increase in parking, areas of hardstanding, fencing and other domestic paraphernalia can have an adverse visual impact on the openness of the Green Belt. In this case, large areas of the site are already covered by hard-standings and used for parking by up to vehicles. Given the reduction in the number of units, the proposals now make provision for parking for 9 vehicles on a much reduced area of hardstanding compared to the existing site. In this regard, it is considered that there would be an improvement in the openness of the site compared to existing visual appearance of the site. In order to ensure that the impact of the new dwellings and residential curtilages is minimised, it is suggested that conditions be imposed to restrict the further extension of the dwellings, areas of hardstanding, fencing and other structures within the curtilage.
- 6.19 As a result, it is not considered that the proposals would, in terms of their visual impact, have a greater impact on openness than existing development and would accord with paragraph 145 (g) of the NPPF.



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## *Duration of Development and Remediability*

- 6.20 The PPG refers to the duration of the development, and its remediability – taking into account any provisions to return land to its original state or to an equivalent (or improved) state of openness. In this case, the proposed dwellings and the areas of hardstanding are permanent structures which will remain on the site, with no plans to return the land to its open state in the foreseeable future. The site already contains permanent structures and as a result, it is considered that there would be a neutral impact in this regard.

## *Degree of Activity*

- 6.21 With regard to the degree of activity, the provision of 3 x 4 bed dwellings would result in a requirement for 7.5 parking spaces. The current site accommodated 10 parking spaces and would be likely to generate a greater number of car movements than the proposed residential development. In this regard, it is considered that the proposed development would have a positive impact on the openness of the green belt.

## *Purposes of including land within the Green Belt*

- 6.22 There are 5 purposes listed in paragraph 134 of the NPPF. Of the 5 listed, it is considered that one is relevant, namely (c). Purpose (c) states that land is included within the Green Belt to assist in safeguarding the countryside from encroachment. The proposed development would be broadly located on the footprint of existing buildings and would not extend built form any further eastwards than existing buildings. The proposed access road would be narrower than existing and would lead to a smaller area of hardstanding to be used for parking and turning. A small part of the new access road would encroach onto the garden area to the south of Benting Mead, but this would be compensated for by the increase in areas of soft landscaping around the site. In this regard, it is considered therefore that there would be no further encroachment onto the Green Belt than already exists.
- 6.23 In light of these comments, it is considered that the proposals would not constitute inappropriate development and would qualify as an exception by virtue of para.145 section G, which allows for the limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt than the existing development.

## Loss of Employment Land and Buildings

- 6.24 The existing use of the site is a mixed use equestrian and employment site, albeit of limited employment use associated with the adjoining residential property at Benting Mead. These are not considered to constitute community facilities for which Policy INF2 is relevant. However the requirements of DMP

Policy EMP4 relating to employment premises are relevant. Policy EMP4 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.*

6.25 In support of the proposals, the applicants state that historically the main commercial building on the site was vacant when they purchased the site in 2006 but had historically been used for storage and light industrial purposes. Since then, they state that Building A has been used for their own business purposes. It is also acknowledged by the applicants that Building B does not benefit from any planning permission and is not being used to justify the proposed development in this case. In the event that planning permission is granted, Building B would be either need to be demolished, or retrospective planning permission sought for its retention.

6.26 The applicants have not provided any marketing evidence in accordance with the requirements of DMP Policy EMP4. The site is in a mixed equestrian and employment use. The loss of employment use is limited to Building A, which given the restricted nature of the access and the location of the site adjoining residential properties to the north and south is considered to be of limited value . The replacement of the employment building with high quality modern housing, in a mix of unit sizes provides a public benefit which would outweigh the loss of the limited amount of low quality employment floorspace on the site, especially given its location in a predominantly residential area. In this regard, it is considered that the proposals accord with the first part of DMP Policy EMP4.

6.27 With regards to the second part of the policy, the only employment type use on the site, in Building A, is isolated from any other employment uses and adjoins residential properties to the north and south, with pockets of residential development along the eastern side of Lonesome Lane. In these circumstances, the proposed residential development would not adversely affect the efficient operation or economic function of other employment uses

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or businesses in the locality and would, therefore, accord with the requirements of DMP Policy EMP4.

## Design appraisal

- 6.28 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.
- 6.29 The site comprises a mixed use equestrian and commercial site located on the eastern side of Lonesome Lane within open countryside. The site adjoins residential development to the north and south, with a residential property and large commercial buildings to the south-east. Residential properties in the area vary in height from full two storey detached houses fronting onto Lonesome Lane to a chalet style dwelling to the south-east at Wrays Farm. The form and scale of development proposed in this case, which is primarily single storey with a portion of the rear courtyard terrace extending in the roof space would be compatible with the scale and character of development in the area.
- 6.30 The proposed layout shows a detached single storey dwelling on the northern side of the access road at the rear of Benting Mead, leading into a courtyard area which would be contained by two detached single storey properties at the eastern end of the site. Plot sizes are relatively small compared with some in the area, but there is a range of plot sizes adjoining and close to the site and the proposed plots in this case would not be dissimilar to others in the area.
- 6.31 The proposed dwellings would be of a traditional rural design with a brick and weatherboarding elevations and pitched roofs finished with clay tiles, a form of design which reflects traditional agricultural buildings, and which would be in keeping with the rural character of the site.
- 6.32 Limited details of the materials have been provided at this stage and if permission is granted, it is suggested that further details are provided by condition. Given then location of the site adjacent to a Grade II listed building (Little Finches), the Council's Conservation and Design officer has been consulted and, having considered the revised plans which have omitted the pair of semi-detached dwellings form the land immediately to the north of Little Finches, is satisfied that the proposals would not have a harmful impact on the setting of the neighbouring listed building. Having regard to this site being the former farmyard to Little Finches, the statutory listed building next door and the Barns and Farm Buildings SPD and the Local Distinctiveness

Guidance a high standard of materials would be expected. Therefore, in the event that planning permission is granted, a detailed materials condition is recommended together with a condition in relation to the retention of the front hedge row, removal of permitted development rights for extensions, areas of hardstanding and means of enclosure, in order to retain the rural appearance of the site, the setting of the listed building and to avoid further spread of development in the green belt.

- 6.33 The applicants have also, in acknowledging the removal of the equestrian buildings from the site, also offered to remove the sand ménage from the land immediately to the east and restore the land to pasture. This would result in an improvement to the open rural character of the site and surrounding area.
- 6.34 It is considered therefore that the proposals comply with the provisions of DMP Policy DES1.
- 6.35 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, each house would be provided with 4 bedrooms. In this case, where only 3 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.
- 6.36 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.
- 6.37 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.
- 6.38 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 Lonesome Lane or the character of the wider locality. It therefore complies with policies DES1, DES4 and DES5 in this respect.

## Neighbour amenity

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- 6.39 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.
- 6.40 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 minimum gap of 2.5m to the southern boundary with the rear garden of Little Finches. Given the single storey scale of the proposed dwelling in this location, this degree of separation is considered sufficient to protect the amenities of the neighbouring property.
- 6.41 To the north, the neighbouring property at Benting Mead would be located some 12.5m from the north elevation of the proposed detached bungalow. Given the single storey scale of the proposed development, this level of separation would be acceptable and would provide an appropriate relationship between neighbouring properties.
- 6.42 The proposed layout retains the existing access onto Lonesome Lane, albeit with improved visibility splays. The proposed residential development is likely to lead to a reduction in the number of vehicles using the access road, leading to a decrease in any noise and disturbance caused by vehicle movements and an improvement in the amenities of neighbouring residents.
- 6.43 In conclusion, the proposals would not have a significant adverse effect upon existing neighbouring properties and would accord with the provisions of DMP Policy DES1.

## Highway matters

- 6.44 Policy TAP1 of the Development Management Plan 2019 requires new development to demonstrate that it would not adversely affect highways safety or the free flow of traffic, that it would provide sufficient off-street parking in accordance with published standards and that it would constitute development in a sustainable location.
- 6.45 The County Highway Authority considers that the site is unsustainable in transport terms for a new residential dwelling. The site lies outside the existing built up areas of the borough, is remote from key services and facilities such as jobs, shops, schools, health and leisure facilities, and is not easily accessible by modes of transport other than the private car. For these reasons, it is considered that occupiers of the proposed dwelling would be heavily dependent upon the private car for access to normal day-to-day services and facilities, hence the development would not comply with the sustainable transport objectives of the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

- 6.46 Notwithstanding this advice, however, the CHA acknowledges that there are three dimensions to sustainable development - economic, social, and environmental - hence the sustainability of the site should not be assessed purely in terms of transport mode and distance. It is also acknowledged that planning policy does permit the conversion and re-use of buildings, and hence some developments will not be able to meet the requirements of locational and transport policies. They state that it is for the local planning authority to weigh up the CHA's sustainable transport advice against the other policies in the NPPF, Local Plan, and Core Strategy, to determine whether the proposed development is sustainable in its wider sense, and whether the benefits of the proposed development would outweigh the locational difficulties.
- 6.47 The site is in the countryside, but it would not comprise an isolated or remote location by virtue of nearby residential properties along Lonesome Lane. The distances between the site and the closest facilities in Woodhatch are over 2km and are beyond a reasonable walking distance. The site is within comfortable cycling distance of Woodhatch, but it is likely that most trips by future residents would be by private car. The NPPF recognises that opportunities to maximise sustainable transport solutions will vary between urban and rural areas. In this instance, whilst the proposal would result in a degree of reliance on the use of the private car, the likelihood is that over an average weekly period the proposal would generate less vehicle movements than the existing mixed commercial and equestrian use.
- 6.48 The existing access onto Lonesome Lane is to be used. The County Highway Authority have reviewed the plans and are satisfied that the access arrangements, which include a wider bell-mouth entrance, would not result cause harm to highway safety.
- 6.49 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 2.5 spaces for a 4 bedroom house. Thus, a total of 7.5 spaces would be required. In this case, a total of 9 spaces are proposed, with three spaces provided for each dwelling.
- 6.50 Accordingly, it is considered that the proposals are acceptable from a highway point of view and accord with the provisions of DMP Policy TAP1.

### Trees and Landscaping

- 6.51 Policy NHE3 advises that unprotected but important trees, woodland, and hedgerows with ecological or amenity value should be retained as an integral part of the development.
- 6.52 The tree officer was consulted on the proposal in order to assess the proposed development against impact upon existing trees and vegetation. It is noted that the Conservation Officer has made comments in respect of the retention of the front boundary hedging and the provision of additional boundary hedging. These comments relate to the treatment of boundaries.



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Further consideration needs to be given to the enhancements and improvement that should be secured to the existing landscape as there are significant opportunities for addition landscaping and tree planting. Although the application has not provided any qualified arboricultural information to demonstrate that the proposed development can be achieved without loss or harm to existing trees and vegetation located within and adjoining the application site. It is noted that there are significant parts of the site comprise existing hard standing and buildings and hopefully the removal of these features will not result in any contaminated land issues.

- 6.53 The proposed development does not appear to result in the loss of any significant trees or vegetation and the existing trees and vegetation can be adequately protected should the application be approved, by tree protection measures inclusive of qualified arboricultural supervision and monitoring. It is also essential to protect those area which will provide additional soft landscaping for the future.
- 6.54 It is therefore recommended that in the event that planning permission is granted, conditions relating to the arboricultural and landscape matters, should be imposed.

## Bio-diversity Issues

- 6.55 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 existing buildings, 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 in to the development in accordance with para 118 of the NPPF and secured by planning conditions.

## Energy, Sustainability and Broadband

- 6.56 In accordance with adopted policy, conditions are imposed to seek the installation of carbon reduction measures within the dwellings hereby permitted to secure energy savings through the use of renewable technologies where appropriate and the provision of fast broadband services for future residents to ensure that the dwellings are future proofed.

## Withdrawal of Permitted Development Rights

- 6.57 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 acceptability, size and design of further extensions at ground floor level and within the roof space.

## Community Infrastructure Levy (CIL)

- 6.58 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 the exact amount would be determined and collected after the grant of planning permission.

### 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:

<b>Plan Type</b>	<b>Reference</b>	<b>Version</b>	<b>Date</b>
Location Plan	345/OS		28/08/2020
Survey Plan	345/000	A	28/08/2020
Existing site layout	345/001	B	28/08/2020
Existing site layout	345/002	D	28/08/2020
Existing elevations	345/010		21/09/2020
Proposed floor plan	345/033	C	11/12/2020
Proposed elevations	345/034		11/12/2020
Proposed roof plan	345/035		11/12/2020
Proposed site layout	345/054	F	11/02/2020
Proposed street scene	345/055	A	11/02/2020
Proposed landscape plan	345/056	A	11/02/2020
Existing/proposed site layout	345/057	A	11/02/2020
Proposed elevations	345/067	A	11/02/2020
Proposed floor plans	345/070	A	11/02/2020
Proposed roof plan	345/071	A	11/02/2020
Proposed elevations	345/072	B	18/02/2020
Proposed elevations	345/073	B	18/02/2020
Proposed elevations	345/074	B	18/02/2020

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

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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. Notwithstanding the drawings, the proposed external finishing materials and details shall be carried out using the external facing materials and details specified below and there shall be no variation without the prior approval in writing of the Local Planning Authority;
  - a) The roof shall be of handmade sandfaced plain clay tiles with bonnet tiles to hips and hogsback ridge tiles.
  - b) All external joinery shall be of dark painted timber with architraved bargeboards with no box ends omitted and no gutter fascias.
  - c) All external walls shall be of dark stained featheredge weatherboarding or dark red or multistock handmade or hand simulated sandfaced brick, a photographic sample of which shall be submitted to and approved in writing by the LPA before any work above ground slab level.
  - d) All casement windows shall be of black painted timber with casements in each opening to ensure equal sightlines.
  - e) All footpaths and drives shall be of fixed pea shingle flint gravel.
  - f) Any fencing on the north east and west boundaries shall be sited behind the hedge line to retain the rural appearance to the open countryside.

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 policies DES1 and NHE9.

5. No development shall commence including demolition and or groundworks preparation until a detailed, scaled a Tree Protection Plan (TPP) and the related Arboricultural Method Statement (AMS) which shall be compiled in conjunction with the construction method statement has 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) and hedges shown to scale on the TPP, including the installation of service and drainage routings and the location of site and welfare offices. 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 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, NHE5 and DES1 of the Reigate and Banstead Development Management Plan 2019 and the recommendations within British Standard 5837:2012 Trees in relation to design, demolition and construction.

6. No development shall commence including demolition and groundwork preparation until a scheme for the landscaping of the site including the retention of existing landscape features, particularly existing frontage vegetation and trees 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.

Native Hawthorn hedges shall be planted within the site adjacent to the north, east and southern and garden boundary lines and retained on an ongoing basis and managed to maintain a minimum height of not less than 2 metres and minimum width of not less than 1.5 metres hereafter or as otherwise agreed in writing by the local planning authority before occupation of the houses. Any losses through death or disease shall be remedied by replacement hawthorn planting, to current landscape standards, within 4 months to maintain this feature. A specification for the hedge and ground preparation to ensure successful growth shall be submitted to and approved in writing by the Local Planning Authority.

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

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

Reason: To ensure good arboricultural and landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies NHE3, NHE5 and DES1 of the Reigate and Banstead Borough Local Plan adopted September 2019.

7. Prior to the commencement of the development full details (and plans where appropriate) of the waste management collection point (and pulling distances where applicable) 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 dwellings which they

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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 with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

8. 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
  - (e) 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.

9. The development hereby permitted shall not be occupied until a scheme for the provision of measures to improve the bio-diversity interest of the site are submitted to the Council and approved in writing. The approved measures shall be implemented in full and maintained thereafter.

Reason: To ensure that the development would not harm wildlife or protected species and deliver a biodiversity enhancement in accordance with Policy NHE2 of the Development Management Plan, Natural England standing advice and the provisions of the NPPF.

10. No part of the development shall be first occupied unless and until the proposed modified vehicular access to Lonesome Lane 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 and in recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2019 and to meet the objectives of the NPPF (2019), and to satisfy policies DES8 and TAP1 of the Reigate and Banstead Development Management Plan (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: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and in recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2019 and to meet the objectives of the NPPF (2019), and to satisfy policies DES8 and TAP1 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 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. The sockets shall be sited to minimise the visual impact and of a dark colour and minimal illumination to conserve the green belt character.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and in recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2019 and to meet the objectives of the NPPF (2019), and to satisfy policies DES8 and TAP1 of the Reigate and Banstead Development Management Plan (2019).

13. The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for the secure parking of bicycles within the development site, and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and in recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2019 and to meet the objectives of the NPPF (2019), and to satisfy policies DES8 and TAP1 of the Reigate and Banstead Development Management Plan (2019).

14. 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.

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15. 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 works permitted by Classes A, B, C, D, F and G of Part 1 of the Second Schedule of the 2015 Order or Class A of Part 2 of the Second Schedule of the 2015 Order, or their successors, shall be constructed (other than those expressly authorised by this permission) without an approved application.

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.

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. No development shall take place above slab level until written details of any photovoltaics or solar panels to be installed on the dwellings have been submitted to and approved in writing by the Local Planning Authority, and the development shall be carried out in accordance with the approved details.



The photovoltaic or solar panels shall be sited to minimise their visual impact, shall be of black frames and symmetrically placed with staggered lines.

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 policies DES1 and NHE9.

19. 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

20. 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 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

21. 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

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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

- 22a. 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.
- 22b. 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

23. 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.

24. The developer must either submit evidence that the building was built post 2000 or provide an intrusive pre-demolition and refurbishment asbestos survey in accordance with HSG264 supported by an appropriate mitigation scheme to control risks to future occupiers. The scheme must be written by a suitably qualified person and shall be submitted to the LOA and must be approved prior to commencement of the development. The scheme as submitted shall identify potential sources of asbestos contamination and detail removal or mitigation appropriate for the proposed end use. Detailed working methods are not required by the scheme of mitigation shall be independently verified to the satisfaction of the LPA prior to occupation. The development shall then be undertaken in accordance with the approved details.

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land before development commences and to make the land suitable for the development without resulting in risk to construction workers, future occupiers of the land, occupiers of nearby land and the environment with regard to policy CS10 of the Reigate and Banstead Borough Core Strategy and the provisions of the NPPF.

25. The development hereby permitted shall not be occupied unless and until the sand school immediately to the east of the application site has been removed and the land re-instated to pasture 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 the interests of the maintenance of the character and appearance of the area and to comply with policies NHE5 and DES1 of the Reigate and Banstead Borough Local Plan adopted September 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.org.uk](http://www.firesprinklers.org.uk).
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions. Further information can be found on the Council website at : [Climate Change Information](#).

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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](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.

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](http://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](http://www.reigatebanstead.gov.uk/info/20277/street_naming_and_numbering).
7. 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.
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. 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'.
11. 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.
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.

# Agenda Item 9

Planning Committee  
17<sup>th</sup> March 2021

Agenda Item: 9  
20/01846/F

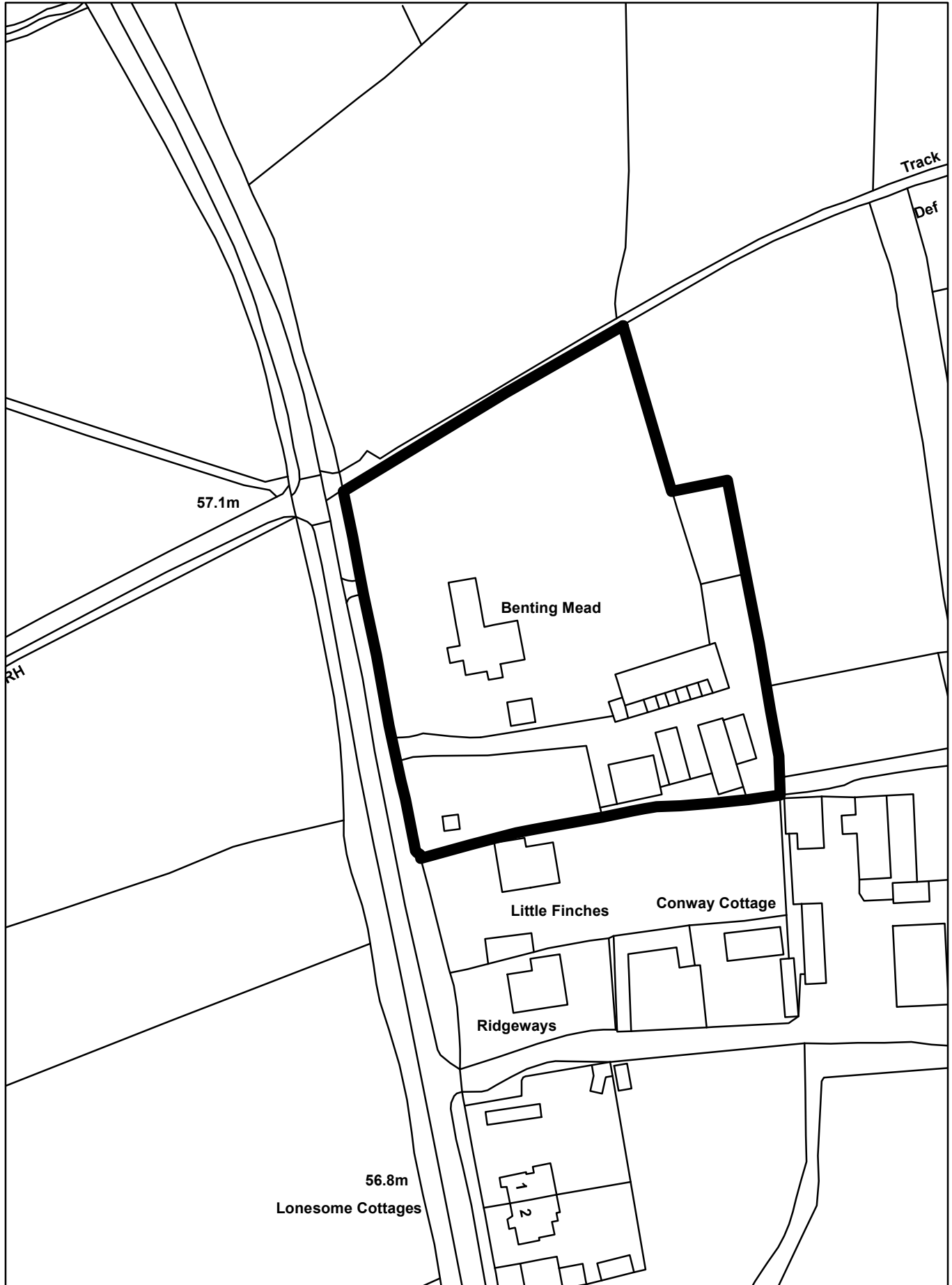
13. The use of landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above relevant conditions. The planting of trees and shrubs shall be in keeping with the character and appearance of the locality with a strong native influence. There is an opportunity to incorporate medium sized 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.

## **REASON FOR PERMISSION**

The development hereby permitted has been assessed against development plan policies 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.

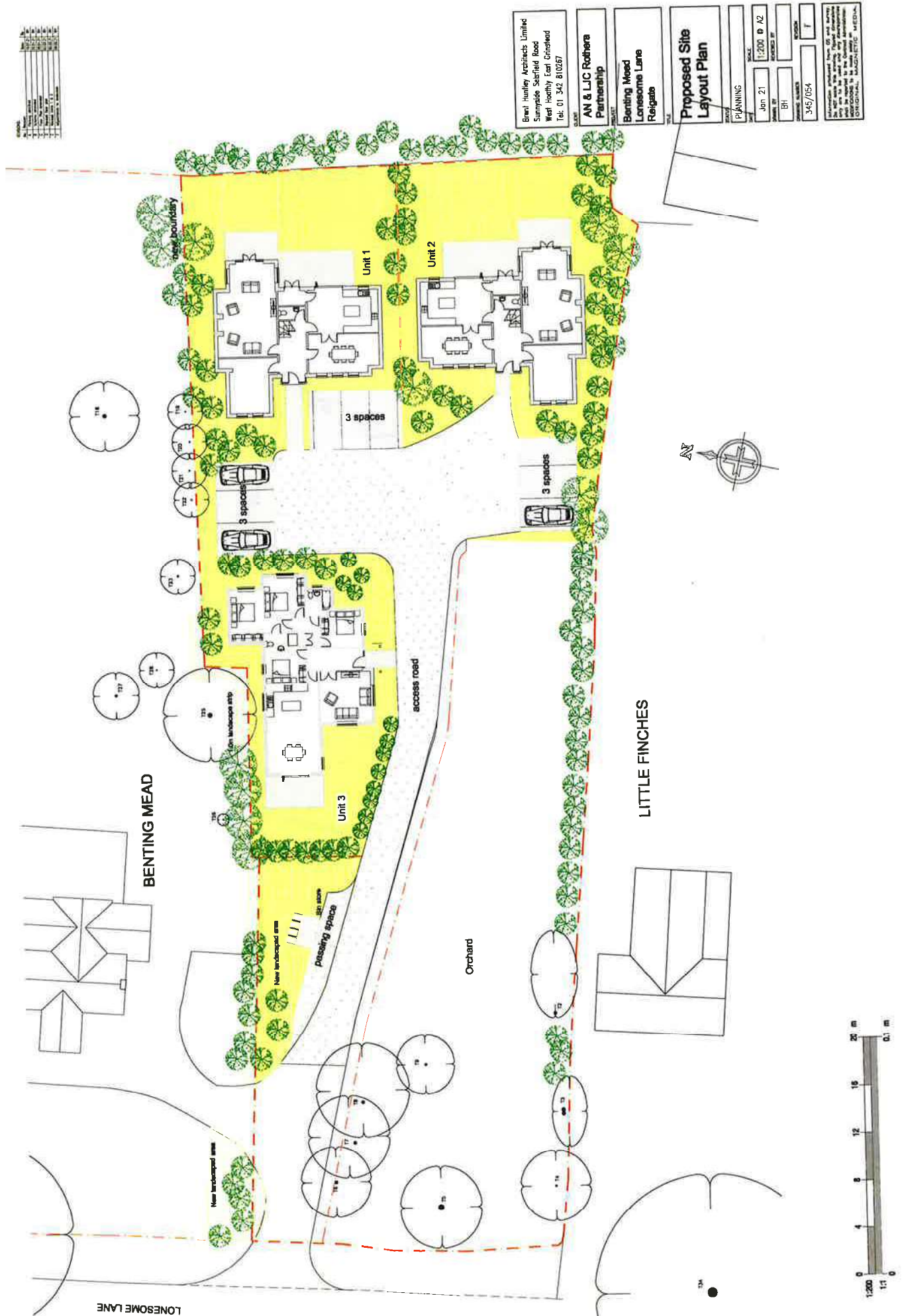
## **Proactive and Positive Statements**

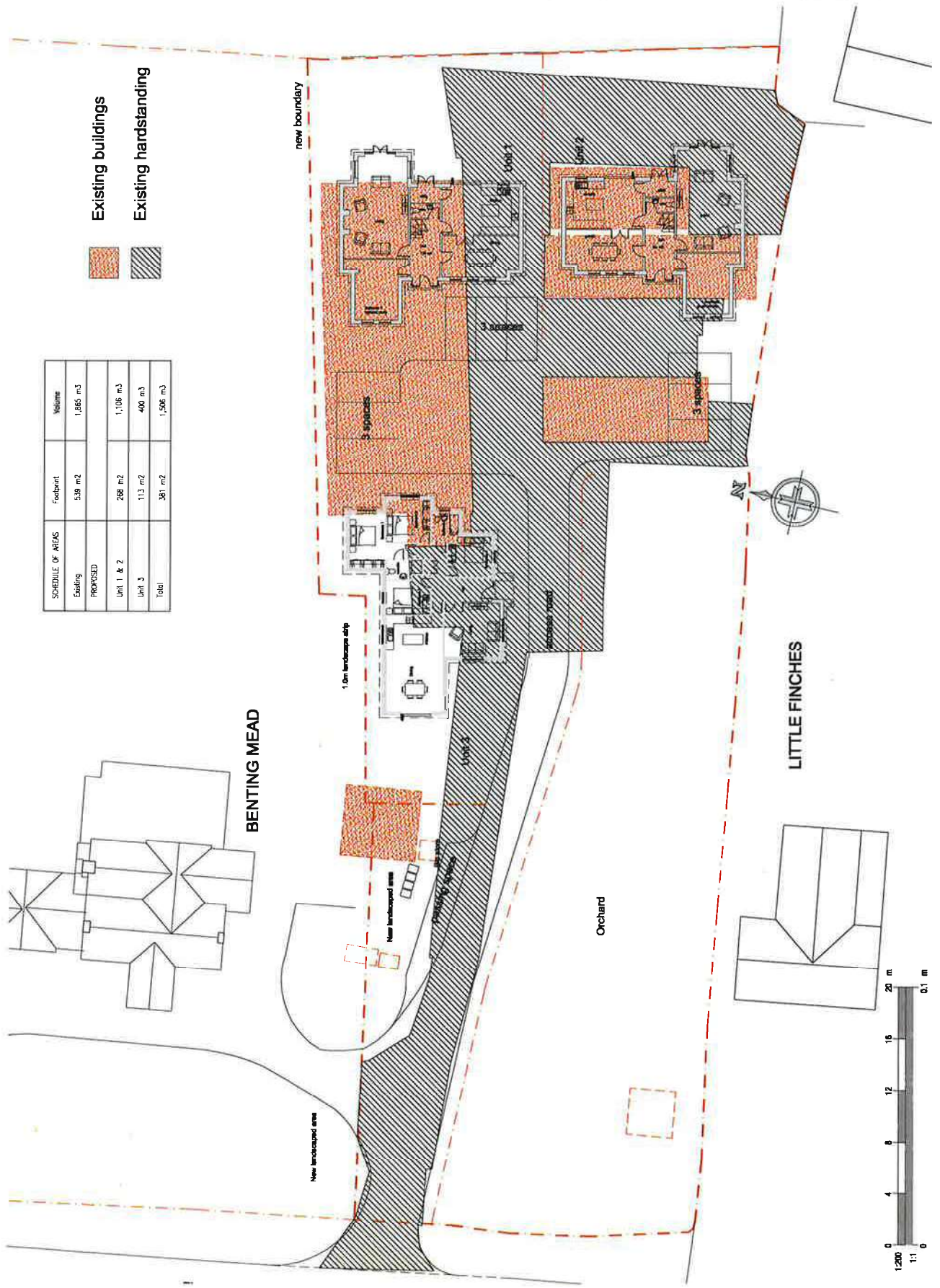
The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies CS1, CS3, CS4, CS10, CS11, CS14, CS17, DES1, DES4, DES5, DES8, DES9, TAP1, CCF1, EMP4, NHE2, NHE5, NHE9, INF3 and 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





SCHEDULE OF AREAS		Footprint	Volume
Existing		538 m <sup>2</sup>	1,885 m <sup>3</sup>
PROPOSED			
Unit 1 & 2		268 m <sup>2</sup>	1,108 m <sup>3</sup>
Unit 3		113 m <sup>2</sup>	400 m <sup>3</sup>
Total		381 m <sup>2</sup>	1,506 m <sup>3</sup>

Existing buildings  
Existing hardstanding

**Client:** Brent Huntley Architects Limited  
 Summerville Salisbury Road  
 West Hoathly East Grinstead  
 Tel: 01 342 810267

**Project:** AN & LJC Rothera Partnership  
**Location:** Benting Mead, Lonsome Lane, Reigate

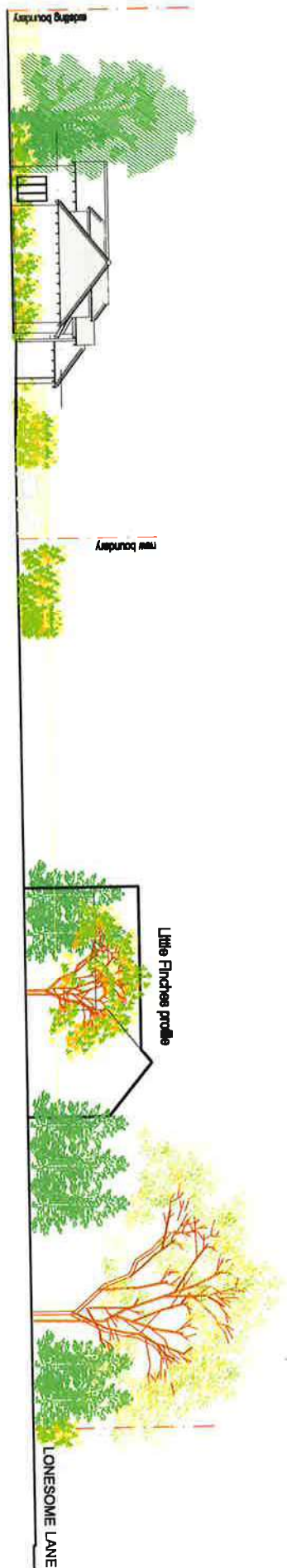
**Plan:** Existing/Proposed Plan Revised scheme

**Scale:** 1:200 @ A2  
**Date:** Nov 20  
**Drawn by:** BH  
**Checked by:** JAS/USJ  
**Revision:** A

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# Agenda Item 9



Sectional Elevation through site



Lonesome Lane Street scene



REVISIONS		Date	By
1	Issue for comment	18/07/17	BM

Brent Hunter Architects Limited  
 Sunnyside, Sashfield Road  
 West Hoathly East Grinstead  
 Tel: 01 342 810267

CLIENT  
**AN & LIC Rothera Partnership**

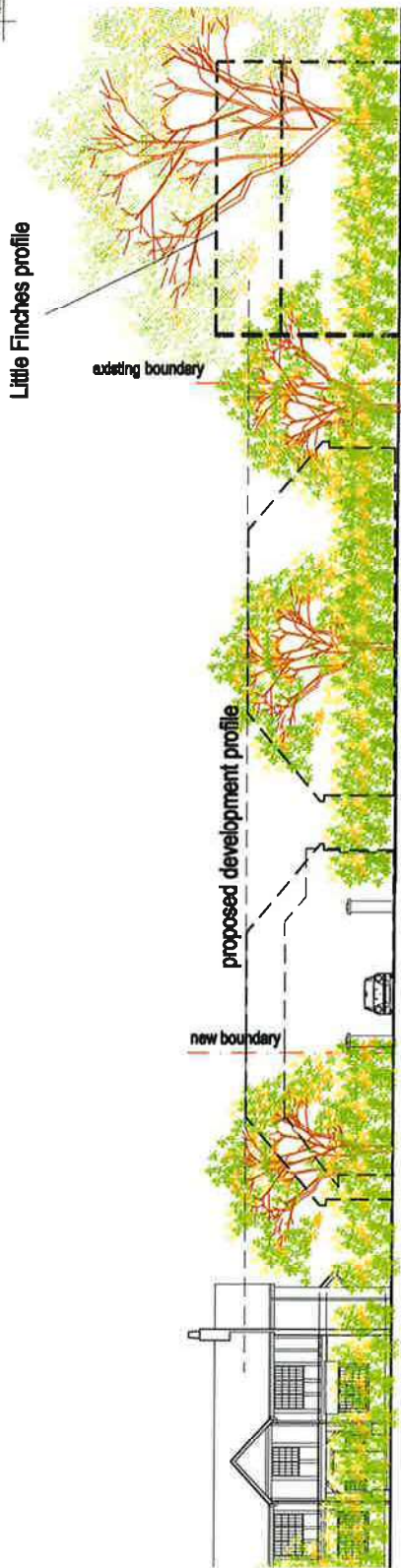
PROJECT  
**Bentling Mead  
 Lonesome Lane  
 Reigate**

TITLE  
**Street Scenes  
 Revised Scheme**

DATE  
**PLANNING**

DATE	SCALE
Jun 21	1:250 @ A3
BH	REVISED BY
346/055	VERSION
A	A

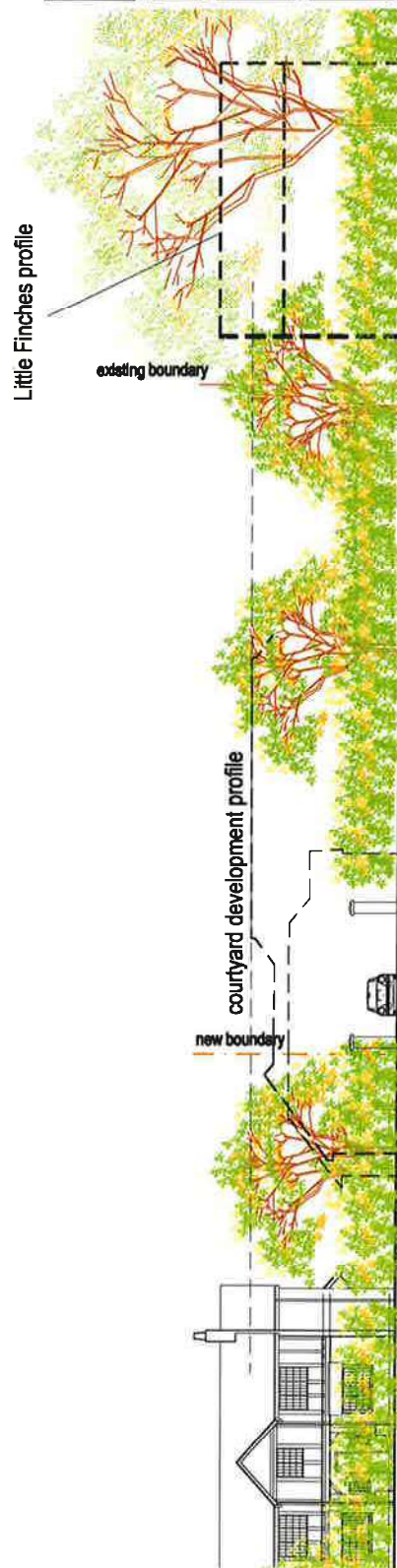
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**Benting Mead**

**Entrance retained**

**Little Finches**



**Benting Mead**

**Entrance retained**

**Little Finches**



Brent Huntley Architects Limited Sunnyside Salsfield Road West Hoathly East Grinstead Tel: 01 342 810267	
CLIENT	AN & LJC Rothera Partnership
PROJECT	Benting Mead Lonsesome Lane Ratgrate
TITLE	Comparative height elevations
DATE	PLANNING
SCALE	1:200 @ A3
DATE	Jun 21
DRAWN BY	BH
REVISION	
DRAWING NUMBER	345/087
REGION	A
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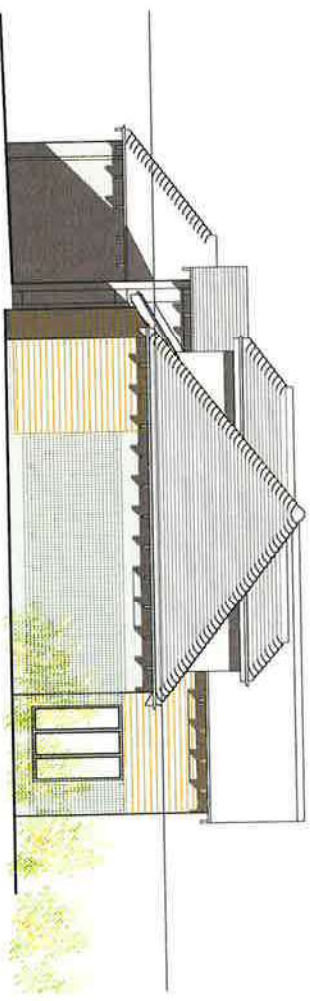
# Agenda Item 9

REVISIONS	
No.	Description
1	Issue for comment
2	Issue for comment
3	Issue for comment

Rear Elevation



Side Elevation

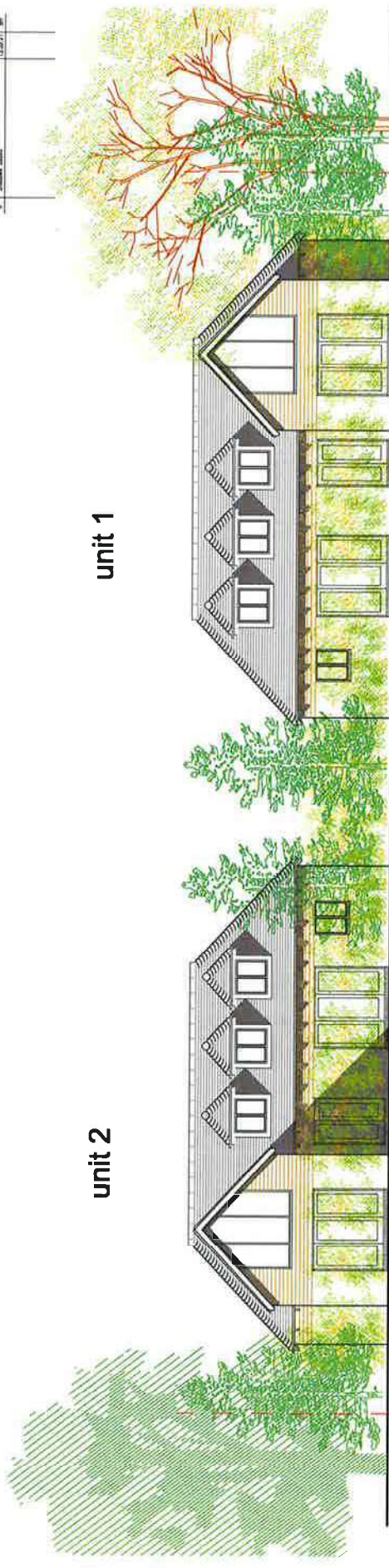


<p>Brent Hunley Architects Limited          Sunnyside Salford Road          West Hooley East Orkney          Tel: 01 342 810267</p>	
CLIENT	AN & LJC Rothera Partnership
PROJECT	Banting Mead Lonsome Lane Reigate
TITLE	Units 1 & 2 Elevations 2 Revised
STATUS	PLANNING
DATE	Feb 21
SCALE	1:100 @ A3
DRAWN BY	BH
CHECKED BY	
PROJECT NUMBER	345/073
REGION	8

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REVISED	
No.	Date
1	12/07/11
2	12/07/11
3	12/07/11



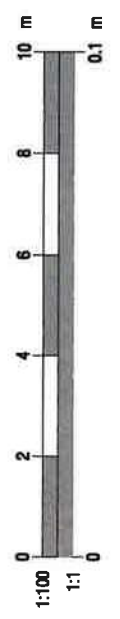
Little Finches

boundary

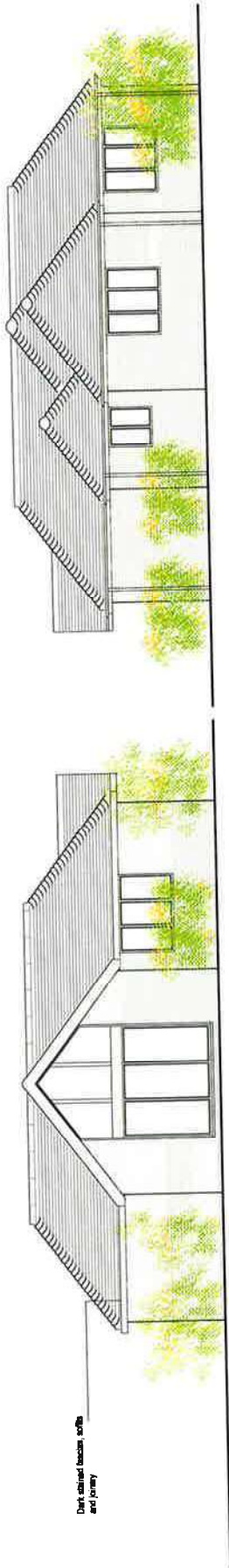
Bentley Mead

boundary

Brent Hunnley Architects Limited Sunnyside Seisfield Road West Hoathly East Crinfield Tel: 01 342 810267	
AN & LJC Rothera Partnership	PROJECT Bentley Mead Lonsesome Lane Reigate
EASTERN elevation	
PLANNING	
DATE Feb 21	SCALE 1:100 @ A3
DRAWN BY BH	CHECKED BY
DRAWING NUMBER 345/074	REVISION B
Information produced from CAD software on paper. This information is for reference only and any discrepancies between the printed information and the original information shall be resolved by reference to the ORIGINAL MAGNETIC MEDIA.	



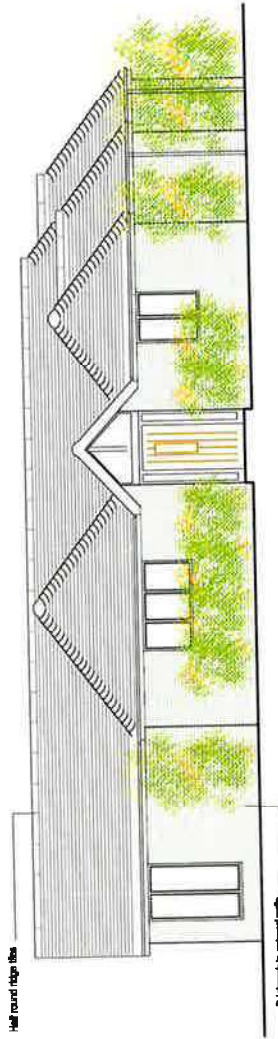
# Agenda Item 9



Dark stained beech soffits and fascia

Side Elevation

Side Elevation



Half round ridge ribs

Blackwood to external walls

Front Elevation



Rear Elevation

Preliminary



Brent Huntley Architects Limited Sunnyside Salsfield Road West Hoathly East Grinstead Tel: 01 342 810267	
CLIENT	AN & LJC Rothera Partnership
PROJECT	Bentley Mead Lonesome Lane Reigate
TITLE	Unit 4 Detached Elevations
SCALE	PLANNING
DATE	Nov 20
DRAWN BY	BH
CHECKED BY	
DRAWING NUMBER	345/034
REGION	
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NO. OF SHEETS	1
NO. OF SHEETS USED	1
DATE	15/07/21
SCALE	1:100

<p>Grant Hurley Architects Limited          Sunnyside Salford Road          West Hoathly East Cheshire          Tel: 01 342 810267</p>	
CLIENT	AN & LJC Rothera Partnership
PROJECT	Berthing Mead Lonsesome Lane Raigate
TITLE	Units 1 & 2 Elevations Revised
STATUS	PLANNING
DATE	Feb 21
DRAWN BY	BH
CHECKED BY	
SCALE	1:100 @ A3
NO. OF SHEETS	8
DATE	3/5/072


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# Agenda Item 10

Planning Committee  
17<sup>th</sup> March 2021

Agenda Item: 10  
20/02581/F

 <b>Reigate &amp; Banstead</b> BOROUGH COUNCIL Banstead   Horley   Redhill   Reigate	<b>TO:</b>	PLANNING COMMITTEE
	<b>DATE:</b>	17 <sup>th</sup> March 2021
	<b>REPORT OF:</b>	HEAD OF PLANNING
	<b>AUTHOR:</b>	Matthew Sheahan
	<b>TELEPHONE:</b>	01737 276010
	<b>EMAIL:</b>	Matthew.Sheahan@reigate-banstead.gov.uk
<b>AGENDA ITEM:</b>	10	<b>WARD:</b> Horley Central and South

<b>APPLICATION NUMBER:</b>	20/02581/F	<b>VALID:</b>	18/12/2020
<b>APPLICANT:</b>	Veer Properties	<b>AGENT:</b>	Z Group Architects
<b>LOCATION:</b>	94 BRIGHTON ROAD HORLEY SURREY RH6 7JQ		
<b>DESCRIPTION:</b>	<b>Extension, alteration and addition of residential accommodation to the existing building on 94 Brighton Road to provide 6 self contained flats.</b>		
<b>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.</b>			

## SUMMARY

This is a full application for a rear extension, alteration and the addition of a second storey to the existing building at 94 Brighton Road. The application adds an additional unit contained within the approved footprint of the previously approved application 20/00503/F. That additional unit being on the ground floor within what was formerly the ground floor storage area for the retained retail unit.

The proposal would provide an additional 6 No. flats. This includes 2 No. one-bedroom flats and 4 No. studio flats (2 x 1b2p and 4 x 1b1p). The existing flat at first floor and retail unit at ground floor of the existing building would be retained. The existing car park at the rear is also retained and this will provide space for parking, refuse and recycling which are all accessed from Lumley Road. A total of 7 parking spaces are proposed.

The application site occupies a highly visible location at the junction of Brighton Road and Lumley Road. The design is considered substantially the same as previously approved and is considered to integrate well with the existing building. Given the varied style and designs of neighbouring buildings in the locality, the proposal is considered to have an acceptable impact upon the visual amenities of the area. The traditional design would accord with local distinctiveness and the increase in height to the existing building would successfully mark the corner site location, whilst the reduction in scale along Lumley Road would gradually decrease towards the residential properties that neighbour the site and accord with the style of character of the streetscene.

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The proposal is not considered to result in a harmful impact upon the amenities of neighbouring properties by virtue of appropriate window placements and separation distance. Whilst the increased depth would have some impact on the windows of the residential property at 92 Lumley Road to the south, given the nature of the rooms these windows serve the level of harm would be acceptable.

The proposed units would accord with the Nationally Described Space Standards for living space with regards their internal layout. Whilst there would be a shortfall of 1 parking space, it is considered that, given the sustainable location of the site, this shortfall would not result in significant undue pressure on the existing on-street parking in the area. The proposal is therefore considered to comply with Policy TAP1 of the Development Management Plan 2019.

In conclusion the proposed development is considered to be acceptable in terms of design and the impact of this on the character of the area, scale and impact on neighbouring residential development, provide an appropriate living environment for future occupants, and provide an acceptable level of parking.

## **RECOMMENDATION**

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 and informatives.

Contaminated Land Officer – No objection raised subject to conditions and informatives relating to ground contamination and asbestos.

Horley Town Council – No objection raised

## Representations:

Letters were sent to neighbouring properties on 30<sup>th</sup> December 2020. No responses have been received.

### 1.0 Site and Character Appraisal

- 1.1 The site is located on the corner of Brighton Road and Lumley Road within the urban area and local shopping area and the premises are currently used as an A1 retail electrical shop selling to the trade and to the public at ground floor level and residential above. The main part of the building is a two storey detached building with a hipped roof. Towards the rear part of the site is a single storey flat roofed addition and a parking area. The contour of the site is flat and there are no trees affected by this proposal.
- 1.2 The surrounding area is mixed in character with the properties fronting Brighton Road to the south of the application site mainly in commercial use at ground floor level and residential above. To the north of the site and along Lumley Road, there are residential properties varying in style and scale.

### 2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: Pre-application advice was not sought prior to the submission of this application.
- 2.3 Further improvements could be secured: Additional benefits could be secured by way of appropriate conditions.

### 3.0 Relevant Planning and Enforcement History

There is a long planning history for the site, the most recent are detailed below

- |     |            |                               |               |
|-----|------------|-------------------------------|---------------|
| 3.1 | 11/01894/F | Proposed additional vehicular | Approved with |
|-----|------------|-------------------------------|---------------|

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- |     |            |   |  |
|-----|------------|---|--|
|     |            | crossover and provision of 2 gates to match the existing within existing secure boundary fence. To ease goods delivery.                         | conditions<br>22 December 2011                             |
| 3.2 | 08/02196/F | Raise pitch roof to suit street scene   | Approved with conditions<br>29 <sup>th</sup> December 2008 |
| 3.3 | 08/00081/F | Provision of basement to previously approved bungalow   | Approved with conditions<br>26 March 2008                  |
| 3.4 | 20/00503/F | Extension, alteration and addition of residential accommodation to the existing building on 94 Brighton Road to provide 5 self-contained flats. | Approved with conditions<br>12th June 2020                 |

## 4.0 Proposal and Design Approach

- 4.1 This is a full application for the extension, alteration and addition of residential accommodation to the existing building on 94 Brighton Road. The proposal would provide an additional 6 No. flats. This includes the 2 No. one-bedroom flats and 3 No. studio flats (2 x 1b2p and 3 x 1b1p) approved under application 20/00503/F and an additional 1 bed 1 person studio flat to the rear of the ground floor. The additional flat would be contained within the approved layout. The existing retail unit and existing flat above would be retained. The existing car park at the rear is also retained in part, and this will provide space for residents parking, refuse and recycling which are all accessed from Lumley Road.
- 4.2 A new storey is proposed to be added to the existing two storey frontage building, maintaining the hipped roof, and an extension to the rear, stepping down in height to two and half storeys, decreasing then to one and a half storeys as it extends down Lumley Road. At ground floor level seven car parking spaces are proposed and an area of storage to be used in conjunction with the existing retail shop. There would also be an internal bicycle store to the ground floor at the rear, whilst the refuse area would also be kept to the rear.
- 4.3 The external design of the scheme is the same as that approved under the previous scheme, following the form and design of the existing building. The proposed additional flat would be contained at the ground floor within what was proposed to be the storage area for the ground floor retail unit, contained within the approved layout with no additional form or massing proposed. The applicants no longer require the level of storage space previously approved.



- 4.4 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:  
Assessment;  
Involvement;  
Evaluation; and  
Design.
- 4.5 Evidence of the applicant’s design approach is set out below:

Assessment	<p>The character of the surrounding area is assessed as predominantly residential, with a mixture of local shops located along Brighton Road. Most of these local shops are mixed-use, with shops at ground level and residential accommodation above. The design of these shops remains traditional, for example No.84-92 is a two-storey block with facing brickwork and a 45-degree pitched roof with large dormers...Along Lumley Road the area becomes fully residential. This area has a clear mixture of flats and houses, meaning there is also a mixture of housing character. Lumley Road includes large housing developments, for example No.7-12 (Lumley court) is a modern three-storey block of flats constructed from brickwork with a hip roof. In contrast, Lumley Road is predominately fronted by Victorian/Edwardian semi-detached houses and a handful detached houses modern in character. The mixture of characters creates an attractive and diverse district for residents in the area</p> <p>Site features meriting retention are the existing retail unit and flat and the existing car park at the rear of the site.</p>
Involvement	No community consultation took place.
Evaluation	The statement does not include any evidence of other development options being considered.
Design	The applicant’s reasons for choosing the proposal from the available options were informed by pre-application advice. The design takes its cues from residential development in the area. The proposal has been designed to respect the existing buildings vernacular and enhance the local distinctiveness of the area. The proposal’s mass and scale has been considered in relation to the neighbouring buildings to ensure the mass and scale of the proposal does not have a detrimental impact on the quality of neighbour’s amenity both in terms of access to daylight and the feeling of overbearingness.

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4.6 Further details of the development are as follows:

Site area	0.04 hectares
Proposed parking spaces	7
Parking standard	8 residential 6 (maximum) retail
Net increase in dwellings	6
Proposed site density	125 dwellings per hectare
Density of the surrounding area	125 dwellings per hectare – Lumley Court

## 5.0 Policy Context

### 5.1 Designation

Urban area  
Local Shopping Centre

### 5.2 Reigate and Banstead Core Strategy

CS1 (Sustainable Development)  
CS4 (Valued Townscapes and Historic Environment)  
CS5 (Valued People/Economic Development),  
CS7 (Town/Local Centres),  
CS10 (Sustainable Development),  
CS11 (Sustainable Construction),  
CS14 (Housing Needs)  
CS15 (Affordable Housing)

### 5.3 Development Management Plan

DES1 (Design of new development),  
DES4 (Housing mix),  
DES5 (Delivering high quality homes),  
DES6 (Affordable housing),  
DES8 (Construction management),  
DES9 (Pollution and contaminated land),  
TAP1 (Access, parking and servicing),  
CCF1 (Climate change mitigation),  
INF3 (Electronic communication networks),  
RET3 (Local Centres)

### 5.4 Other Material Considerations

National Planning Policy Framework  
2019

## National Planning Practice Guidance

### Supplementary Planning Guidance

### Surrey Design

Local Distinctiveness Design Guide

A Parking Strategy for Surrey

Parking Standards for Development

Affordable Housing

### Other

Human Rights Act 1998

Community Infrastructure Levy

Regulations 2010

## 6.0 Assessment

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

6.2 The main issues to consider are:

- Design appraisal
- Neighbour amenity
- Access and parking
- Amenity for future occupants
- Sustainability, Climate Change and infrastructure
- Affordable Housing
- CIL

### Design appraisal

6.3 The application proposes the addition of a second storey to the existing building and part 2.5 storey, part 1.5 storey extension to the rear of the site, along Lumley Road. The application site occupies a highly visible location at the junction of Brighton Road and Lumley Road. The parade of shops to the south do have roof accommodation served by dormers and the flatted development to the north on the opposite side of the junction is a collection of 3 storey, 2.5 storey and 2 storey residential buildings. Heading along Lumley Road the scale of development decreases to two storey residential houses, and also includes a bungalow, immediately adjacent to the site. The scale and design of the proposed development is considered to be in accordance with the locality, following the principles of good design practice in marking the corner site and defining the location of a junction. The height of the building would be similar to that on the opposite side of the junction which is also a three storey building.

6.4 Turning to the rear extension, this element of the proposal would decrease in height as it progresses south eastwards along Lumley Road towards the neighbouring residential dwellings. This reduction in scale to the rear respects the pattern of development where the character of the locality changes from

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that fronting Brighton Road to a residential nature, formed largely by two storey houses.

- 6.5 The design of the extensions are informed by the existing building. The additional storey to the existing building would have a hipped roof and this design would be mirrored in the rear extension with hipped roofs and matching fenestration with the exception of a glazed staircase that would have a more contemporary appearance.
- 6.6 The design is considered to integrate well with the existing building. Given the varied style and designs of neighbouring buildings in the locality, the proposal is considered to have an acceptable impact upon the visual amenities of the area. The traditional design would accord with local distinctiveness and the increase in height would successfully mark the corner site location. Overall, the design is considered acceptable.
- 6.7 It is therefore considered that the proposal would comply with Policy DES1 of the Development Management Plan (DMP) 2019 and Local Distinctiveness Guide.

## Neighbour amenity

- 6.8 To the south east of the site is a detached bungalow, 147 Lumley Road. The proposed rear extension would retain a gap to the shared boundary 3.4m and the addition would reduce in scale as it becomes closer to no. 147. The eaves height of the proposed building at this nearest point would be 4.4m. There is one side facing window in no. 147 that looks towards the application site. Plans (reference 08/00081/F) show this window serves a bathroom and the proposal would pass the 45 degree assessment, as it would not intersect a 45 degree vertical plane measured from this window. The proposal would not therefore result in unacceptable loss of light to this neighbour. Given the reduction in scale and level of separation between the two properties, the proposal is not considered to result in an overbearing or dominating impact upon the dwelling. No windows are proposed to face No.147 with the exception of a single ground floor window; however this would not face any windows serving neighbouring habitable rooms. It is not considered therefore to result in a harmful impact in terms of overlooking or loss of privacy.
- 6.9 To the north of the site on the opposite side of Lumley Road is Lumley Court, a collection of three buildings containing a total of 25 flats. Flats 1 – 6 would be sited between 15.5m and 17.5m from the proposal and 154 and 152 Lumley Road would be sited approximately 18.6m from the proposed rear extension. Given the level of separation the proposal is not considered to result in a harmful impact upon the amenities of the neighbouring dwellings on the north eastern side of Lumley Road in terms of overbearing, domination or overlooking and loss of privacy.
- 6.10 To the south of the site lies a terraced building made up of commercial uses at ground floor and residential at first and second floor. The nearest neighbour to the application site is 92 Brighton Road. At ground floor level

there is a takeaway business and a maisonette above at first and second floor, 92a. To the rear of the building there are two first floor windows and a dormer window. There are also two smaller side facing windows at first floor and a side facing dormer window at second floor level. Looking at the planning history for this neighbouring building, plans ref: 55/0541 show the layout of the maisonette, no. 92A. The first floor rear facing windows serve a kitchen and bathroom. The first floor side facing windows serve a pantry off to the side of the kitchen and the hallway. At second floor, the side facing dormer window serves the hallway area. The rear facing dormer window serves a bedroom.

- 6.11 The proposal would have some impact upon light to the rear facing kitchen window and the outlook, with the 2.5 storey element of the proposal extending approximately 3m beyond the rear elevation of 92a before stepping down in height. Whilst there would be some impact upon this window as described above, the kitchen is relatively modest in size and therefore it is considered reasonable to conclude that dining would take place in one of the two reception rooms that are served by front facing windows and set further away from the proposed development. Due to the less habitable nature of the room, the impact upon this window is thus not considered so harmful as to warrant refusal of the application on this basis. The side facing windows do not serve habitable spaces and therefore the proposal is not considered to result in a harmful impact upon the amenities of these spaces. The side facing windows proposed to the second floor extension to the existing building would look more directly towards the front of No. 92 and the proposal is not therefore considered to result in a harmful impact in terms of overlooking or loss of privacy.
- 6.12 Overall, the proposal is not considered to result in a harmful impact upon the amenities of neighbouring properties and complies with policy DES1.

### Highway matters

- 6.13 The application proposes a total of 7 parking spaces to the rear of the site, accessed from Lumley Road. The application proposes 6 new flats along the with retention of 1 existing flat. The site is located within an area of medium accessibility as defined in Annex 4 of the DMP. This requires 1 parking space per unit, and 2 visitor parking spaces. The Application also proposes 2 parking spaces to the front of the site for the retail unit. There is no dropped kerb which currently allows for access to this area, however it is noted that vehicles do park in front of the building informally. In considering the application the County Highways Authority has the following view:
- 6.14 *This application was previously approved for 5 dwellings and maintaining some element of retail use. The current proposal is to add an additional studio (1 no). This will require 1 additional parking space. There is on-street parking allowed in the vicinity of the site, and from site observation, it is possible to meet the shortfall for one parking space within reasonable walking distance from the site. There is concern about the location of the two existing parking spaces shown at the western edge of the site, at the junction of*

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*Brighton Road and Lumley Road. Hence the requirement for Condition 2, which is the same condition for the previous approved application Ref 20/00503/F. However, it is noted that these parking spaces are currently used by QVS customers, even though there are no dropped kerbs to provide access to the parking spaces.*

- 6.15 As with the previous application, a condition preventing the creation of any means of access from the development to Brighton Road or the service road next to Brighton Road would be included in the event of planning permission being granted. The site fronts Brighton Road within a Local Centre, in nearby proximity to bus stops well served by bus routes to the north and south and shops, services and facilities. The site is also located approximately 650m from High Street Horley whereby local amenities and key services can be accessed. On this basis it is considered that the shortfall of one parking space would not warrant refusal of the application in this instance, given the sustainable nature of the location. With regard to parking requirements for the retail element of the proposal, maximum parking standards apply and on this basis the proposal is not considered to warrant refusal.
- 6.16 The County Highway Authority therefore has no highway requirements subject to conditions. The recommended conditions require the existing access to Lumley Road to be modified to serve the proposed car parking spaces on Lumley Road in accordance with a scheme to be submitted, the means of access to the development to be from Lumley Road only, no means of access from London Road or the service road next to London Road, plans for a parking scheme, bicycle parking, a construction transport management plan and fast charge parking sockets. Subject to compliance with these conditions the proposed development is considered to comply with the requirements of the NPPF 2019 and Policy TAP1 of the DMP 2019.

## Amenity for future occupants

- 6.17 The application proposes 2 x 1 bedroom 2 person flats and 4 x 1 bedroom one person studio flats. All units would meet the minimum internal space standards, as defined within the Nationally Described Space Standards. Policy DES5 of the DMP requires new residential development to comply with these standards. In assessing the development each of the proposed units would meet the requirements of these standards in terms of internal living space. Primary living areas such as living rooms and bedrooms would be well served by appropriately placed windows and each flat would be conveniently laid out.
- 6.18 In this instance the proposal does not include the provision of private or communal outdoor space. This is similar to the neighbouring properties to the south fronting Brighton Road and to the existing flat which does not currently have outdoor amenity space. The site is located approximately 250m north east of Horley Recreation Ground where open space and sports courts can be found. The close proximity to recreational space nearby to the application site whereby residents would have access to open space is considered to provide adequate access to outdoor amenity space for future occupants.



- 6.19 In light of this the proposal is considered to comply with the requirements of the Nationally Described Space Standards and Policy DES5 of the DMP 2019.

### Sustainability, climate change and infrastructure

- 6.20 Policy CCF1 of the DMP 2019 seeks to ensure that all new development contributes to reducing carbon emissions. New development will be encouraged to incorporate passive and active energy efficiency measure and climate change resilience measures and renewable energy technologies. In order that the proposed development contributes to achieving these aims, in the event that planning permission is granted, conditions requiring demonstration that it will meet the national water efficiency standard of 110litres/person/day and 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 would be attached.
- 6.21 Additionally Policy INF3 requires all new development to be connected with high speed and reliable broadband. A suitable condition to ensure that this is secured would be included in the event of planning permission granted.
- 6.22 Subject to compliance with the above conditions, the proposal is considered to be acceptable and in accordance with Policies CCF1 and INF3 of the DMP 2019.

### Community Infrastructure Levy

- 6.23 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

- 6.24 Policy CS15 of the Core Strategy states that the Council will negotiate to achieve affordable housing taking account of the mix of affordable units proposed and the overall viability of the proposed development at the time the application is made.
- 6.25 DMP Policy DES6 relates to the provision of affordable housing. This states that on all sites which provide 11 or more homes, 30% of the homes on the site should be affordable housing. This proposal would not therefore qualify for the provision of affordable housing.

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## 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:

<b>Plan Type</b>	<b>Reference</b>	<b>Version</b>	<b>Date Received</b>
Floor Plan	VOC1		20.11.2020
Proposed Plans	VOC2		20.11.2020
Proposed Plans	VOC3		20.11.2020
Proposed Plans	VOC4		20.11.2020
Combined Plan	Shadow01		20.11.2020
Existing Plan	SURV01		20.11.2020
Elevation Plan	SURV02		20.11.2020
Existing Plans	SURV03		20.11.2020

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 the development shall be carried out in accordance with the approved details.

Reason:

To ensure that a satisfactory external appearance is achieved for the development with regard to Development Management Plan 2019 policy DES1.

5. No part of the development shall be occupied unless and until the existing access to Lumley Road has been modified to serve the proposed car parking spaces on Lumley Road 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 0.6 metres high above the ground.

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.

6. (a) The means of access to the development hereby approved shall be from Lumley Road only.  
(b) There shall be no means of access from the development hereby approved to London Road or the service road next to London Road.

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 2019.

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

Reason:

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

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 bicycles to be stored in a secure and covered location. Thereafter the bike parking area shall be retained and maintained for its designated purpose.

Reason:

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

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Development Management Plan September 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

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) provision of boundary hoarding behind any visibility zones
  - (e) 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 Policy DES8 Construction Management of the Reigate and Banstead Local Plan Development Management Plan September 2019.

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

Reason:

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

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 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.

12. 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.

13. 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.

14. The developer must either submit evidence that the building was built post 2000 or provide an intrusive pre-demolition and refurbishment asbestos survey in accordance with HSG264 supported by an appropriate mitigation scheme to control risks to future occupiers. The scheme must be written by a suitably qualified person and shall be submitted to the LPA and must be approved prior to commencement to the development. The scheme as submitted shall identify potential sources of asbestos contamination and detail removal or mitigation appropriate for the proposed end use. Detailed working methods are not required but the scheme of mitigation shall be independently verified to the satisfaction of the LPA prior to occupation. The development shall then be undertaken in accordance with the approved details.

Reason:

To ensure that a satisfactory strategy is put in place for addressing contaminated land before development commences and to make the land

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suitable for the development without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment with regard to Reigate and Banstead Development Management Plan 2019 Policy DES9 and the NPPF.

15. If, prior to or during development, ground contamination is suspected or manifests itself then no further development (unless otherwise agreed in writing by the Local Planning Authority) shall be carried out until the developer has submitted an appropriate remediation strategy to the Local Planning Authority and written approval of the Local Planning Authority has been received. The strategy should detail how the contamination shall be managed.

The remediation strategy shall be implemented in accordance with such details as may be approved and a remediation validation report shall be required to be submitted to the Local Planning Authority to demonstrate the agreed strategy has been complied with.

Should no ground contamination be readily identified during the development, confirmation of this should be provided in writing to the Local Planning Authority.

Reason:

To comply with the NPPF 2019 and Reigate and Banstead Local Plan Development Management Plan 2019 Policy DES9.

## 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.org.uk](http://www.firesprinklers.org.uk).
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions. Further information can be found on the Council website at : [Climate Change Information](#).
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](http://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](http://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 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).



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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. In seeking to address and discharge the 'contamination remediation' condition above, the applicant's attention is drawn to the fact that the application site is situated on or in close proximity to land that could be potentially contaminated by virtue of previous historical uses of the land. Visual and olfactory evidence of contamination can take many forms including hydrocarbon or solvent odours, ash and clinker, buried wastes, burnt wastes/ objects, metallic objects, staining and discolouration of soils, oily sheen on ground water and fragments of asbestos containing materials (ACMs) (Note: this list is intended to be used as a guide to some common types of contamination and is not exhaustive).

In seeking to address this condition a photographic record of works should be incorporated within the validation report. Should no ground contamination be identified then a brief comment to this effect shall be required to be provided in writing to the Local Planning Authority.

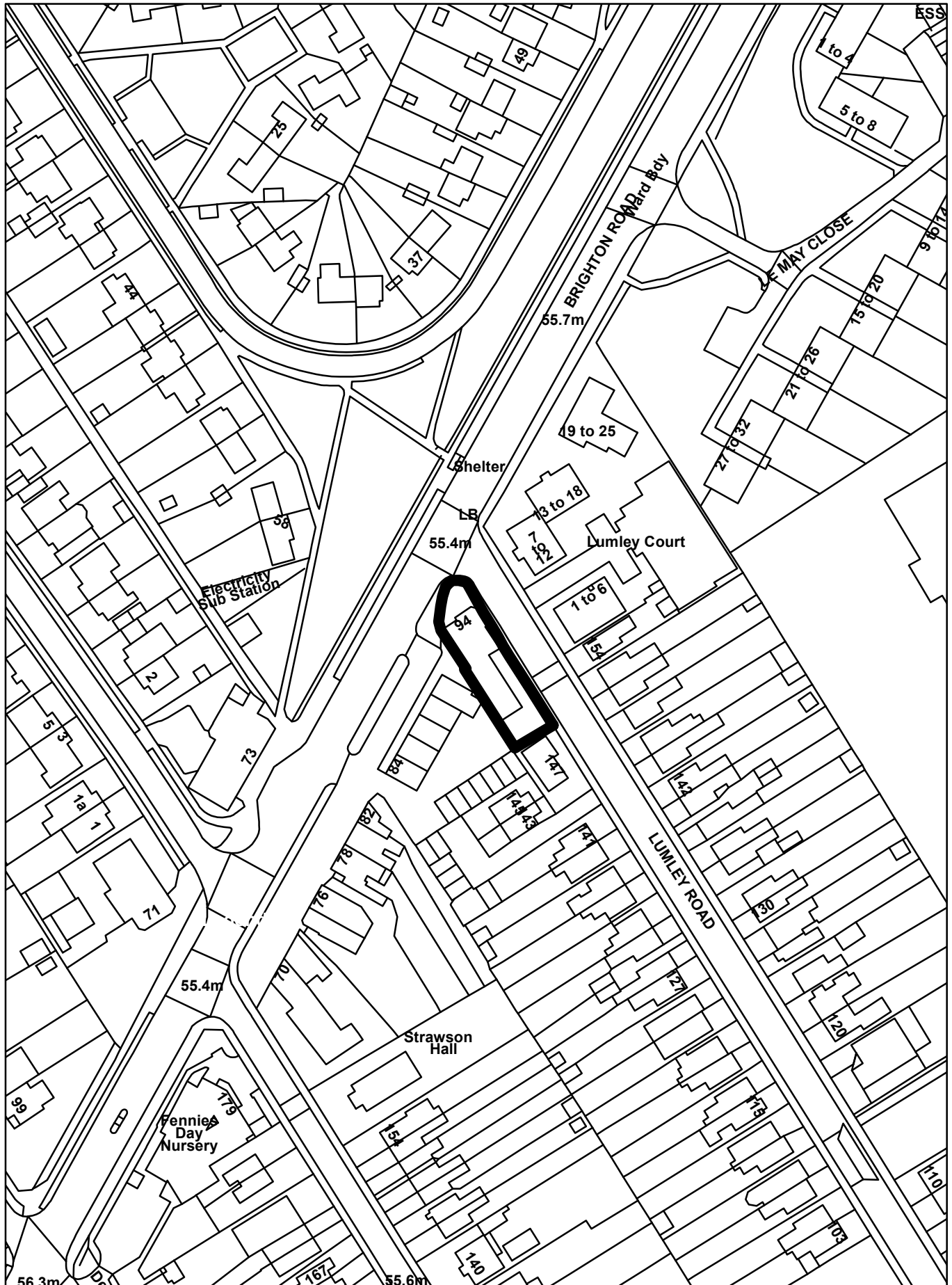
The Local Planning Authority cannot confirm that the condition has been fully discharged until any validation report has been agreed.

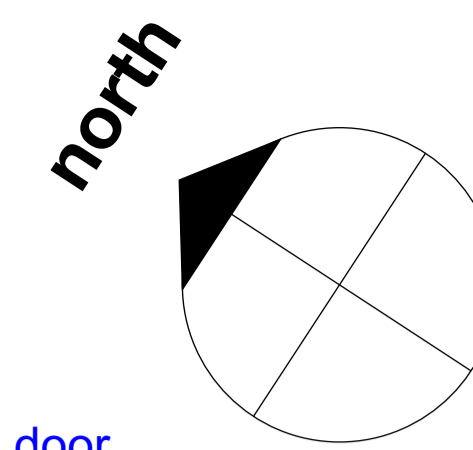
## **REASON FOR PERMISSION**

The development hereby permitted has been assessed against development plan policies DES1, DES5, DES6, DES8, DES9, TAP1, CCF1, INF3, RET3 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**

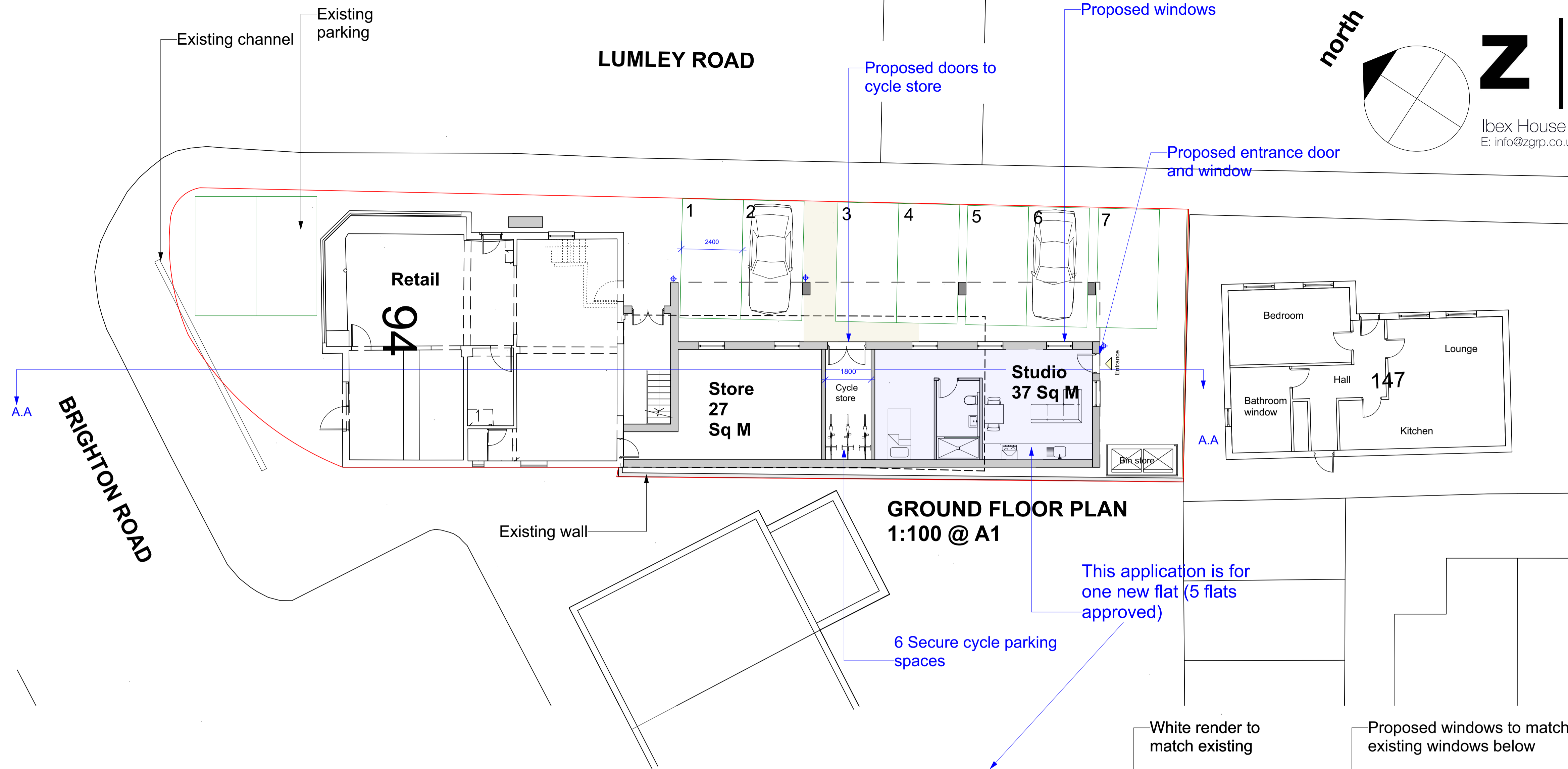
The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in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





LUMLEY ROAD

BRIGHTON ROAD



**GROUND FLOOR PLAN**  
1:100 @ A1

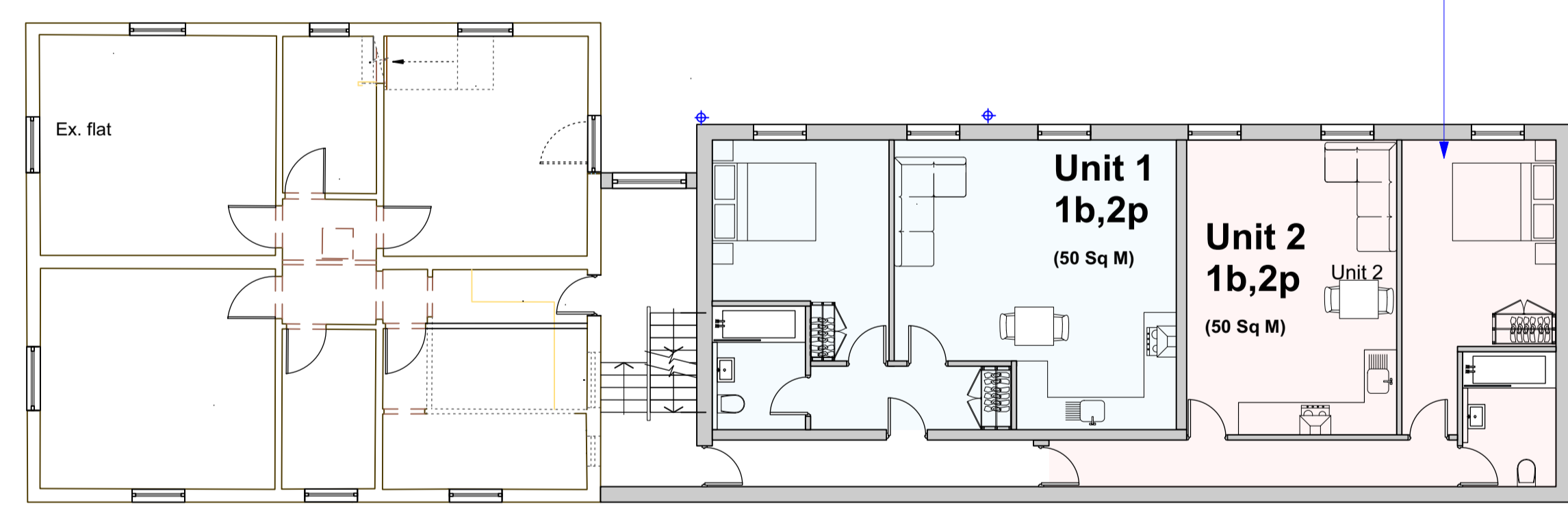


Cycle parking system for 6 bikes

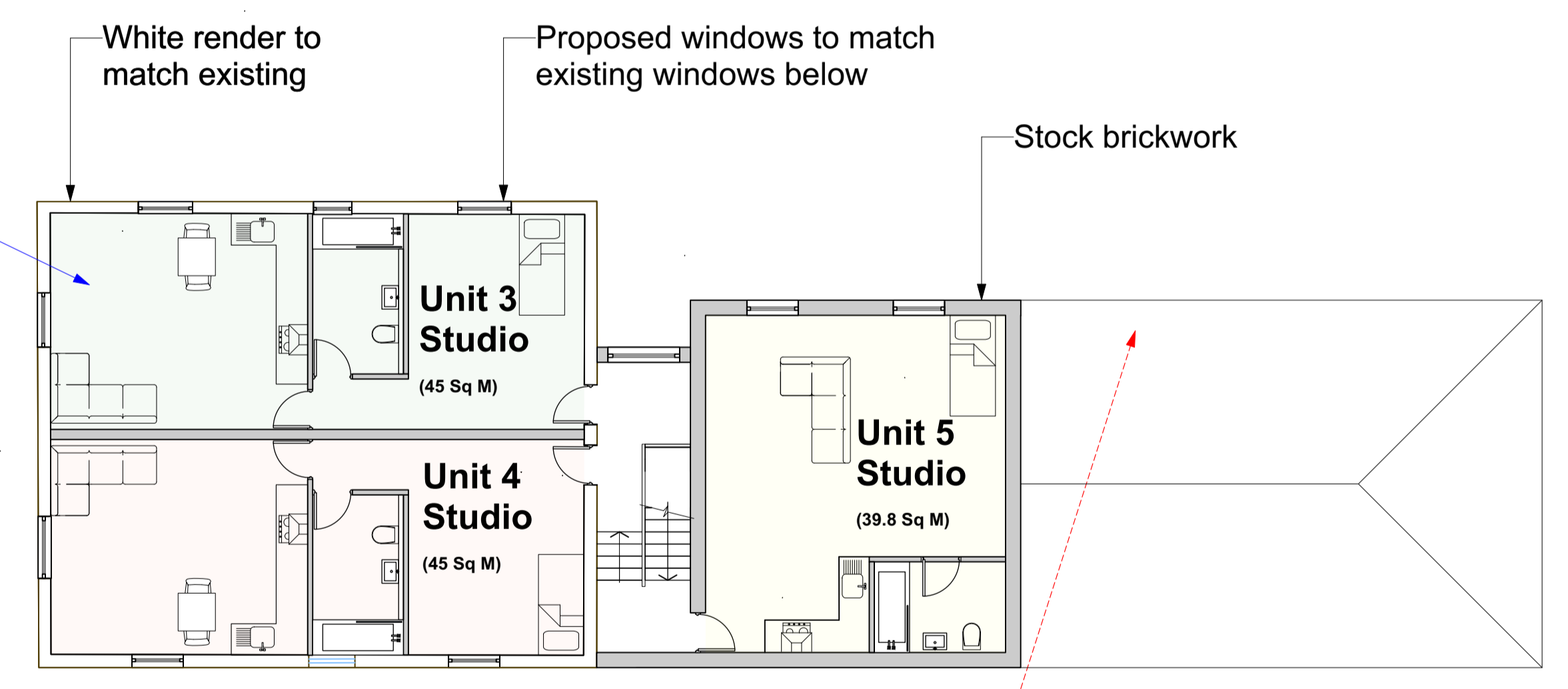
This application is for one new flat (5 flats approved)

6 Secure cycle parking spaces

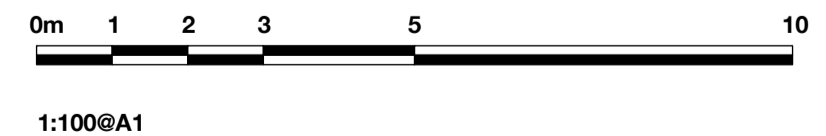
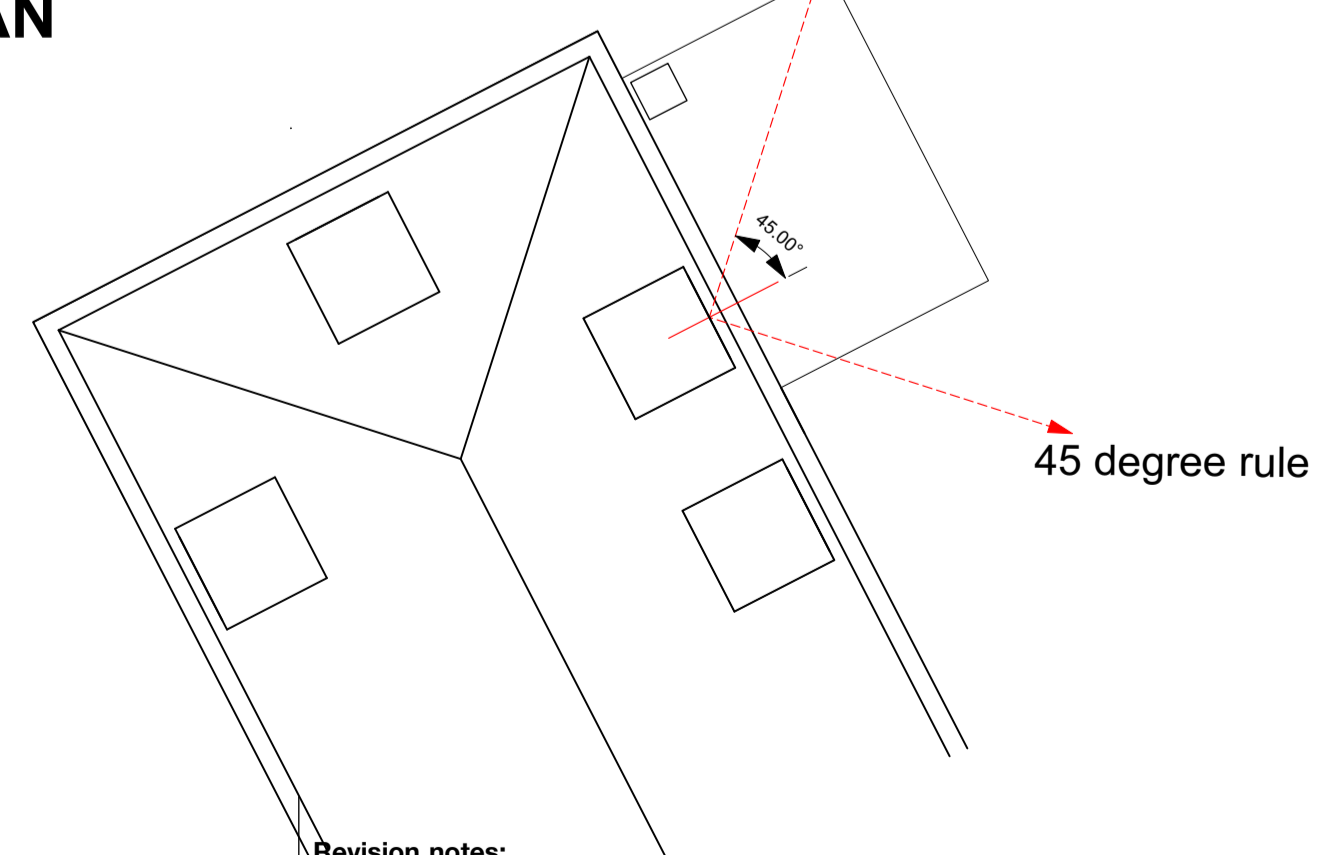
No.5 Flats approved June 2020 (Ref: 20/00503/F)



**FIRST FLOOR PLAN**  
1:100 @ A1



**SECOND FLOOR PLAN**  
1:100 @ A1



**drawing notes:** This Drawing must not be scaled. Only figured dimensions should be used. Critical site dimensions must be checked on site before proceeding. Any adjoining buildings or features are by way of illustration only and dimensions have not been checked unless specifically noted otherwise. This drawing has been produced for our client for the purposes noted on it and it is not intended for use by any other person for any other purpose. The copyright in this drawing belongs to ZGRP LTD ©. This drawing must not be reproduced in whole or in part or disclosed to any third party unless expressly authorised in writing by a Director of ZGRP LTD.

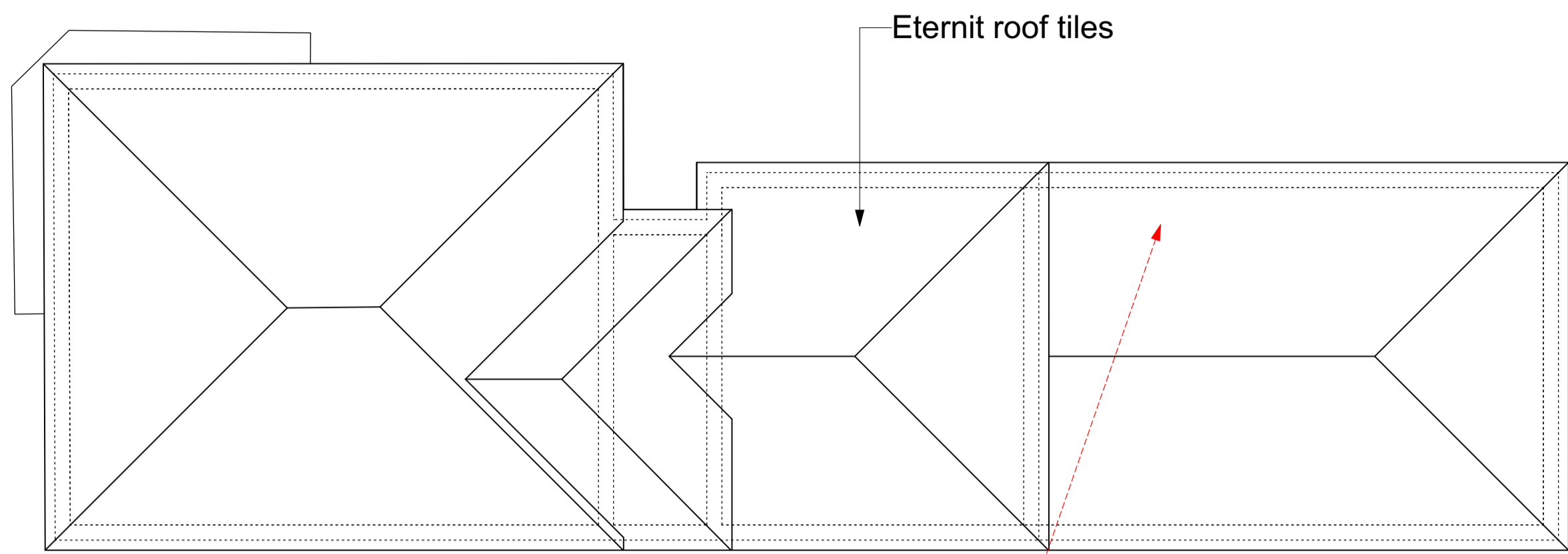
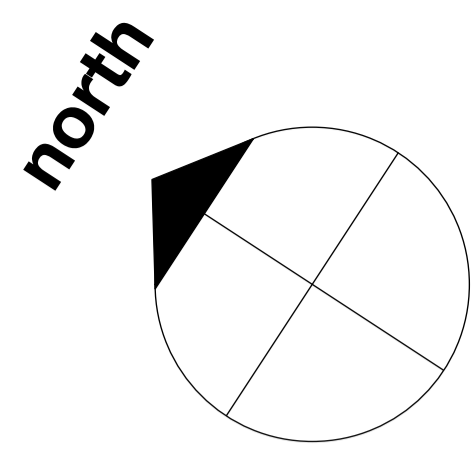
project: 94 Brighton Road, Horley, RH6 7JQ

client: Veerproperties

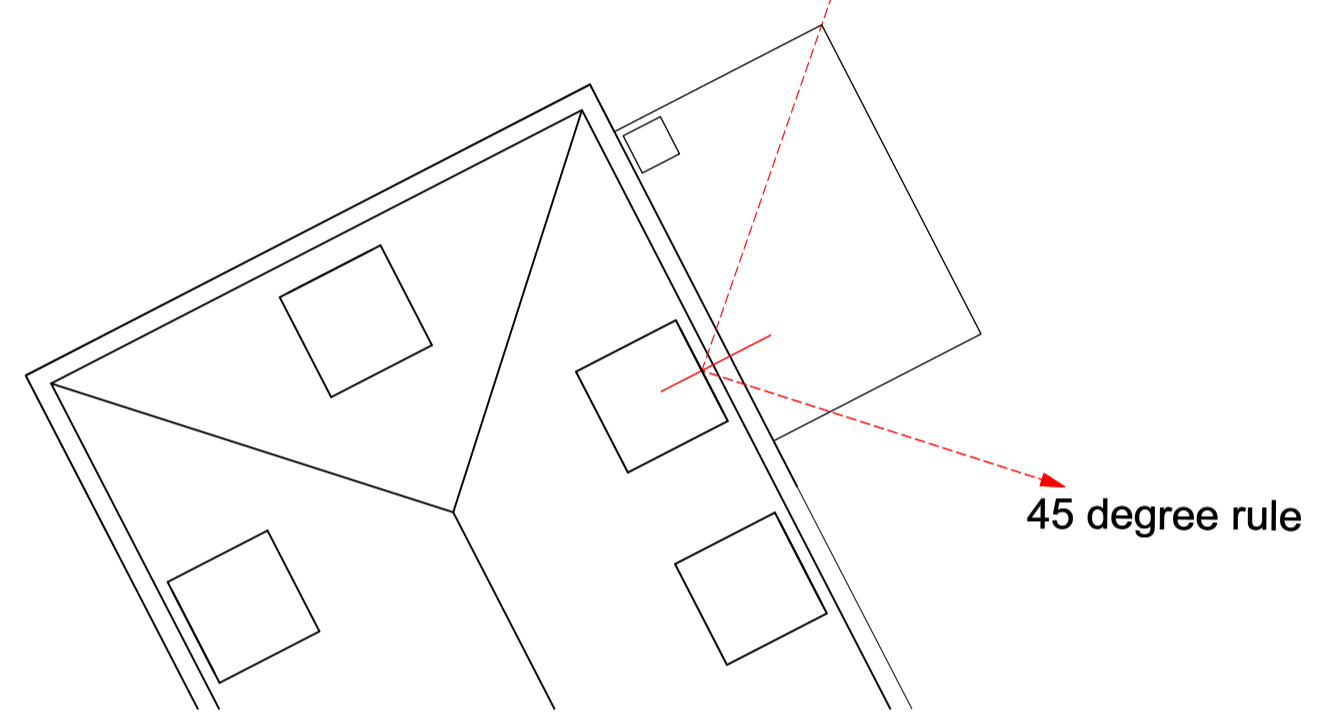
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<b>drawing title:</b> Plans as Proposed				
<b>date</b> FEB 2020	<b>scale</b> 1:100 @ A1	<b>project no</b> 2470	<b>drawing no</b> VOC1	<b>revision</b> -

216

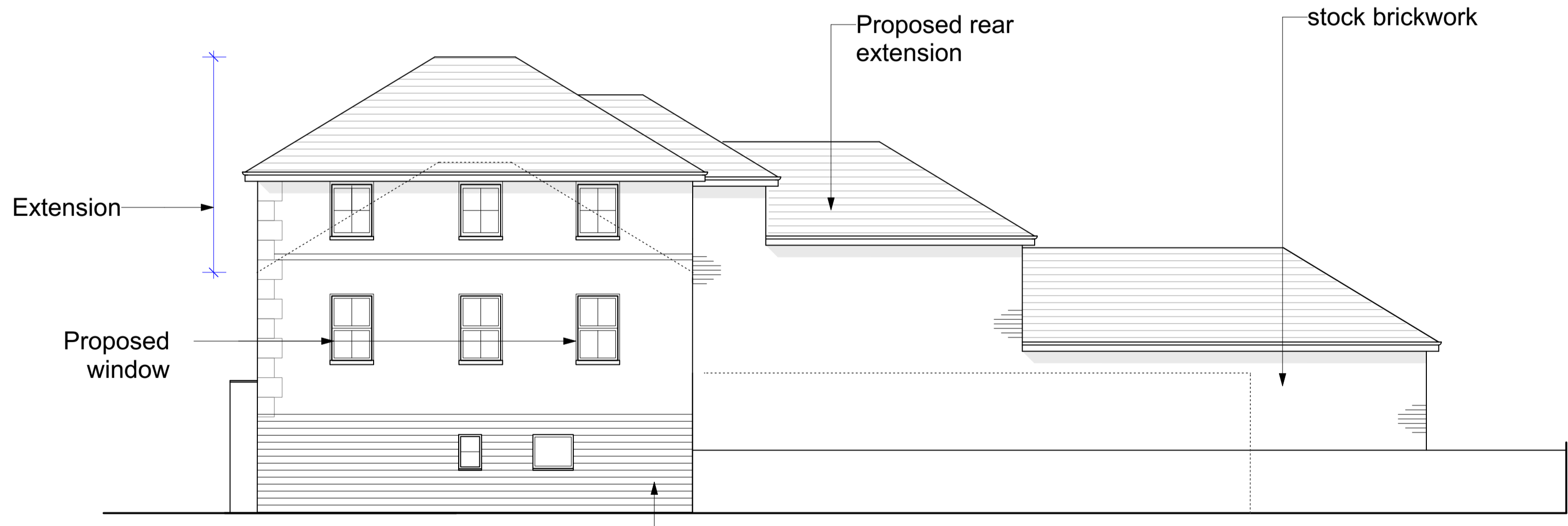




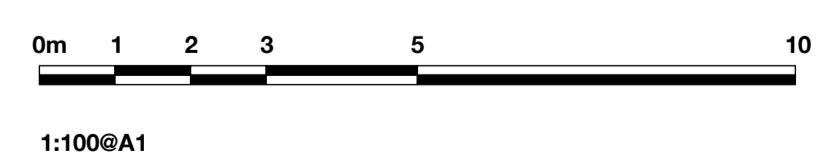
**ROOF PLAN**  
1:100 @ A1



**3D PERSPECTIVE FROM BRIGHTON ROAD**



**FLANK ELEVATION**  
1:100 @ A1



**BLOCK PLAN**  
1:500 @ A1

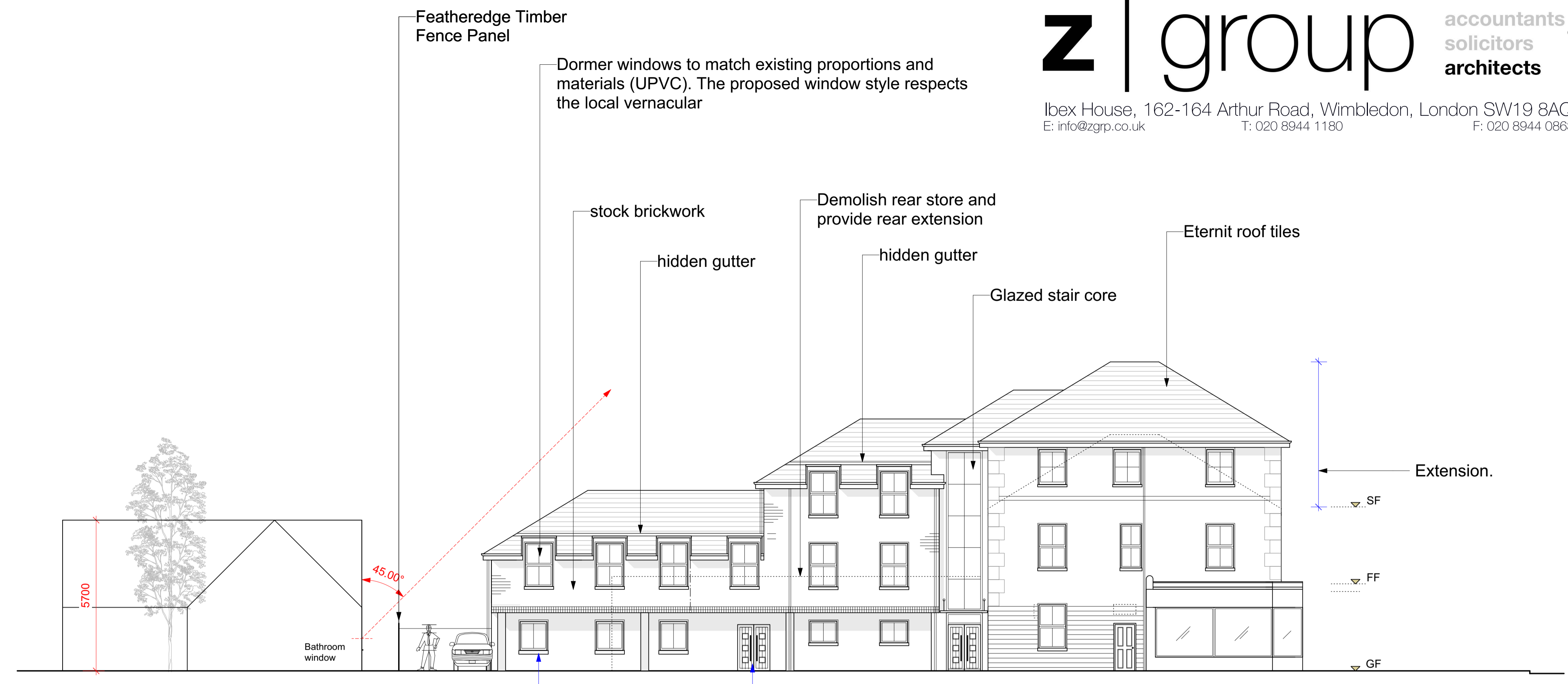
**drawing notes:** This Drawing must not be scaled. Only figured dimensions should be used. Critical site dimensions must be checked on site before proceeding. Any adjoining buildings or features are by way of illustration only and dimensions have not been checked unless specifically noted otherwise. This drawing has been produced for our client for the purposes noted on it and it is not intended for use by any other person for any other purpose. The copyright in this drawing belongs to **ZGRP LTD**. This drawing must not be reproduced in whole or in part or disclosed to any third party unless expressly authorised in writing by a Director of **ZGRP LTD**.

project: 94 Brighton Road, Horley, RH6 7JQ

client: Veerproperties

<b>Revision notes:</b>				
<b>drawing title:</b> Roof Plan and Elevations as Proposed				
<b>date</b> FEB 2020	<b>scale</b> 1:100 @ A1	<b>project no</b> 2470	<b>drawing no</b> VOC2	<b>revision</b> -

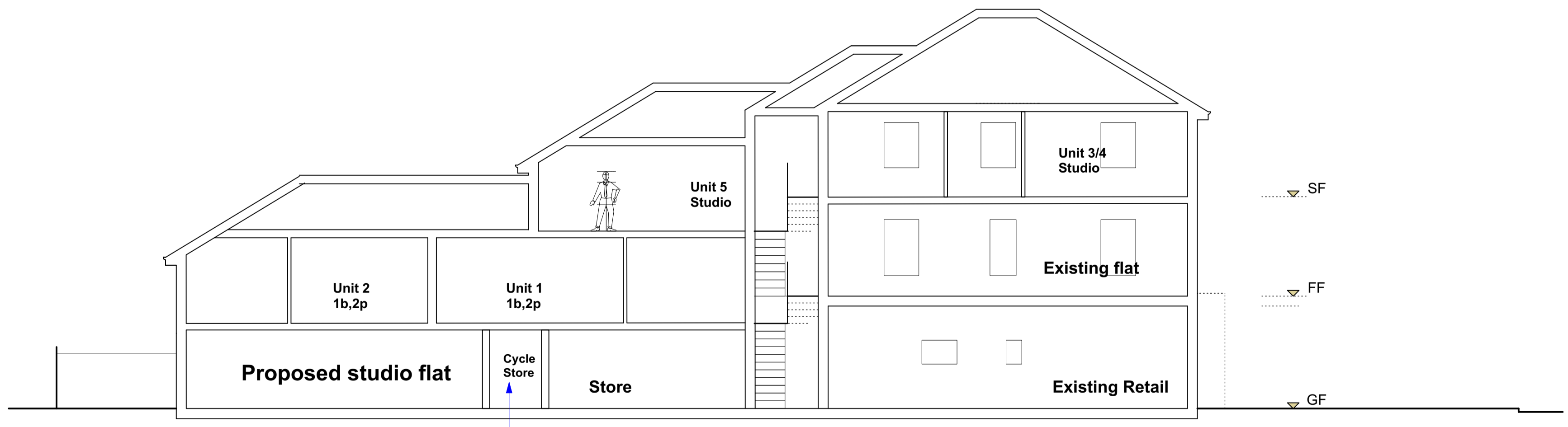




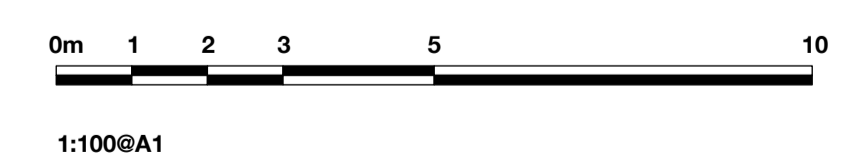
**FLANK ELEVATION (Facing Lumley Road)**  
 1:100 @ A1



**3D PERSPECTIVE FROM LUMLEY ROAD**



**SECTION A-A**  
 1:100 @ A1



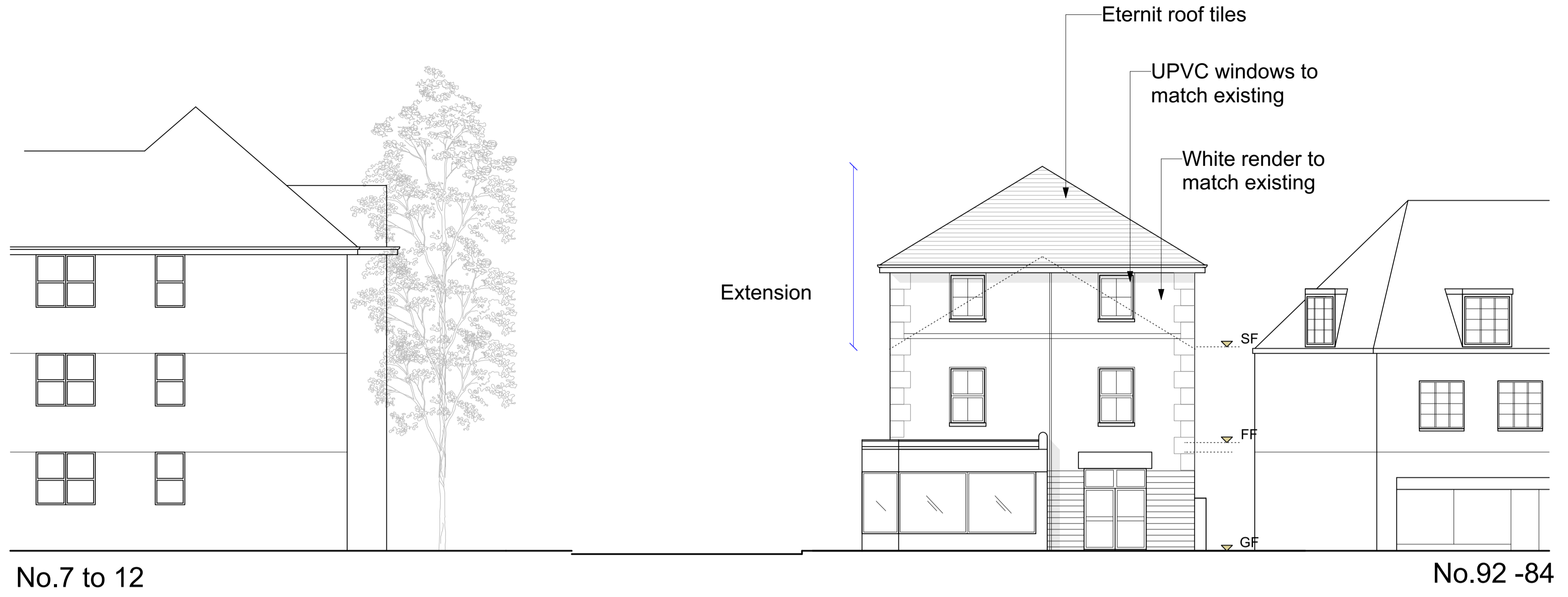
**drawing notes:** This Drawing must not be scaled. Only figured dimensions should be used. Critical site dimensions must be checked on site before proceeding. Any adjoining buildings or features are by way of illustration only and dimensions have not been checked unless specifically noted otherwise. This drawing has been produced for our client for the purposes noted on it and it is not intended for use by any other person for any other purpose. The copyright in this drawing belongs to **ZGRP LTD**. This drawing must not be reproduced in whole or in part or disclosed to any third party unless expressly authorised in writing by a Director of **ZGRP LTD**.

project: 94 Brighton Road, Horley, RH6 7JQ

client: Veerproperties

<b>Revision notes:</b>				
<b>drawing title:</b> Flank elevation and Section as Proposed				
<b>date</b> FEB 2020	<b>scale</b> 1:100 @ A1	<b>project no</b> 2470	<b>drawing no</b> VOC3	<b>revision</b> -

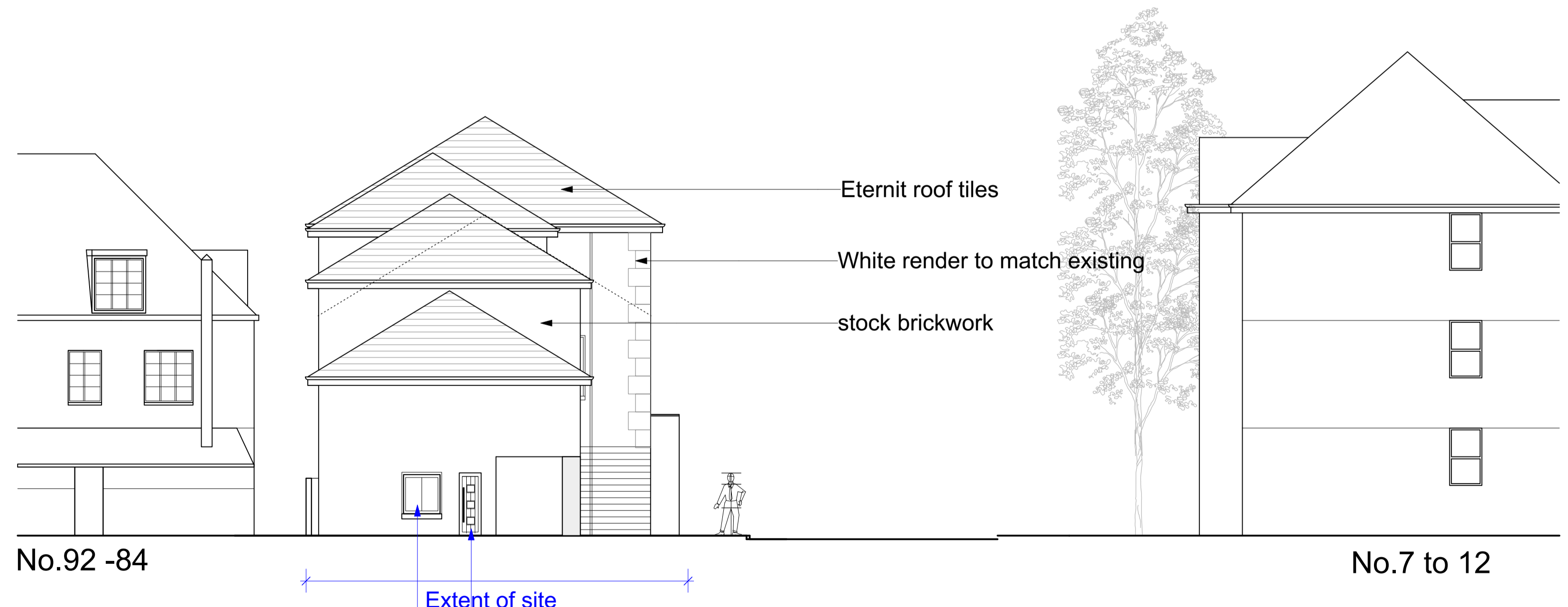




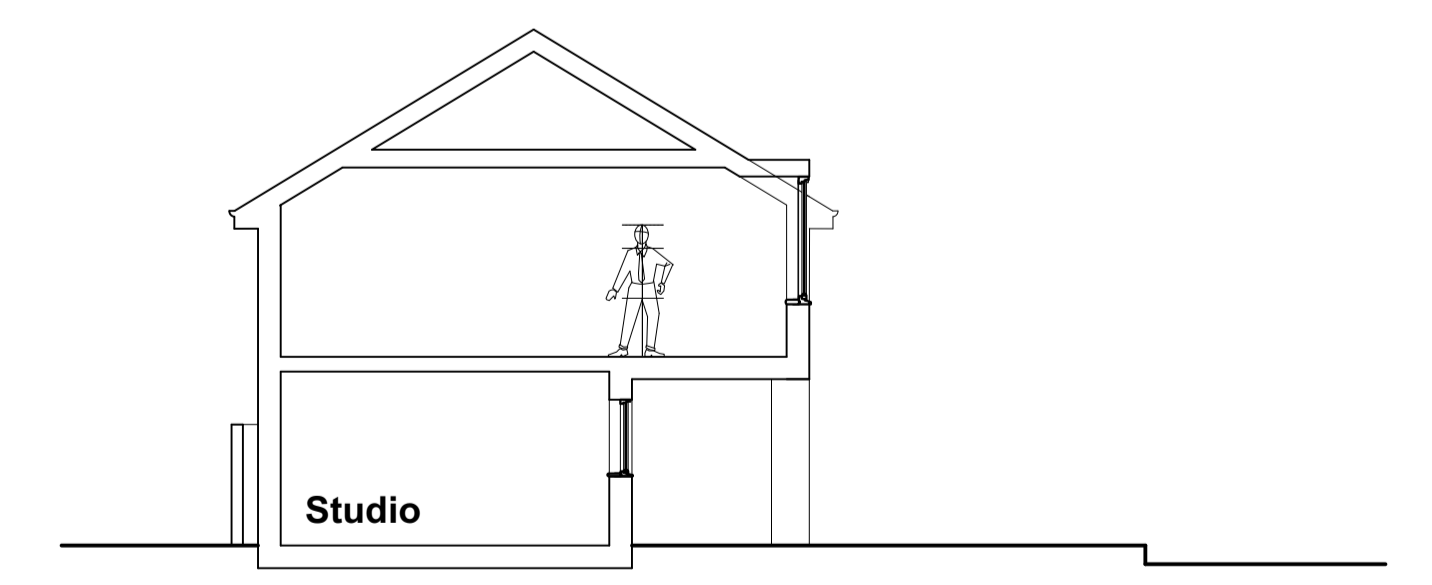
**FRONT ELEVATION (Facing Brighton Road)**  
1:100 @ A1



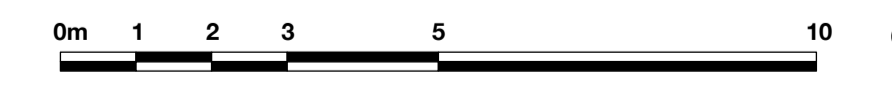
**3D PERSPECTIVE FROM BRIGHTON ROAD**



**REAR ELEVATION**  
1:100 @ A1



**TYPICAL SECTION**  
1:100 @ A1



drawing notes: This Drawing must not be scaled. Only figured dimensions should be used. Critical site dimensions must be checked on site before proceeding. Any adjoining buildings or features are by way of illustration only and dimensions have not been checked unless specifically noted otherwise. This drawing has been produced for our client for the purposes noted on it and it is not intended for use by any other person for any other purpose. The copyright in this drawing belongs to ZGRP LTD ©. This drawing must not be reproduced in whole or in part or disclosed to any third party unless expressly authorised in writing by a Director of ZGRP LTD.

project: 94 Brighton Road, Horley, RH6 7JQ

client: Veerproperties

Revision notes:				
drawing title: Front / rear elevation and typical section as Proposed				
date	scale	project no	drawing no	revision
FEB 2020	1:100 @ A1	2470	VOC4	-

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# Agenda Item 11

Planning Committee  
17<sup>th</sup> March 2021

Agenda Item: 11  
20/02840/HHOLD

 <b>Reigate &amp; Banstead</b> BOROUGH COUNCIL Banstead   Horley   Redhill   Reigate	<b>TO:</b>	PLANNING COMMITTEE	
	<b>DATE:</b>	17 March 2021	
	<b>REPORT OF:</b>	HEAD OF PLANNING	
	<b>AUTHOR:</b>	Matthew Lambert	
	<b>TELEPHONE:</b>	01737 276659	
	<b>EMAIL:</b>	Matthew.Lambert@reigate-banstead.gov.uk	
<b>AGENDA ITEM:</b>	11	<b>WARD:</b>	Banstead Village

<b>APPLICATION NUMBER:</b>	20/02840/HHOLD	<b>VALID:</b>	14 January 2021
<b>APPLICANT:</b>	Mr & Mrs M Trenaman	<b>AGENT:</b>	Wad Associates Ltd
<b>LOCATION:</b>	<b>9 GARDEN CLOSE, BANSTEAD, SM7 2QB</b>		
<b>DESCRIPTION:</b>	<b>Proposed two-storey side extension</b>		
<b>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.</b>			

**This application is referred to Committee in accordance with the Constitution as the applicant is a member of staff.**

## SUMMARY

The proposed development seeks permission for the erection of a two-storey side extension to the western flank of the existing dwelling, following the demolition of the existing garage.

The proposal would be constructed out of matching materials, would be subservient in size and scale to the dwelling, also reflecting its design approach. It would not extend beyond the front of the house, and would be set 0.45m from the boundary on the neighbouring side. Whilst this would not preserve a 1 metre gap at first floor level, that is not considered harmful given the surrounding context. The use at ground floor level would be a garage to replace the existing, a cloakroom, and utility room. At first floor, the existing third bedroom would be enlarged. It is considered that the change to the dwelling would be appropriate given the context of the site and its surroundings, and the addition would not harm the character and appearance of the area.

No material harm to the neighbouring properties would occur as a result of the proposed development and the proposal is therefore considered acceptable in this regard.

## RECOMMENDATION

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

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## **Representations:**

Letters were sent to neighbouring properties on 25 January 2021. No representations have been received.

### **1.0 Site and Character Appraisal**

- 1.1 The application site is a semi-detached dwelling house built in approximately the 1920s/30s and set in a rectangular shaped that is fairly flat throughout. There are no trees likely to be affected by the proposal.
- 1.2 The surrounding area consists of residential properties of a similar age and slightly varying styles; a number of properties have been extended, both to the side and the rear.

### **2.0 Added Value**

- 2.1 Improvements secured at the pre-application stage: None sought.
- 2.2 Further improvements could be secured: Materials to match existing.

### **3.0 Relevant Planning and Enforcement History**

- 3.1 None

### **4.0 Proposal and Design Approach**

- 4.1 This is a full application for a two-storey side extension to the dwelling. The addition would lie in line with the existing front building line, would incorporate a garage and utility room at ground floor level, and a bedroom extension at first floor.
- 4.2 The proposed extension would be built out of matching materials and would be provided with a hipped roof.

### **5.0 Policy Context**

#### 5.1 Designation

Urban Area

#### 5.2 Reigate and Banstead Core Strategy

CS1 (Presumption in favour of sustainable development)

#### 5.2 Reigate & Banstead Development Management Plan 2019

DES1 (Design of new development)

## 5.3 Other Material Considerations

National Planning Policy Framework

National Planning Policy Guidance

Supplementary Planning Guidance

Householder Extensions and  
Alterations

Other

Human Rights Act 1998

## 6.0 **Assessment**

6.1 The application site is situated within the urban area where there is a presumption in favour of sustainable development.

6.2 The main issues to consider are:

- Impact on local character
- Neighbour amenity

### Impact on local character

6.3 The Council's Development Management Plan Policy DES1 expects proposals to 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. The Householder Extensions and Alterations Supplementary Planning Guidance (SPG) 2004 states that two-storey side extensions should employ a suitable design approach, in order to harmonise with the character and appearance of the host property and appear suitably subservient when viewed from the streetscene.

6.4 The proposal is considered acceptable in terms of design. The two-storey side extension would project 5.75m of the depth of the house at ground floor level, and 3.85m at first floor. It would observe the same front building line. It would be 2.65m wide, resulting in a new width of 9m, set 0.45m from the neighbouring boundary. It would take a similar design approach; with closely matching fenestration, render and roof tiles. The proposed roof pitch, angle and style would be clearly subservient to that of the existing house and given the variation of two-storey side extensions in the area; would be harmonious with the street context.

6.5 The Council's Householder Extensions and Alterations SPG recommend that proposals of this nature demonstrate a set-back of at least one metre from the original front wall of the house. The proposal would not feature a set-back. This does not correspond with the guidance. However, given the positioning of the extension, its modest width and depth, alongside its set-in, which matches that of the current set-in, the overall design and scale would not result in the onset of an unsatisfactory terracing effect, when viewed in the surrounding context with other examples in the road.

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## Neighbour amenity

- 6.6 Both the council's Householder Extensions and Alterations SPG in addition to Policy DES1 of the Development Management Plan expect any proposal to have due regard to the amenity of neighbouring properties. The key residential amenity to consider in this instance would be the detached neighbour to the west, no.7 Garden Close, and the adjoining neighbour to the east, no.11. The neighbours to the rear, 7 and 8 Sandersfield Gardens are situated over 30m from the rear of the proposal, such that the existing relationship would not be subject to significant change.
- 6.7 The existing garage is situated adjacent to the boundary with the neighbour to the western side no.7, where there is a separation distance of approximately 0.45m from the boundary to the neighbour's flank wall. This relationship with this neighbour in terms of the built form would remain unchanged in that the side extension would feature the same distance set-in. Whilst it is acknowledged that the addition of a second storey and roof would increase the bulk and massing on this side, the proposal would not project beyond either building line, would not impact upon any side-facing windows, and would not itself feature any first-floor side facing windows. As such, whilst the existing relationship would be subject to some change, there would not be any overlooking, loss of privacy, nor an overbearing or overshadowing impact toward this neighbour.
- 6.8 Given that the proposal would not extend beyond the existing building lines, there is unlikely to be any greater impact upon the adjoining dwelling, no.11 than at the current time. Whilst construction traffic and noise may result in a temporary impact, statutory legislation is in place to deal with this. The proposal would therefore accord with policy DES1 of The Council's Development Management Plan and the Householder Extensions and Alterations SPG with regard to residential amenity.

## **CONDITIONS**

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

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

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

Plan Type	Reference	Version	Date Received
Existing Plans	1829 01		22.01.2021
Location Plan	1829 LPR		21.12.2020
Proposed Plans	1829 02		18.12.2020
Block Plan	1829 BP500		22.01.2021

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 extension (other than materials used in the construction of a conservatory) must be of similar appearance to those used in the in the construction of the exterior of the existing building.

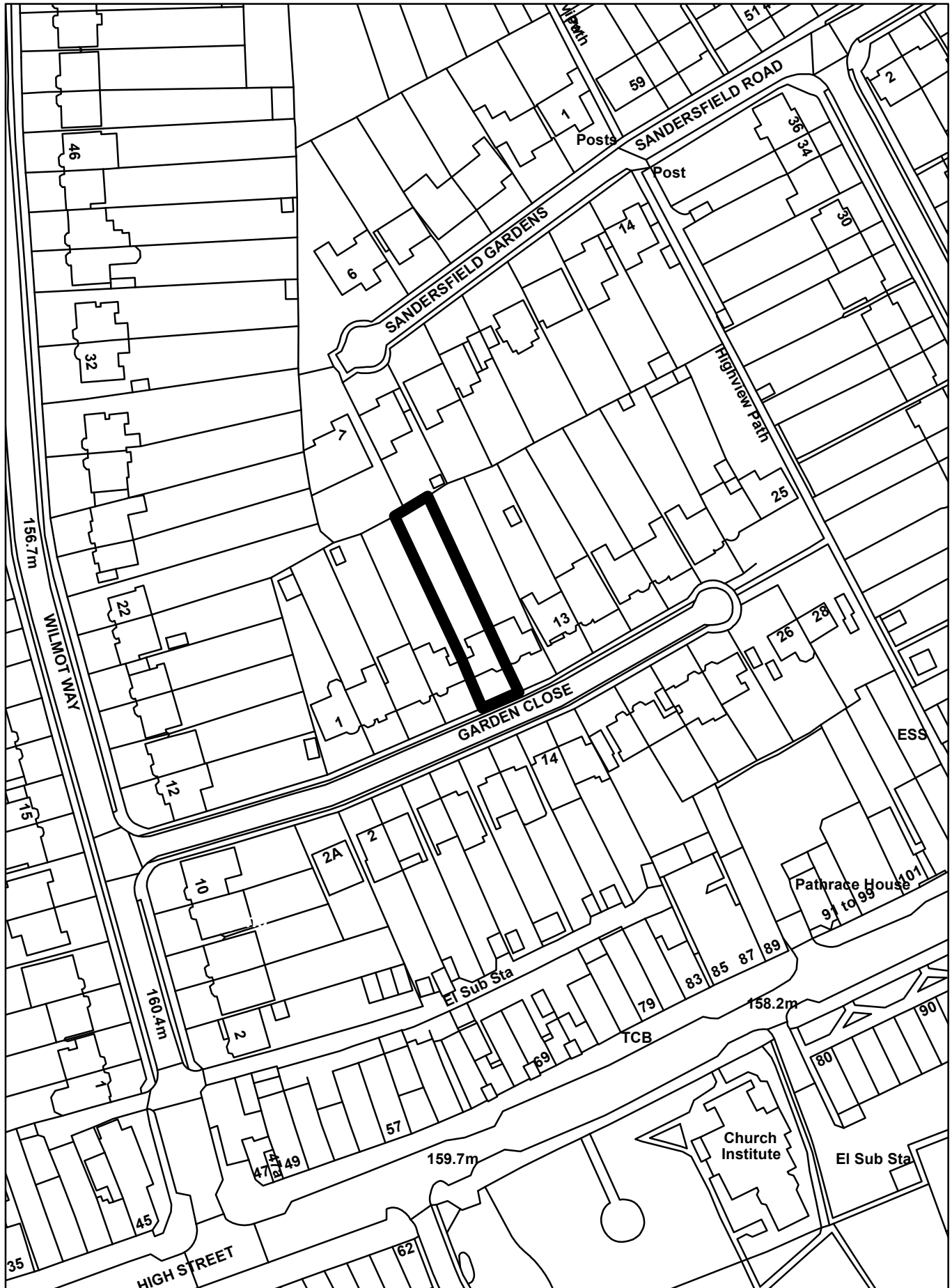
Reason: To ensure that the development hereby permitted is only constructed using the appropriate external facing materials or suitable alternatives in the interest of the visual amenities of the area with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

## REASON FOR PERMISSION

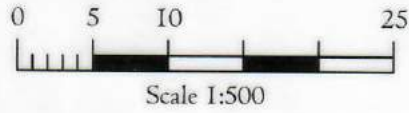
The development hereby permitted has been assessed against development plan policy DES1 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

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

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20/02840/HHOLD - 9 Garden Close, Banstead

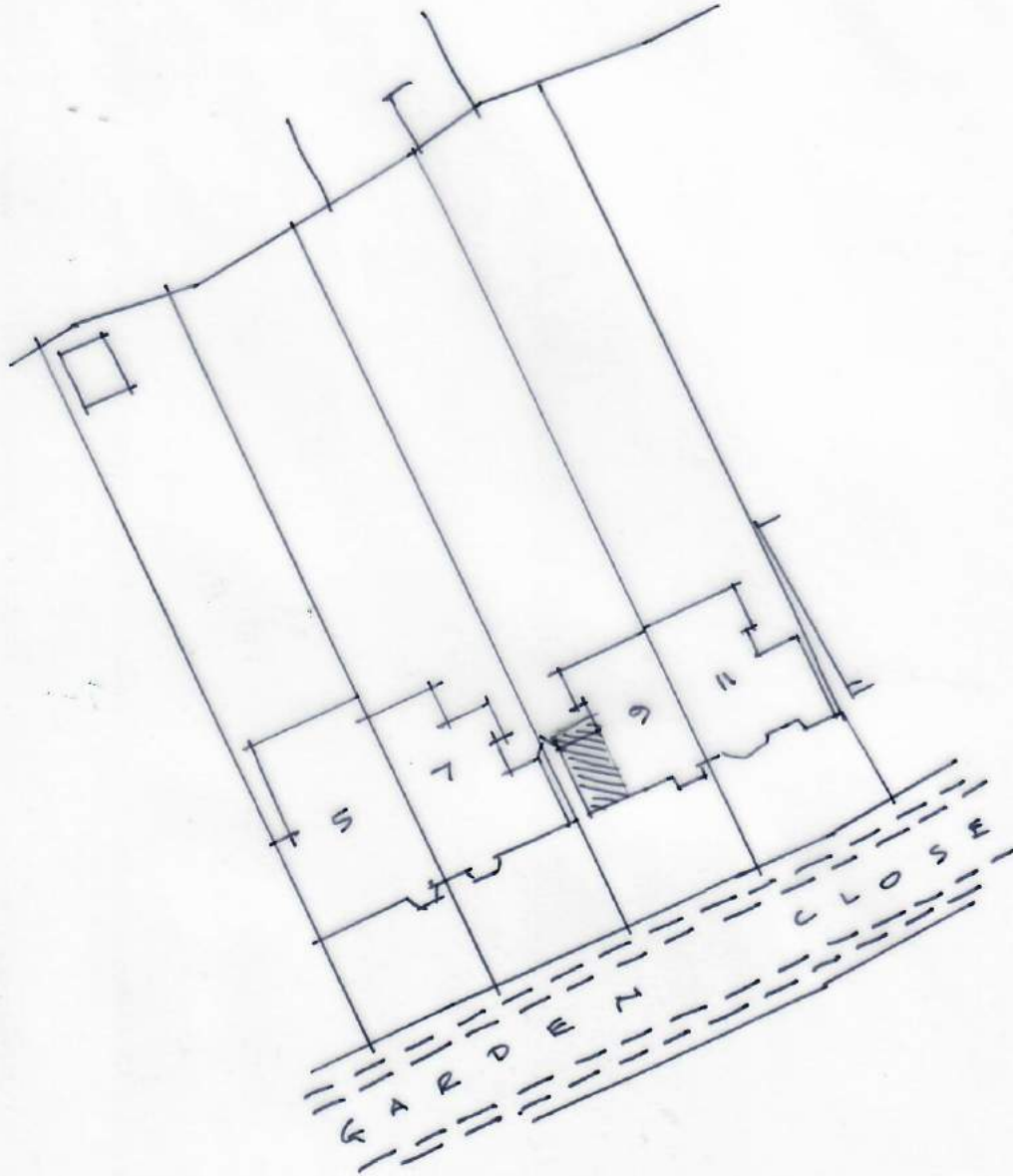






**WAD**  
**Associates**

SBC House,  
 Restmor Way,  
 Wallington,  
 Surrey. SM6 7AH.  
 020. 8715. 9300



Drawing No. 1829/T/00.1      Date: 03.i.21      Scale: 1:500      By: GPW

Title: Supplementary Drawing: Block Plan

Address: 9, Garden Close, Banstead,  
 Surrey. SM7 2QB.

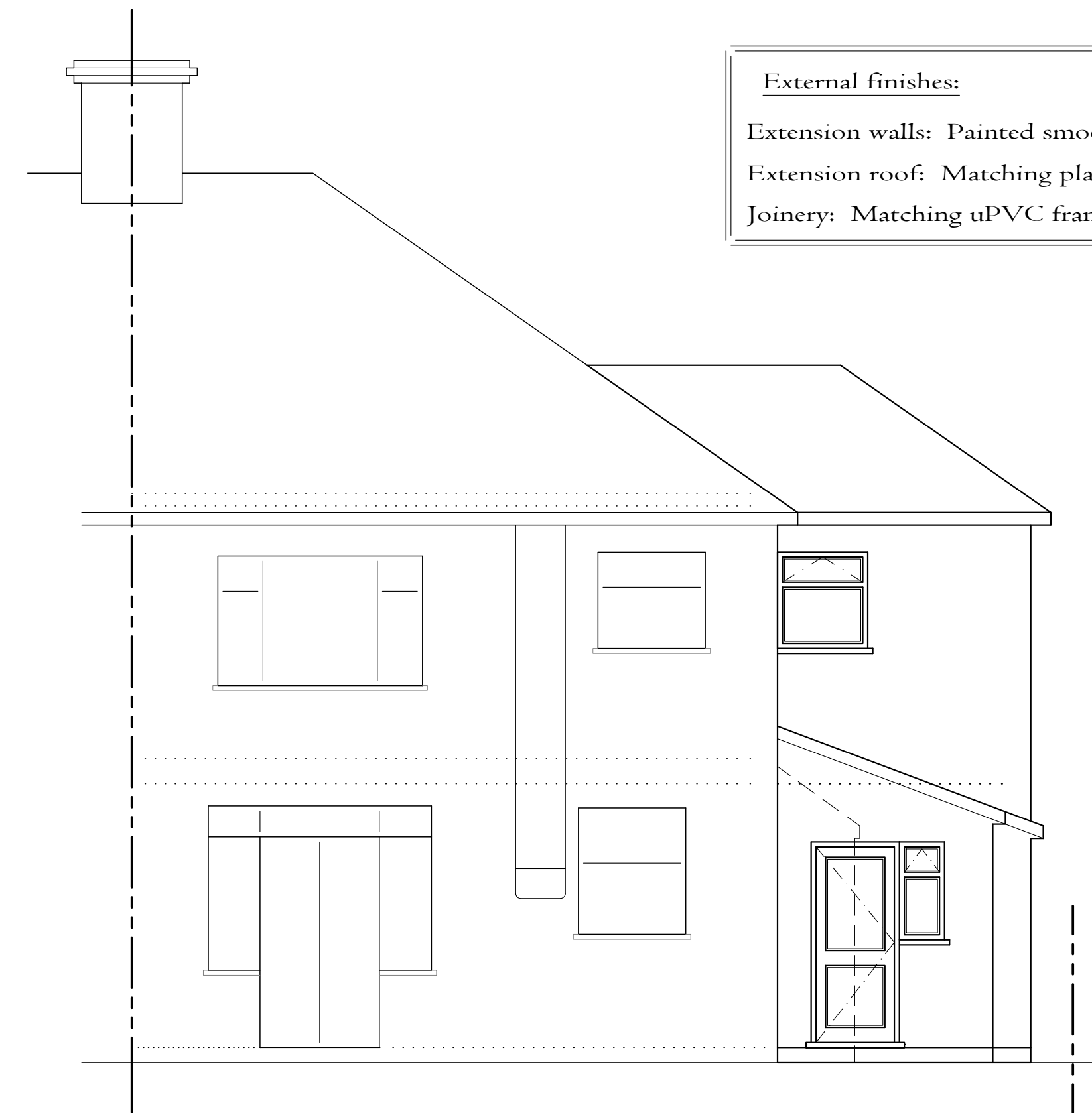
For: Mr. & Mrs. M. Trenaman.



PROPOSED FRONT ELEVATION



PROPOSED SIDE ELEVATION



PROPOSED REAR ELEVATION

Existing projection shown hidden for clarity

External finishes:  
Extension walls: Painted smooth render.  
Extension roof: Matching plain tiling, interlocking to rear.  
Joinery: Matching uPVC frames.

N.B. Party Wall etc. Act 1996:  
Construction of the extension shown is limited by the rights and responsibilities laid down in the Party Wall Act. In particular advance notice must be given to the owner of the adjoining property of the proposed work, together with limitations related to works close to the boundary. It is recommended that the Builder is familiar with the requirements of the Act.

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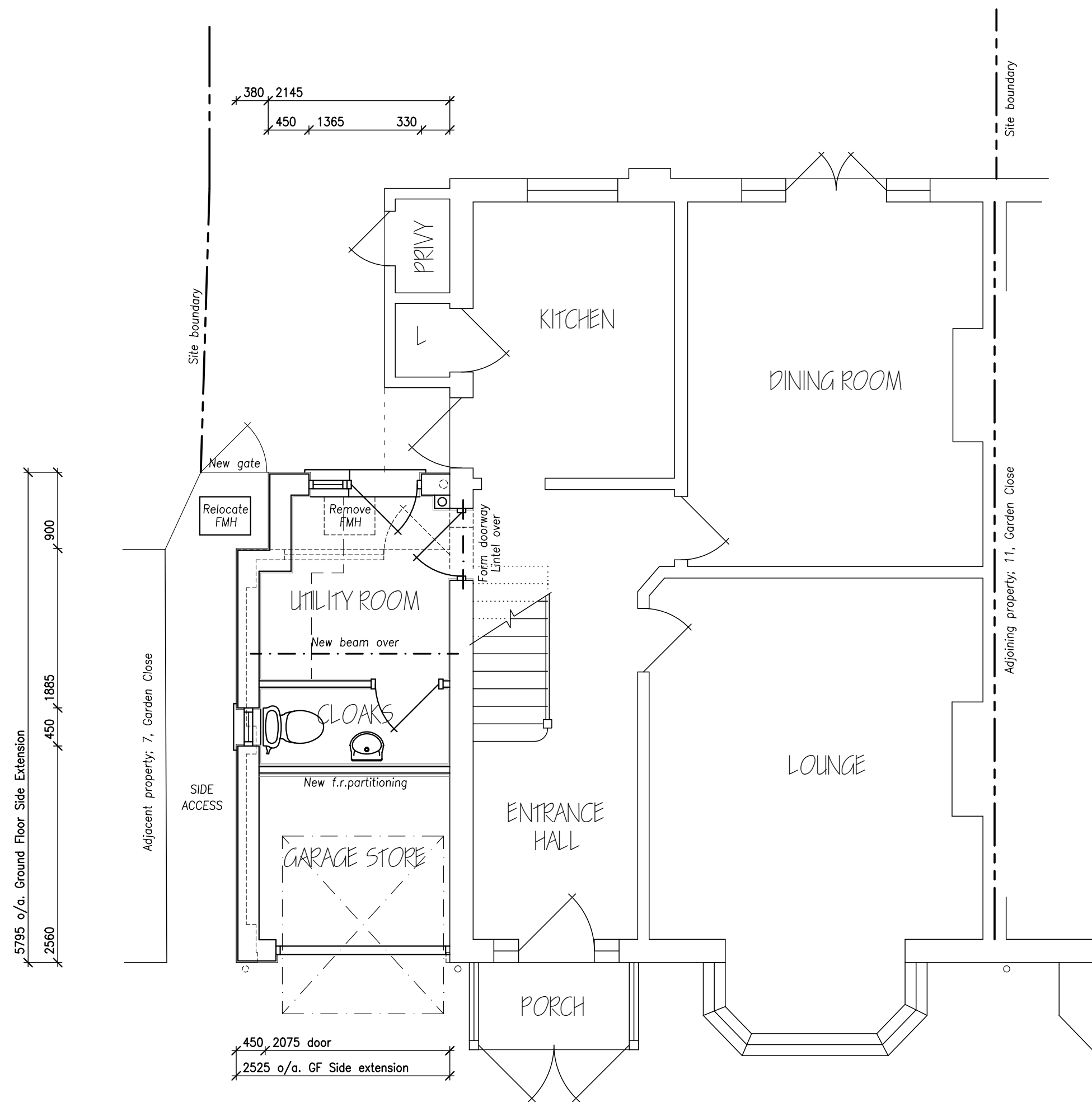


**W.A.D. Ltd.**  
**ASSOCIATES**  
SBC House, Restmor Way, Wallington, Surrey, SM6 7AH.  
T:020. 8715. 9300 / 07831.244491 E:Info@Williamson-Design.co.uk

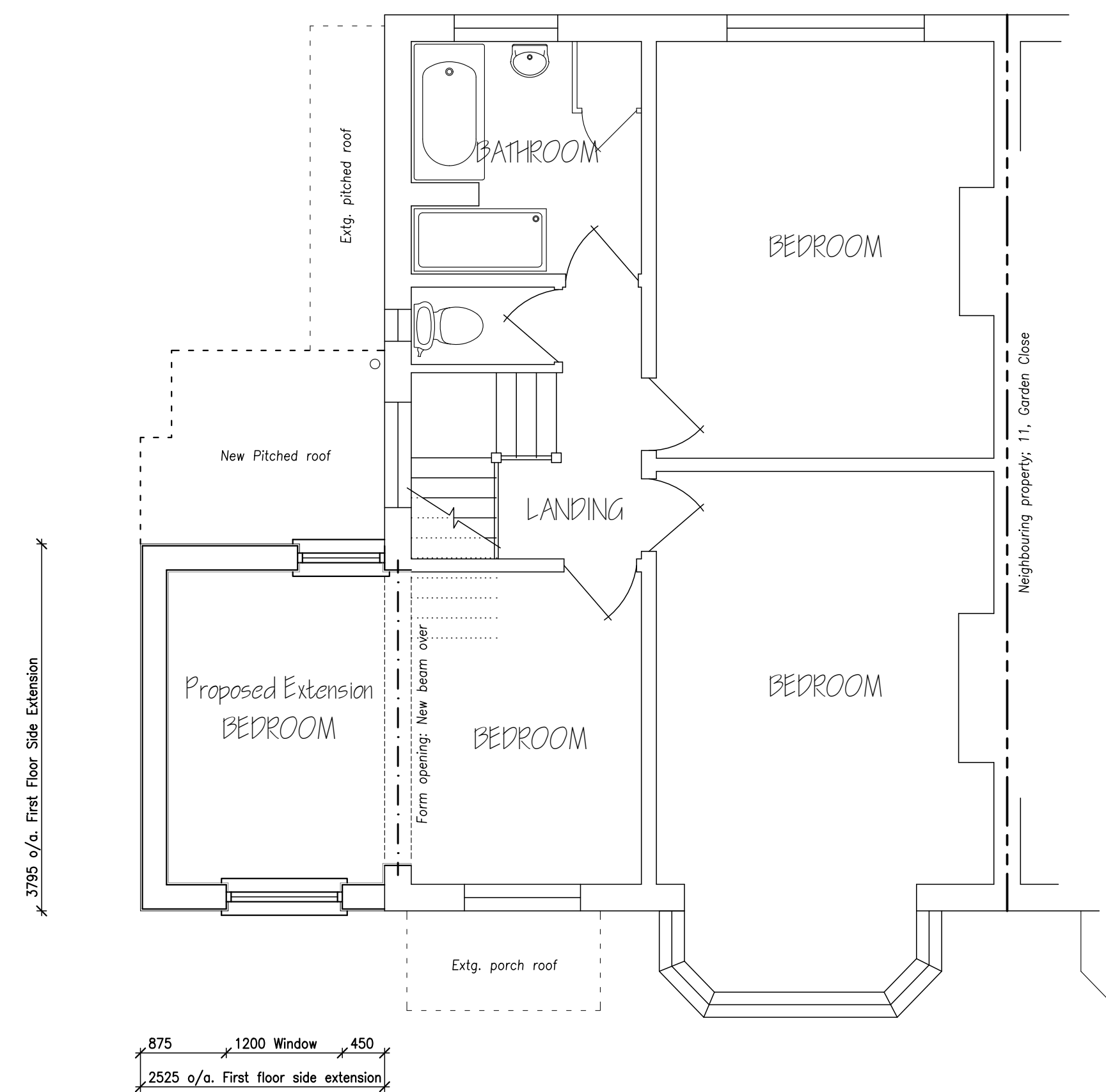
**Title** TWO STOREY SIDE EXTENSION  
**Address**  
9, GARDEN CLOSE,  
BANSTEAD, SURREY,  
SM7 2QB.  
**For** Mr. & Mrs. M. Trenaman.

Date NOV. 2020 Scale 1:50 (A1) Drawn EHW

Drawing Number  
E-1829-T-02



PROPOSED GROUND FLOOR PLAN



PROPOSED FIRST FLOOR PLAN