

Agenda

Planning Committee

Wednesday, 29 September 2021 at 7.30 pm

New Council Chamber, Town Hall, Reigate



Meetings will take place in accordance with Government guidance. Members of the Committee will assemble at the Town Hall, Reigate.



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Members:

S. Parnall (Chairman)

M. S. Blacker
G. Adamson
J. Baker
Z. Cooper
R. Harper
A. King
F. Kelly

J. P. King
S. A. Kulka
S. McKenna
R. Michalowski
R. Ritter
C. Stevens
S. T. Walsh

Substitutes:

Conservatives:	R. Absalom, A. C. J. Horwood, J. Hudson, M. Tary and R. S. Turner
Residents Group:	R. J. Feeney, P. Harp, N. D. Harrison and C. T. H. Whinney
Green Party:	J. Booton, P. Chandler, J. C. S. Essex, S. Sinden and D. Torra
Liberal Democrats	M. Elbourne

Mari Roberts-Wood
Interim Head of Paid Service

For enquiries regarding this agenda;

Contact: 01737 276182

Email: democratic@reigate-banstead.gov.uk

Published 21 September 2021

1. Minutes (Pages 7 - 10)

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

2. Apologies for absence

To receive any apologies for absence.

3. Declarations of interest

To receive any declarations of interest.

4. Addendum to the agenda (Page 11)

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. 21/00192/F - Land Parcel, South West of Woodhatch Road, Reigate (Pages 12 - 134)

Construction of a crematorium with associated landscape, parking and infrastructure, including a revised junction with Woodhatch Road. As amended on 01/04/2021, 09/04/2021 and on 04/05/2021.

6. **a) 21/01602/F and b) 20/01603/LBC - Weston Acres, Belvedere House, Woodmansterene Lane, Woodmansterne** (Pages 135 - 166)

Planning application and listed building consent for the extension and refurbishment of part of the ground floor of The Royal Alfred Seafarers' Society; to reorganise and enlarge No. 24 ground floor bedroom suits, including a single storey ground floor extension and new day space. Also includes first floor extensions to east and north wings. All existing and proposed use class will remain as C2 and there will be no change to total bedroom numbers or parking. As amended on 18/08/202.

7. **21/01992/HHOLD - 7 Arbutus Close, RH1 6NP** (Pages 167 - 180)

Proposed single storey rear extension and first floor side extension above an existing single storey side extension and front porch.

8. **To report and consider the results of the public consultation on the Walton the Hill Conservation Area** (Pages 181 - 194)

To report the results of the public consultation on Walton the Hill Conservation Area boundary changes and consider the designation of the proposed changes to Walton on the Hill Conservation Area boundary.

9. **To report and consider the results of the public consultation on the Tadworth Conservation Area** (Pages 195 - 208)

To report the results of the public consultation on Tadworth Conservation Area designation and consider boundary changes to Tadworth Conservation Area.

10. **Any other urgent business**

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



Our meetings

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



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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 at the New Council Chamber - Town Hall, Reigate on 1 September 2021 at 7.30 pm.

Present: Councillors S. Parnall (Chairman), M. S. Blacker (Vice-Chair), J. Baker, R. Harper, A. King, F. Kelly, J. P. King, S. A. Kulka, S. McKenna, R. Michalowski, R. Ritter, C. Stevens, S. T. Walsh and C. T. H. Whinney (Substitute).

Also present: Councillors Z. Cooper.

19. MINUTES

RESOLVED that the minutes of the meeting held on 7 July 2021 be approved as a correct record.

20. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Adamson, with Councillor Whinney attending as substitute.

Councillor Cooper attended the meeting remotely and was therefore unable to vote.

21. DECLARATIONS OF INTEREST

There were none.

22. ADDENDUM TO THE AGENDA

RESOLVED to note the addendum tabled at the meeting.

23. 20/02826/F - 19 GATTON PARK ROAD, REDHILL

The Committee considered an application at 19 Gratton Park Road, Redhill for the demolition of the existing house and garages and construction of a two-storey residential development to provide four two-bedroom and two one-bedroom flats, along with associated car and cycle parking, waste storage and landscaped communal garden. As amended on 12/02/2021, on 22/06/2021 and on 28/07/2021.

RESOLVED that the application be **APPROVED** subject to conditions as per the recommendation.

24. 21/00546/F - 38 ALMA ROAD, REIGATE

The Committee considered an application at 38 Alma Road, Reigate for the erection of a pair of semi-detached dwellings with associated parking and landscaping following the demolition of the existing garage. As amended on 06/05/2021.

Reasons for refusal were proposed by Councillor Blacker and seconded by Councillor Michalowski, whereupon the Committee voted and **RESOLVED** that planning permission be **REFUSED** on the grounds that:

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The proposed development by virtue of the closure of the visual gap that exists through to the rear of the site, together with the lack of spaciousness to the boundaries, shallow rear gardens, height and mass and extent of the site developed would be at odds with and harmful to the spacious, low density character of the Residential Area of Special Character, contrary to policies DES1 and DES3 of the Development Management plan 2019 and guidance contained within the Local Distinctiveness Design Guide SPD.

25. 21/01012/F - 42 - 44 HOLMETHORPE AVENUE, REDHILL

The Committee considered an application at 42-44 Holmethorpe Avenue, Redhill for the demolition of existing building and the redevelopment comprising 5 units within a single building and change of use from B2 general industrial use to light industrial (use class e), general industrial (B2) and storage and distribution (B8 use class) uses, together with ancillary offices, and associated parking and landscaping. As amended on 18.6.21 and 29.6.21.

RESOLVED that the application be **APPROVED** subject to conditions as per the recommendation plus an additional condition relating to enhanced biodiversity.

26. 21/00527/F - 17 CHURCH ROAD, HORLEY

The Committee considered an application at 17 Church Road, Horley for the demolition of the existing dwelling; erection of a development of six flats in a two storey building with roof accommodation together with the provision of refuse and recycling stores, 8 car parking spaces and new access. As amended on 06/08/2021.

RESOLVED that the application be **APPROVED** subject to conditions as per the recommendation.

27. 21/00924/HHOLD - 46 RAGLAN ROAD, REIGATE

The Committee considered an application at 46 Raglan Road, Reigate for a proposed first floor extension.

Roger Walker, a local resident, spoke in objection to the application on the grounds that the current plans needed further clarification as the size of the proposed extension would be overbearing with loss of light to neighbouring properties. The proposed extension did not meet the Council's Development Management Plan 2019 and the Household Extensions and Alternations SPG 2004. Residents believed it to be contrary to Policy CS4 of the Core Strategy. In addition, clarifications had been requested to amend inaccuracies in the planning applicant's drawings, but these had not been addressed.

Lorraine Vassou, a local resident, spoke in objection to the application on the grounds that the proposed development was overbearing due to its scale and design, and would result in loss of amenity to adjacent properties. Key details of the proposed extension could not be determined from the application. The single storey living accommodation adjacent to the property drawn in the application was not a garage. It was raised on the four occasions that drawings had been submitted to the resident, but the applicant had not made these changes in the drawings. The eaves of the existing bungalow were already above the eaves of the single storey, and the gap between the two properties was overstated in the drawings. If the application

was to be approved, the two rear windows proposed needed to be obscured glass and non-opening, to avoid overlooking.

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

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

28. DEVELOPMENT MANAGEMENT QUARTER 1 2021-2022 PERFORMANCE

Members noted the Development Management Quarter 1 2021-2022 Performance.

The number of major applications determined during the quarter exceeded the target, with average days to decision consistent with the previous year. During the quarter, 1 major appeal had been decided in the Council's favour, and 9 out of 10 non-major appeals, both of which exceeded the target. There remained a very high application workload. It was noted that case officers are working hard to process them. Employment of temporary staff, which are in high demand across local authorities, and a reduction of discretionary services had not yet been considered but may need to be if workloads became unmanageable.

In response to a question on the percentage of householder applications in the total number of applications received, the Head of Planning confirmed that there is a higher proportion of householder applications relative to other applications, and further detail would be provided in an email to members of the Committee.

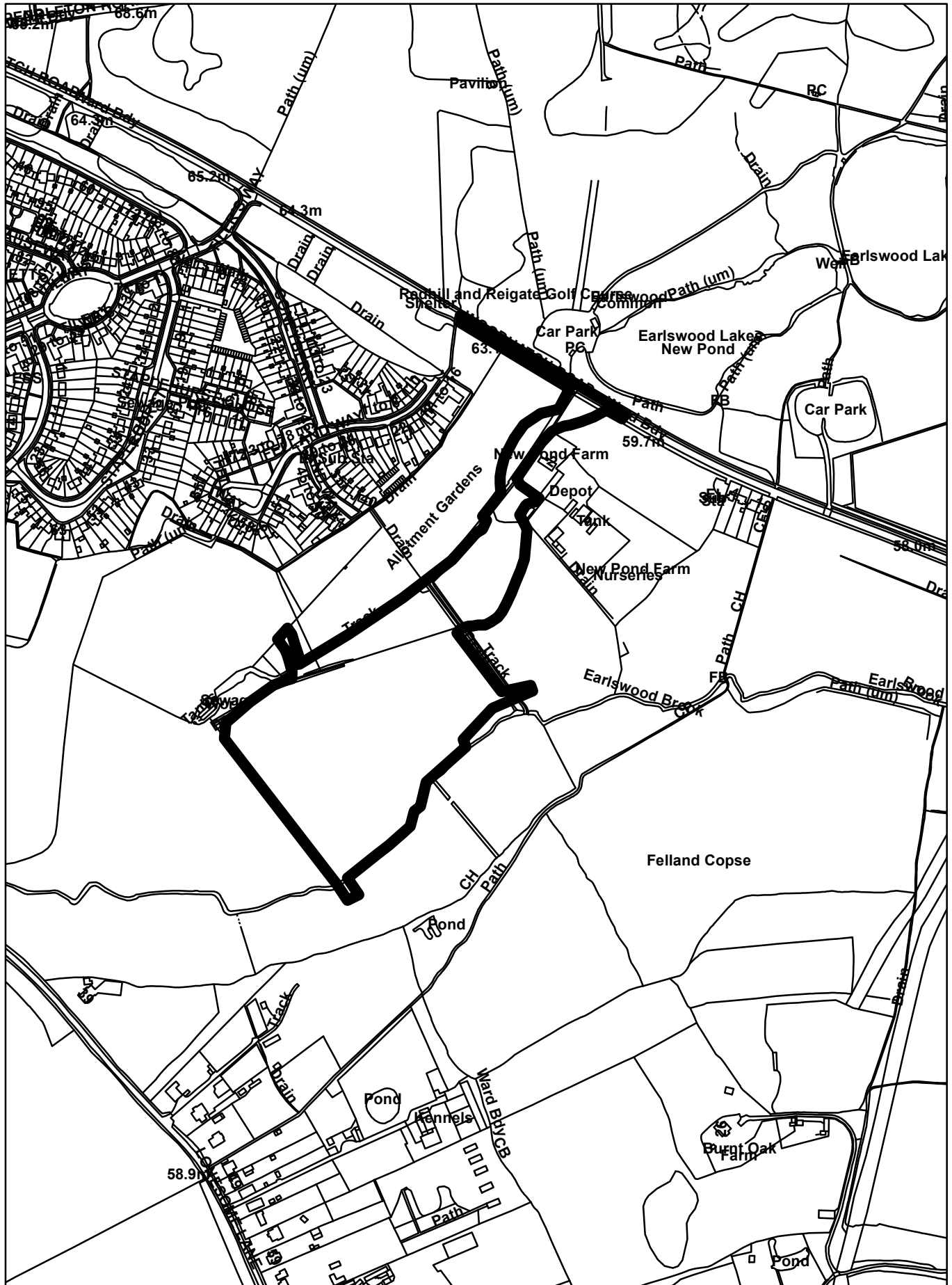
29. ANY OTHER URGENT BUSINESS

There was none.

The Meeting closed at 9.46 pm

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21/00192/F - Land Parcel South West Of Woodhatch Road, Reigate



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 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	29 th September 2021
	REPORT OF:	HEAD OF PLANNING
	AUTHOR:	James Amos
	TELEPHONE:	01737 276188
	EMAIL:	james.amos@reigate-banstead.gov.uk
AGENDA ITEM:	5	WARD: <i>South Park and Woodhatch</i>

APPLICATION NUMBER:	21/00192/F	VALID:	26/01/2021
APPLICANT:	Reigate and Banstead Borough Council	AGENT:	Define Planning and Design Ltd
LOCATION:	LAND PARCEL SOUTH WEST OF WOODHATCH ROAD, REIGATE, SURREY		
DESCRIPTION:	Construction of a crematorium with associated landscape, parking and infrastructure, including a revised junction with Woodhatch Road. As amended on 01/04/2021, 09/04/2021 and on 04/05/2021.		
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.			

This application is referred to Committee in accordance with the Constitution as the application site is owned by the Council and the applicant is the Council.

SUMMARY

This application is made by Reigate and Banstead Borough Council for the construction of a crematorium. The Planning Committee must determine the application irrespective of, and 'blind' to, the applicant, considering it solely on its planning merits against development plan policies and material considerations. Ethical walls have been in place throughout the pre-application and planning application process between the planning officer team considering the application and the those within the Council promoting it.

The application proposes a single-storey, low-rise building of contemporary but simple design which would appropriately blend into the landscape and not adversely harm the open, countryside character of the site. The proposal would have a single cremator allowing for services of up to 45 minutes between the hours of 10am and 4pm Monday to Friday, so avoiding peak rush hours.

The site is located to the south of Woodhatch Road, adjacent to the New Pond Farm allotments and would be accessed off a new/revised access to avoid conflict with the Earlswood Lakes car park on then opposite side of Woodhatch Road. 99 spaces would be provided for the crematorium and 26 spaces for the allotment and countryside users to replace those existing spaces lost to the development.

The application site is located within the Green Belt and is considered to represent inappropriate development. Substantial weight must be given to any harm to the green belt and inappropriate development ought only be permitted where very special circumstances exist which clearly outweigh the harm caused.

In this case the overriding factor in favour of the application is the need for cremation facilities in the local area. This is due to the increase in deaths generally and the increase in those favouring cremations over burials. The outcome of which has led to two local crematoria exceeding capacity, one approaching capacity and only one (Croydon) with spare capacity. Aside from meeting this need, the proposal would provide other benefits in terms of providing residents with more choice of crematoria, better facilities, shorter drive times and potential for longer services. It is accepted that a facility of this type cannot be provided within the urban area whilst meeting the locational requirements of the Crematorium Act and it is considered that the site performs only moderately in its green belt importance with limited other harm. Very special circumstances are therefore considered to exist which clearly outweigh the harm to the green belt and it is not considered that any alternative suitable sites exist that could better provide for the proposed facility.

The proposal is considered to accord with Policy CEM1 of the 2019 Development Management Plan. It is accessibly located with sufficient car parking to meet its needs and designed to be visually discreet so not harming the character of the wider area. It is not within a Groundwater Protection Zone 1 nor is there any contamination issue with the site. The proposal would present a biodiversity net gain and would not impact on any geological assets. A landscape visual appraisal has been prepared in support of the application which demonstrates that there would not be an adverse visual impact on the landscape character of the area. The proposal would be located sufficiently distant from any neighbouring residential properties such that it would not have a harmful impact upon their amenities by reason of noise, pollution, privacy, visual obtrusiveness or for any other reason.

The site is designated as a site of nature conservation interest (SNCI) and part of a wider biodiversity opportunity area however, ecological assessments have confirmed that there would be no harm to protected species and a biodiversity net gain can be achieved. There is therefore no objection from the Surrey Wildlife Trust.

Although two 'B' category trees would be lost to the development, this and the proposed hedgerow loss, is considered acceptable subject to robust landscaping and tree protection conditions with the application offering the potential for significant hedgerow and structural landscape planting.

An air quality assessment has been undertaken which confirms there would be no harm to air quality at the site or in the local area.

The proposal would result in the loss of some allotments and an existing sports pitch but there would be re-provided for by condition so satisfying the requirements of Policy INF2 of the DMP. There is therefore no objection by the Council's allotments Officer or Sport England respectively.

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New countryside accesses are proposed across the site to provide for those lost to the development with the potential also for a new cycleway between Woodhatch Road and Lonesome Lane the feasibility of which is to be explored by means of condition.

RECOMMENDATION

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

Should the Planning Committee resolve to grant planning permission, the application will be referred to the Casework Unit of the Department for Levelling Up, Housing and Communities for consideration by the Secretary of State.

Consultations:

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

- *Provision of sightlines of 2.4m x 126m at the site access onto Woodhatch Road with no obstructions over 1.05m in height and a means of preventing water from entering the highway.*
- *Provision of tactile paving and dropped kerbs on the north and south sides Woodhatch Road (A2044) on the western side of the proposed access.*
- *Closure of existing access from the site to Woodhatch Road.*
- *Provision of 99 car parking spaces.*
- *Provision of 10 bike stands*
- *Provision of the internal site roads and pavements in accordance with the approved plans.*
- *Provision of a Construction Transport Management Plan*
- *Provision of electric vehicle charging points*
- *Restriction on the commencing of cremation services between 10.00hrs and 16.00hrs on Monday to Fridays.*

A number of informatives are also recommended.

Surrey CC Countryside Access: *The planning application site is located north west of FP64. The proposed development does not appear to have any impact on this public right of way although we are aware of informal paths across the site which may be affected. I can confirm that SCC has received an application for modification of the Definitive Map and Statement which is the legal record of rights of way in Surrey.*

We welcome the proposal to retain many of the existing pedestrian routes as either permissive or dedicated rights of way and will assist with this, but there appears to be no provision for cyclists. We would therefore request a cycle route be provided between Lonesome Lane and Woodhatch Road as well as improvements to the surface of FP64.

Environmental Health (Contaminated Land): *Whilst no areas of concern have been identified from historical mapping from the application site, there are some areas of potentially concern in the vicinity. An informative is recommended.*

Environmental Health – Air Quality – *In his initial comments the Council's EHO requested an Air Quality Assessment and information on the height of the proposed chimneys on the proposed crematorium. Following the receipt of an Air Quality Dispersion Modelling and a Chimney Height Assessment, the EHO has provided further detailed comments.*

Further information has been requested in respect of the dispersion model, including that

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- i) *The model should be run for a 1 cremator scenario as there was evidence of building downwash and are likely to be periods when only 1 cremator is running*
- ii) *That the model was rerun to examine mercury and HCl under the 1 and 2 cremator scenarios*
- iii) *That the scale of the isopleth / contour maps was made more visible, and the data expressed as a decimal rather than in a scientific notation, and that following completion the contour maps of the model output be supplied to the Council as a shapefile or DXF format*

Overall, following a review of the information the EHO has no objections although it is stated that a new assessment would be required should anything alter in the cremator set-up than currently proposed. A condition is suggested to this effect.

The current work is based on Facultative Technologies kit and assumes that cremator is gas fired and also has NOx and mercury abatement kit fitted (p3) and assumes a common flue (p4) – page numbers are from the D1 calculation report. If anything is different in the final cremator set up e.g. different manufacturer, use of electric rather than gas, or different abatement kit, then some of this work is likely to need to be rerun. As the D1 assessment report states on p4 ‘if an alternative to this is used then operator must rerun the assessment.’

Surrey CC Sustainable Drainage: *The following updated documents submitted as part of the above application have been reviewed and should be referred to as part of any future submissions or discharge of planning conditions:*

- *Flood Risk Assessment and SuDS Assessment, Price & Myers, April 2021, revision 3, document reference: 29105;*

They state that they are satisfied that the proposed drainage scheme meets the requirements set out in the aforementioned documents and are content with the development proposed, subject to suitably worded conditions are applied to ensure that the SuDS Scheme is properly implemented and maintained throughout the lifetime of the development.

Environment Agency: *The majority of the site is located within Flood Zone 1 (<0.1% AEP), with the southern boundary of the site being located in Flood Zone 2 (>0.1% AEP) and Flood Zone 3 (>1% AEP). The proposed development (as detailed in the FRA) is classified as Less Vulnerable under the National Planning Policy Framework (NPPF), and as such would be considered appropriate within Flood Zone 1. The development has taken a sequential approach and located the building and landscaping outside of Flood Zone 2 and 3, as such we are satisfied that this meets the requirements of the sequential test.*

We would request that the surface water discharge is limited to greenfield rate, as detailed in the submitted FRA. Any discharge into the main river (Earlswood Brook and New Pond Ditch) would require a Flood Risk Activity Permit from the Environment Agency.

Sport England: *Initial objection to the proposal on the basis of substantial loss of a playing field with no replacement provision. Concern raised that the Council had not undertaken a robust assessment of its playing pitch needs in the form of a Playing Pitch Strategy (PSS) and as a result there was insufficient evidence that the playing field was excess to the requirements of the district.*

Subsequently the applicant submitted additional information in the form of an update in regard to its Playing Pitch Strategy to be completed in Spring 2022. As part of the review this will consider the use of the recreation pitches within the application site, to ensure the appropriate long-term provision of pitches across the Borough. In the interim, a mitigation strategy has been prepared that proposes the reprovision of the recreation pitch that is lost as a result of the proposed development. The replacement pitch would be provided on the field to the east of the existing recreation pitches, as shown on the submitted Recreation Pitch Relocation Plan.

Following the provision of additional information to Sport England regarding the replacement pitch, Sport England have no objection and the proposal is considered to meet their exception policy. A condition is proposed to secure its provision prior to the commencement of development.

Natural England: Do not foresee any issues with the proposals with regards to the impacts upon the Reigate Heath SSSI (3.1km from the site) and the Mole Gap to Reigate Escarpment SAC (3.8km from the site). Recommend that good landscaping proposals are put forward to ensure that as well as creating a tranquil environment for those wishing to visit or attend a ceremony that it also provides a benefit to wildlife locally. As such seeing that local species of trees and plants are used which would fit in with and expand on the local character of the surroundings would be ideal here. Landscaping can also help to ensure that the proposed crematorium itself is to some extent shielded from wider views out of Reigate and Redhill locally.

Surrey Wildlife Trust (SWT): SWT note that the site boundary is located immediately adjacent to land identified by Natural England as Deciduous Woodland and Wood pasture and Parkland, both Habitats of Principal Importance. Further, Earlswood Brook, a river running immediately south of the site is a Habitat of Principal Importance. The majority of the site also forms part of New Pond Farm/Felland Copse SNCI, whose habitat comprises 'Ancient semi-natural woodland (Felland Copse), semi-improved neutral grassland (wet and species-rich), scrub and a brook'. Hedges are present within the application site and it also includes habitat suitable for protected species including bat, amphibians (noting Great Crested Newt (GCN) presence within 500m of the site), reptile and breeding birds. Advice is provided in this respect.

A Preliminary Ecological Assessment Report and Outline Biodiversity Management Plan has been submitted with the planning application. This confirms that the proposal would have a direct impact on the SNCI. Planting proposals are included within the landscape plan to mitigate the proposal. Conditions are proposed to secure the details of the landscape plan and a Landscape and Ecology Management Plan to ensure the ongoing management of habitats, flora and fauna on the site and ensure that the SNCI is not adversely affected by the proposals. The use of a Construction Environment Management Plan is also suggested, together with a condition to control external lighting to ensure against harm to bat foraging.

SWT recommend the proposed species surveys, relating to bats, great crested newts / amphibians and reptiles are conducted prior to the determination of the planning application. Tree felling of two trees (with low bat roost suitability) should be undertaken in accordance with the requirements of European Protected Species legislation. A condition is also proposed to secure the biodiversity enhancements set out in section 6

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of the Ecological Appraisal on the site in accordance with the requirements of the NPPF.

It is noted that the applicant has undertaken some additional survey work however given the seasonal nature of ecology surveys not all can be completed at this stage. Conditions are proposed to secure additional survey work in respect to further bat surveys, GCN / amphibian surveys and reptile surveys and to secure the reptile and amphibian mitigation (translocation strategy).

Earlswood Common Steering Group: *Object on grounds of flawed site assessment; increase in traffic; SNCI and AONB impacts.*

Planning Policy Team: *Advise that the application is inappropriate development within the green belt for which very special circumstances must be demonstrated. The alternative sites assessment is considered appropriate but independent advice ought to be sought regarding compliance with Policy CEM1 of the DMP.*

The Reigate Society: *No objection but raise a number of concerns, including:*

- *The need for the development has not been fully justified*
- *Lack of evidence of actual public demand or consultation with local undertakers / religious leaders in the local area*
- *The economic viability of the new crematorium*
- *Inappropriate development within the green belt. Although very special circumstances have been argued this would not counterbalance the position.*
- *Development would set a precedent for further urban creep into the green belt*
- *Impact on SNCI. Landscape plan submitted insufficient*
- *Increase in traffic and congestion*
- *Proposed development would offer an element of formality to what is quite an 'untidy' entrance and certainly with New Pond Farm and a large derelict house adjoining, all in Council ownership, needing a major makeover and natural screening.*
- *Proposed building itself is a welcomed clean, modern, single storey design with good use of materials that will allow it to site harmoniously within and not impact upon its rural surrounding.*
- *The site layout is well considered and will not increase noise levels to the residents of the houses to the north due to speed restrictions. The Crematorium Act states that one must not be nearer than 200 yards from housing. It appears that some houses may be slightly under that distance, however, they have no concerns over the efficiency of the emissions and affect on the local area.*

Campaign to Protect Rural England: *Objection on grounds of inappropriate development in the green belt.*

CPRE Surrey do not consider that the applicants very special circumstances case which is based on the need for a crematorium in the Borough and the lack of any acceptable alternative sites, and also that this need outweighs the harm to the Green Belt and 'any other harm' is sufficient. As such it is considered that the application is contrary to local plan policies including policy CS3 and CEM1 as a clear case of need has not been demonstrated and the harm out weighs the case of need for a crematorium.

A number of concerns are raised including:

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- *Need Assessment is insufficient – Insufficient need in the locality to justify the harm, Do not accept the argument that because there is no facility in the Borough at present that this is in itself a justification, No evidence of demand from local residents, No support from funeral undertakers, Use of 30 minute drive time to examine other crematoria in the vicinity inappropriate, Capacity remains available at other crematoria outside the borough, No allocation in the DMP for a crematorium.*
- *Examination of alternate sites insufficeint – assessment should have examined any non Green Belt sites, as required in CEM1, and then full details of all the other potential sites which were investigated. Instead there is only reference to one other location which, on the surface, would seemed no worse than the Woodhatch Road site.*
- *Impact on the Green Belt – Development would be inappropriate development in the green belt. It would fail to meet 3 of the functions of the Green Belt and would cause harm to the openness of the green belt arising from the proposed built development, the visual impact and increase in intensification arising from the use. CPRE Surrey do not consider that the VSC case has been made to overcome this harm.*
- *Any other harm – replacement public rights of way will lack the rural character as well as the convenience and desire lines of the existing routes, loss of formal and informal playing fields with only a vague promise of replacement facilities, loss of allotment spaces. Proposal considered contrary to policy INF2*
- *Traffic and Parking – concerns relating to the traffic assessments, lack of requirement for right hand turning bays into the site, junction proximity to the Earlswood Lake car park access and inadequate parking.*
- *Impact on the biodiversity and ecology of the area including with respect to the Earlswood Common Local Nature Reserve, New Ponds Farm and Fellands Copse SNCI and Biodiversity Opportunity Area.*
- *Impact on the landscape – Does not reflect local distinctiveness, harm to landscape in both long and local views.*
- *Loss of community facilities and the effect on allotment provision if the access is moved to meet the highway authority’s concerns.*

Woodhatch Green Spaces Preservation Group: *WGSPG strongly object to the proposal, considering the proposal to represent inappropriate development in the green belt for which it has not been demonstrated that there are very special circumstances. In addition to the original objection and reports commissioned by WGSPG, a further letter of objection was received in response to amendments and additional information submitted by the applicants.*

The Woodhatch Green Spaces Preservation Group (WGSPG), has been formed in direct response to Reigate and Banstead Borough Council’s (RBBC) proposal to provide a local crematorium in Woodhatch. In summary, WGSPG object to the proposals for the following reasons:

1. *The Need has not been proven – the applicants needs assessment is flawed (as identified by submitted reports by Impact Planning Services Ltd (IPS Ltd) on behalf of WGSPG). This includes objections relating to:*
 - o *Lack of site allocation in DMP*
 - o *Lack of consideration of Council document “Development Management Plan (Regulation 18 stage) Cemetery and Crematorium Needs June*

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2016” which concludes that there is not an overriding need for either a new cemetery or crematorium provision at present within the Borough. Conflicts between evidence provided in this report and applicants planning application submission.

- *Objections to methodology and assumptions used in assessing need and therefore analysis unreliable and conclusions flawed, Lack of demographic analysis of natural catchment area, No evidence of demand from local residents, No support from funeral undertakers. Lack of proven need arising from proximity and accessibility, Lack of qualitative need arising from capacity issues at nearby crmatoria / failure to examine funeral delay evidence satisfactorily, Failure to demonstrate if the proposal would satisfy a need.*
2. *The Alternative Site Assessment is flawed. As a result of the needs assessment flaws, the selection of sites has been wrongly narrowed. Objections to methodology - see IPS Ltd reports.*
 3. *Very special circumstances have not been demonstrated, justification of very special circumstances should include as a minimum, the following:*
 - a. *A robust demonstration of need for the facility: and*
 - b. *Demonstration that there are no alternative suitable sites outside of the Green Belt.*
 4. *The proposal conflicts with policy CEM1. The proposal does not comply with (a), (c), (d) and (e), and possibly (b) also. (see submitted report by Colin Smith Planning on behalf of WGSPG).*
 5. *The site is inappropriate: Harm is extensive and includes, but not limited to:*
 - a. *Site is Metropolitan Green Belt and does perform well as an essential buffer between Reigate and South Earlswood*
 - b. *It is a Site of Nature Conservation Importance*
 - c. *It is in the Low Weald Biodiversity Opportunity Area*
 - d. *It provides valuable amenity benefit to the local community:*
 - i. *Access to open spaces and the countryside*
 - ii. *Access to allotments locally*
 - iii. *Access to football pitches for both formal and informal recreation locally*
 - iv. *Extensive footpaths with access to Felland Copse, Earlswood Lakes SNCI and Greensand Ridge*
 - v. *Extensively used by residents and visitors, very popular with dog walkers as a safe area to allow dogs to exercise off the lead*
 - vi. *Eases pressure off Earlswood Lakes*
 6. *Various conflicts within the NPPF and local plan particularly (policies CS2 and CS3 of the Core Strategy and CEM1, DES1, DES9, TAP1, NHE1, NHE2, NHE3, NHE4 of the Development Management Plan) - see submitted report by Colin Smith Planning on behalf of WGSPG. Objections raised relating to:*
 - *Inappropriate development*
 - *No need for a crematorium (see attached document IPS Ltd),*
 - *Very special circumstances have not been made*
 - *Alternative location/proposal preferred*
 - *Harm to the Green Belt/countryside*

- *Out of character with surrounding area*
- *Loss of Public Open Space and Recreational Space, including allotments*
- *Highway safety concerns*
- *Access arrangements not adequate*
- *Increase in traffic and congestion;*
- *Inadequate parking*
- *Impact on SNCI and Biodiversity Opportunity Area and insufficient consideration of these designations*
- *Impact on protected habitats, species and biodiversity*
- *Impact on ancient woodland and adjacent nature reserve*
- *Landscape and visual impact*
- *Loss of trees/Conservation Hedgerow;*
- *Potential flooding & drainage issues;*
- *Proximity to local housing;*
- *Overlooking and loss of privacy;*
- *Impact on heritage/Archaeological*
- *Pre-application consultation inadequate*
- *Design and layout concerns including in relation to parking, building design, lack of clarity regarding choice of gas or electric cremator and height of chimney stack*
- *Impact to human health / air quality concerns*
- *Conflict with covenant*
- *Viability concerns*

Reigate Ramblers: *In summary, the Reigate Ramblers make the following points in respect to footpath related issues:*

- *The development is taking place in an open field green area commonly used for walking and other leisure purposes and sited in Green Belt. In walking terms, it provides a rural link between the South Park/Rushetts Farm/Dover Green area and Earlswood Lakes. This then connects onwards to routes to the North and East including the Greensand Way.*
- *The Planning Application proposes a number of mitigating actions in the form of new ProWs and permissive paths. While these are welcome, they are very much a second best to a continuation of the current position.*
- *If the development were to go ahead, the status of the connecting routes along the outside of the crematorium grounds should be strengthened by:*
 - *converting the proposed Riverside Way from a permissive path to a PRow;*
 - *Re-establishing the former trackway linking Woodhatch Road with the Rushetts Farm area as a PRow. This would be in line with potential proposals by the national Don't Lose Your Way project.*

London Green Belt Council: *Object to the proposed development on the following grounds:*

- *Inappropriate development within the Green Belt – concerned that very special circumstances do not exist and there is no need for new crematoria in the area;*
- *Failure to preserve openness – the proposals would have an urbanising impact detrimental to the recreational and footpath users of the site;*
- *Loss of recreational uses – including allotments and playing pitch;*

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- *Failure to support and promote healthy lifestyles – due to loss of allotments and playing pitch;*
- *Ecological impact – due to designations and bio-diversity net gain and climate change concerns.*

Horizon Cremation Ltd (HCL):

Horizon Crematorium are promoting a new crematorium development in Tandridge DC area on site between Godstone and Oxted just to the north of the A25. An initial objection was received together with a further letter of objection in response to additional information from the applicants.

Objection has been received on the following grounds:

- 1. Inappropriate development within the green belt for which very special circumstances have not been demonstrated.*
- 2. The need argument fails to consider better placed sites available for crematorium outside of the district and fails to include comparative analysis of the impact of land outside of the 30 minute drive catchment areas (White Land) with their (Horizon's) proposal and others proposed outside this Borough potentially better serving a wider catchment as follows:*

<i>Facility</i>	<i>Population left unserved within Reigate and Banstead, Sevenoaks and Tandridge Council areas</i>
<i>Existing</i>	<i>125,900</i>
<i>Existing plus Woodhatch Road</i>	<i>65,000</i>
<i>Existing plus Old Farleigh Road</i>	<i>58,000</i>
<i>Existing plus Byers Lane</i>	<i>45,000</i>
<i>Existing plus Oxted</i>	<i>29,000</i>

Table 1 Comparative analysis of the population left in white land were current crematorium proposals to be built.

- 3. It has not been demonstrated that there are not alternative sites that are better placed to meet the identified need for a crematorium and would result in less harm to the green belt. The alternative sites assessment is considered inadequate and the methodology flawed. Other sites not considered by the applicant are better located and more suitable*
- 4. The sites designation as a SNCI and adjacent to a Local Nature Reserve has not been appropriate considered and weighted. The submitted ecology report identifies that protected species surveys are undertaken, reptile surveys must be undertaken prior to a decision being taken on the application. Concern is also raised by Ecology Solutions Ltd (on behalf of HCL) that the site is of high interest to local bat populations and the development of the site could have an effect on local bat populations.*
- 5. Part of the site is in flood zone 3 the remainder is in flood zone 1, objection is raised to the Environment Agency position that the site is suitable for a crematorium and the flooding situation at Randalls Crematorium was raised.*
- 6. The suitability of the site is questioned noting the complex requirements the development of the site would involve including the relocation of allotments,*

playing fields and diversion of footpaths, coupled with the scale of objections received from local residents

7. *Viability and highway safety concerns*

8. *The additional information submitted by the applicant does not address concerns raised by HCL, particularly in relation to the alternative site assessment. Additional information on ten alternative sites not considered in the Council's Alternative Site Assessment has been provided by HCL.*

Representations:

Letters were sent to neighbouring properties on 28th January 2021, a site notice was posted 26th February 2021 and advertised in local press on 11th February 2021. Neighbours were re-notified on the revised plans for a 21 day period commencing 6th May 2021.

533 responses have been received raising the following issues:

Issue	Response
Inadequate parking	See paragraph 6.27
Noise & disturbance	See paragraph 6.86
Inconvenience during construction	See paragraph 6.86
Out of character with surrounding area	See paragraph 6.6
Increase in traffic and congestion	See paragraph 6.27
Overdevelopment	See paragraph 6.6
Hazard to highway safety	See paragraph 6.27
Harm to Conservation Area	The site is not located within a Conservation Area
Overshadowing	See paragraph 6.86
Overbearing relationship	See paragraph 6.86
Health fears/air quality	See paragraph 6.42
Poor design	See paragraph 6.6
Loss of/harm to trees	See paragraph 6.33
Harm to wildlife habitat	See paragraph 6.49
Drainage/sewage capacity	See paragraph 6.64
Flooding	See paragraph 6.64
Harm to Green Belt/countryside –	See paragraph 6.92

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Property devaluation	This is not a material planning consideration
No need for development	See paragraph 6.103
Alternative location or proposal preferred	This is not a material planning consideration
Loss of private view	This is not a material planning consideration
Loss of allotments	See paragraph 6.78
Loss of playing pitch	See paragraph 6.83

4 comments in support has been received which express support for the economic benefits of the proposals.

A petition was also submitted to the Council (as applicant) asking that it not submit or consider the application.

1.0 Site and Character Appraisal

- 1.1 The application site comprises approximately 4.98ha of open land to the south of Reigate, located to the south of Woodhatch Road. The site lies within the Metropolitan Green Belt.
- 1.2 The site is served by an existing access drive serving New Pond Farm house and associated Council depot. The existing site comprises an area of allotments to the north, beyond which is the residential area of Dovers Green along Fellands Close, which forms the southern extents of Reigate (around 85 metres away). To the north east is a further area of allotments located along Woodhatch Road. To the east lies Fellands Copse Park which is designated as ancient woodland around 40 metres from the application site. Beyond this lies a farmstead with associated outbuildings. Further east lies the A204 Woodhatch Road, the main route into Reigate from the south and the proposed access route to the site. To the south lies open fields and an area of open woodland (Fellands Copse). Immediately to the west lies a recreational park and an area of scrub land.
- 1.3 The application site lies to the west of Earlswood Brook, which run westwards beyond Lonesome Lane to eventually link to the River Mole close to the village of Sidlow. The edge of the site where it abuts the brook is designated as EA flood zone 2 and 3 with the majority of the site lying in flood zone 1.
- 1.4 The main area of the site comprises an irregular shaped open field that is defined by hedgerows boundaries. The site also incorporates some areas of existing open space, part of a playing field and allotments to the north of this field for the purposes of providing an improved access and junction with Woodhatch Road. A large part of the site is designated as a Site of Nature Conservation Interest (SNCI)

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: Pre-application consultation was carried out prior to the application being submitted for a scheme broadly similar to the current proposals. The applicants were advised that the proposals would constitute inappropriate development in the green belt which would have a harmful impact on openness. They were advised it would need to be demonstrated that very special circumstance existing in order to outweigh the harm caused not only by the proposed crematorium but also be the other matters such as the enlarged car park alongside the access to the proposed crematorium.
- 2.2 Further advice was offered with regards to the impact of the proposals on the open landscape of the site and the need for substantial and meaningful landscaping, on the use of materials proposed to try to soften the appearance of the proposed building, on the need to take account of the bio-diversity of the site and surrounding area, taking account of the location within a Site of Nature Conservation Interest, on the need for an assessment of the impact of the proposals on the adjoining allotments, on public footpaths and playing fields in the area, on flooding and drainage and on adjoining highways in terms of an increase in traffic on the highway and a satisfactory form of access
- 2.2 Improvements secured during the course of the application: During the course of the application, further information has been provided on a range of issues which is discussed in more detail below.
- 2.3 Further improvements could be secured through the use of conditions as discussed below

3.0 Relevant Planning and Enforcement History

- 3.1 There is no relevant planning history.

4.0 Proposal and Design Approach

- 4.1 This is a full application for the construction of a crematorium together with associated access, parking and landscaping on land located to the west of Woodhatch Road. The crematorium would be formed by a series of interconnected single storey elements with flats roofs of varying heights and with a low pitched roof to the rear element where the chimneys protrude from the roof, and which feature large areas of glazing and glazed roof slopes within brick elevations. The roof over the cremator part of the building would be a green roof.
- 4.2 The proposed crematorium would be accessed via a new junction and access road directly from Woodhatch Road. This proposes to effectively upgrade an existing road that runs south west from Woodhatch Road and serves existing allotments and farmsteads located either side of it. The new junction would be offset further east from the existing entrance to Earlswood Common car park to the north of Woodhatch Road and incorporates a wider route than existing to accommodate two-way vehicle traffic and to provide a pedestrian footway along its length.

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- 4.3 The main crematorium building comprises an entrance foyer with single chapel that would accommodate up to 120 people. A single crematory is proposed, allowing space for an additional crematory if required in future (subject to further assessment and planning permission). A waiting area is provided within a linked building at the entrance connected to the main building via the port cochere.
- 4.4 The proposed crematorium would be surrounded by an extensive landscape area, incorporating formal gardens for quiet contemplation and incorporating memorial features closer to the building, with a more natural landscape towards the site boundary that ties in to the existing woodlands and waterside landscape character.
- 4.5 The proposed layout would include a two-way primary route that provides circular access to the main building with secondary routes that provide access to the service area, the hearse pick-up area and car parking facilities. There would also be a distinct footpath network through the site to provide pedestrian access to the main building and garden areas.
- 4.6 The main visitor car parking areas would be located at the entrance to the crematorium site, to minimise vehicle movements around the site. Parking provision reflects the needs of the proposed services, with an area of overflow parking to accommodate larger service attendance. The parking areas are interspersed with landscape features to soften their appearance and integrate them with the wider site. A total of 110 car parking spaces are provided in connection with the proposed crematorium, as follows:
- 99 parking spaces (of which 12 are disabled bays);
 - 7 staff spaces;
 - hearse bay spaces;
- 4.7 Further to this, there is currently an area of hardstanding which is used by vehicles accessing the park area to the south of Woodhatch Road. This area could broadly accommodate 26 vehicles and therefore, these spaces would be re-provided formally off the access road in an area before the entrance to the crematorium parking area. These spaces would not form part of the crematorium site from an operational perspective. This area also accommodates a bus/coach layby and a horse and cart holding area for the service which require a horse drawn cortege.
- 4.8 The proposed crematorium would operate time slots for services between the hours of 1000 – 1600 on weekdays. It is forecast that the proposed crematorium would perform up to 1,600 services per year, after the first few years of operation. This averages at between 6-7 funerals per weekday; however, the number of funerals varies in line with increased deaths typically occurring in the winter months.
- 4.9 The duration of a typical service is usually 40/45 minutes. Therefore, each time slot is 60 minutes which allows time for people to enter the chapel, hold the service and leave. No services would take place at weekends; however, the site

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would be open 365 days a year to allow people to visit the grounds, gardens of remembrance and the memorials of loved ones.

4.10 The proposed crematorium would only undertake a single service in the chapel at any one time.

4.11 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.

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

Assessment	The character of the surrounding area is assessed as being predominantly open space lying to the south of the built up area of Reigate, which slopes gently down to the north-west and south-east. The highest point on the site is located away from the road frontage at Woodhatch Road.
	Site features meriting retention are listed as boundary hedgerows.
Involvement	Community views were sought by the applicants prior to the application being submitted. Due to lockdown restrictions a virtual public consultation event was held to present the emerging proposals. The event was advertised via a letters that were distributed by post to around 3,400 homes and businesses within the surrounding area of the site, including within Dovers Green and South Earlswood. A website was created to accept feedback and a virtual event was held between 6:30pm and 8:30pm via Zoom on Thursday 29 th October 2020, chaired by a Borough Councillor. Pre-application consultation was also carried out with a range of stakeholders.
Evaluation	No other development options considered were by the applicants. However, other sites in the Borough were considered by the applicants and assessed in the submitted Alternative Sites Assessment.
Design	The applicant's reasons for choosing the proposal from the available options are discussed in more detail below.

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4.13 Further details of the development are as follows:

Site area	4.9ha
Existing use	Agricultural land, parkland and playing field, allotments (part)
Proposed use	Crematorium
Existing parking spaces	26
Proposed parking spaces	125 (99 for the crematorium use plus 26 as reprovision of the above for the allotment and countryside users.

5.0 Policy Context

5.1 Designation

Metropolitan Green Belt New
Pond Farm/Felland Copse SNCI

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)
CS2 (Valued Landscapes and Natural Environment),
CS3 (Green Belt)
CS5 (Valued People/Economic Development),
CS10 (Sustainable Development),
CS11 (Sustainable Construction),
CS12 (Infrastructure Delivery),
CS17 (Travel Options and accessibility)

5.3 Reigate and Banstead Development Management Plan 2019

DES1 (Design of New development)
DES8 (Construction Management)
TAP1 (Access, Parking and Servicing)
CCF1 (Climate Change Mitigation)
CCF2 (Flood Risk)
NHE2 (Protecting and enhancing biodiversity and areas of geological importance)
NHE3 (Protecting trees, woodland areas and natural habitats)
NHE5 (Development within the Green Belt)
CEM1 (Cemetery and crematorium provision)
INF1 (Infrastructure)
INF2 (Community Facilities)

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 Outdoor Playing Space Provision Planning Obligations and Infrastructure SPD
Other	Human Rights Act 1998 Equalities Act 2010 Community Infrastructure Levy Regulations 2010 Equality Act 2010 (inc Public Sector Equalities Duty)

6.0 Assessment

6.1 Development Management Plan Policy CEM2 relates to the provision of cemetery and crematoria. It states as follows:

1. *The Council will support applications for cemeteries and crematoriums where proposals meet the following criteria:*
 - a. *The site should have access from roads, should be located near to transport nodes and should provide sufficient on-site car parking, designed to be visually discrete, to ensure that peak parking demand can be met on the site.*
 - b. *Proposals providing burial and/or cremation plots, should not be situated within a Groundwater Source Protection Zone 1, within a certain distance from specific water sources as set out in national policy, or in areas where there is known evidence of high water tables that would affect the depths required for burial and/or cremation plots.*
 - c. *Where a site is known to be contaminated, or where there is a reasonable possibility of contamination, appropriate investigation, and where necessary mitigation and/or remediation will be required.*
 - d. *The proposed development would not have an unacceptable adverse impact on biodiversity, or geological assets.*
 - e. *The proposal would not have an adverse visual impact on the landscape character of the area.*
 - f. *The proposal would not have a harmful impact on the amenities of neighbouring occupiers, by reason of noise, pollution, privacy, and visual obtrusiveness.*
2. *Within the Green Belt proposals for change of use to cemeteries or crematoriums will only be supported if very special circumstances are demonstrated, and appropriate facilities are kept to a minimum to limit the impact on the Green Belt. Justification of very special circumstances should include as a minimum, the following:*
 - a. *a robust demonstration of need for the facility; and*

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b. demonstration that there are no alternative suitable sites outside of the Green Belt.

3. Proposals for crematoriums will be expected to meet the requirements of the Cremation Act 1902 (Section 5), with regards to the siting of the crematorium.

6.2 The main issues to consider are:

- The principle of new buildings in the Green Belt
- Design appraisal
- Landscape impact assessment
- Highways
- Impact on Trees
- Impact on Air Quality
- Ecology and Bio-diversity
- Flooding and Drainage Issues
- Impact on Public rights of way and footpaths
- Impact on Allotments
- Impact on Playing fields
- Impact on amenity of residential properties
- Energy and Sustainability
- Very Special Circumstances

The principle of new buildings in the Green Belt

6.3 The application site is located wholly within the Metropolitan Green Belt where the construction of new buildings is generally regarded as inappropriate unless it falls within the specific exceptions set out in Para 149 of the National Planning Policy Framework (NPPF). Para 150 of the NPPF also advises that only changes of use which preserve openness and do not conflict with the purpose of the green belt are appropriate.

6.4 The site comprises open land and is largely free from built development. As such, none of the exceptions set out in the NPPF would apply to this proposal and therefore the proposal would be considered to constitute inappropriate development. Para.147 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. At Para 148 it continues 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. This is mirrored by Core Strategy Policy CS3.

6.5 The application will therefore be assessed against the other planning considerations before an assessment of whether 'very special circumstances' exist which outweigh the harm by reason of inappropriateness.

Design appraisal

- 6.6 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. It states that 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.
- 6.7 The proposed built form has been situated within the centre of the site to utilise the site's topography and the existing mature woodland, hedges and shaws so seeking to ensure that the building is assimilated into the surrounding landscape and to provide an appropriate setting for the facilities use. The crematorium would be formed by a series of interconnected single storey elements with flats roofs of varying heights and with a low pitched roof to the rear element where the chimneys protrude from the roof, and which feature large areas of glazing and glazed roof slopes within brick elevations. The roof over the cremator part of the building would be a green roof so helping mitigate its visual impact and assist in it blending into the landscape.
- 6.8 The materials palette has been amended from that initially proposed to remove the more stark render in favour of a softer, natural brick appearance.
- 6.9 The proposed layout has been directly influenced by the requirements of the Cremation Act 1902, and therefore, the location of the built form on site has been considered in order to consider the relationship of the built form with neighbouring residential properties.
- 6.10 The siting of the built form has also been designed to ensure that it sufficiently located away from the floodplain located to the south east of the site. This will ensure that the proposed development will not result in an increase in flood risk to the site or surrounding area.
- 6.11 The layout and orientation of the building has also been designed to take into account the practical and operational requirements of the use and to enhance the customer experience of the proposed crematorium. It has been designed to allow for a clear sense of procession consisting of approach, arrival, ceremony and departure. The orientation allows exit from the chapel into a sunny south facing flower court with views to the surrounding landscape and proposed Memorial Garden.
- 6.12 The layout incorporates the provision of parking for both visitors and staff to meet the needs of the crematorium facility. This provision has been split into two separate areas across the site, including a primary car park and an overflow car park, to ensure that the visual impact on the surrounding landscape is reduced.
- 6.13 The Council's Local Distinctiveness Design Guide SPD identifies the site as being within the Low Weald, which was once heavily wooded and is

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characterised by traditional buildings with local orange-red brick, tile-hanging, and older buildings of timber frame or weatherboard barns. There are no buildings of that vernacular in the vicinity which tends to be dominated by buildings characteristic of 1930s-50s suburbia. As such and given the nature of the proposed use, it is not considered that the proposed development ought to take its cues from the local vernacular but instead be of a high-quality stand alone design. The proposal is considered to be of simple, contemporary but peaceful design which is capable of blending into the landscape subject to landscape planting as will be discussed further in the report.

- 6.14 It is considered that the design and external appearance of the proposed crematorium has been carefully considered to provide a high quality development which sits within a landscaped setting and which provides an appropriate scale, form and external appearance for the crematorium utilising materials which site well within its setting. In this regard, the proposals are considered to accord with the provisions of DMP Policies DES1 and CEM1.

Landscape assessment

- 6.15 Policy NHE1 of the DMP requires development proposals to respect landscape character and landscape features, have regard to sensitive receptors, be designed to complement the landscape and its surroundings, to use appropriate building materials, demonstrate opportunities taken to enhance immediate and wider setting and seek to protect the most versatile agricultural land.
- 6.16 Relevant to any landscape assessment is Surrey County Council's Surrey Landscape Character Assessment (SCLA) which categorises the site as WF2 "Flanchford to Horley Low Weald Farmland" with description as follows:

WF2: FLANCHFORD TO HORLEY LOW WEALD FARMLAND

Location and Boundaries

The Flanchford to Horley Low Weald Farmland runs along the eastern side of the River Mole floodplain.

It is defined by underlying geology, the River Mole River floodplain to the west and constrained by Built Up Areas to the east. The boundary follows easily recognisable features such as roads and field boundaries. The character area is outside the Surrey Hills AONB.

Key Characteristics

A low lying landscape, underlain by Wealden Group Mudstone, Siltstone and Sandstone solid geology.

Landform is very gently undulating, which rises up from the River Mole to meet the greensand hills to the north.

The character area includes a number of winding streams including the Wallace Brook, Earlswood Brook, and Salfords Stream, which issue into the River Mole. In addition, the area is characterised by drains and mill ponds.

The character area consists predominately of medium to large scale arable fields with well-maintained hedges. There are a few isolated woodlands, the most significant of which is Slipshatch Wood, registered as ancient woodland and includes a small area of conifer plantation. There are fairly uncontained views, occasionally framed by woodland, across the character area. Rural lanes cross the majority of the character area.

Public rights of way link across the character area, from settlements to the east, to and across the River Mole. Public rights of way are limited in some areas, particularly to the north.

There is ribbon development along Lonesome Lane, and low density houses at Saxley Hill. With street lighting, signage and fencing, these areas have the appearance of low density extensions to nearby settlements of Horley and Salfords.

There are Sites of Nature Conservation Importance in the character area, including Slipshatch Wood, and Bolters Wood. New Pond Farm/Felland Copse, and small parts of Home Grove link across with Character Area UE8.

Roads, settlement (mainly to the south) and adjoining Built Up Areas reduce the sense of tranquillity and of remoteness of the area. Although relatively peaceful, providing an undisturbed setting to River Mole.

The character area has less woodland, simpler topography and appears more maintained than the Wooded Low Weald (Type WW) to the west of the County, and consequently feels less wild and remote than the wooded low weald.

In guiding new development the County Council landscape character assessment sets the following criteria:

Conserve the rural, largely unsettled landscape.

Conserve the pattern and character of existing settlements, resisting spread and coalescence of settlement.

Conserve and enhance the landscape setting to villages and edge of settlement.

Any new development should conserve the enclosure and vegetated character of the surrounding landscape.

Built form to be integrated by woodland edges, shaws, hedgerows and open areas linked to the existing network.

Ensure new development respects existing rural characteristics and conserves distinctive open areas, greens and commons.

Encourage and new built development including sympathetic contemporary architecture to respect local characteristics, through high quality detailing and use of local pattern and building materials.

Refer to Surrey design guidance; Surrey Design (Surrey Local Government Association).

Ensure farmstead or other agricultural conversions are sensitive to surrounding landscape, with consideration given to design of new domestic curtilages and boundary treatments.

New transport or other infrastructure to be integrated in to the landscape by careful siting and additional planting that respects the scale and pattern of the landscape.

Ensure new development does not impact on the existing 'dark skies' within this sparsely settled area.

Ensure design of lighting and signage respects rural location, biodiversity and dark skies area.

Encourage the use of appropriate surfacing, materials and signage for public rights of way footpaths, and cycle ways to minimise the impact on the landscape and character of the open countryside.

- 6.17 The application is supported by a Landscape and Visual Appraisal which provides an appraisal of the effects of the proposed development on the surrounding landscape and from a number of identified receptors. There are

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also illustrative and indicative plans of the envisaged landscape to compliment the development, provide for future visual amenity, biodiversity and importantly screening of the development from external views, particularly those views from the nearby residential areas and the adjoining allotments.

- 6.18 The LVA identifies the site as being relatively well screened from visual receptors by combination of the sloping topography and mature vegetation around the site including along both sides of the Earlswood Brook to which I concur. It continues that direct unimpeded close views are only possible when visual receptors enter the main site from either the two entrance points in the eastern boundary which both cross over the small stream that runs from the allotments down to the Earlswood Brook (Viewpoint B and 1) or from the north western corner of the site (Viewpoint C). It does however identify potential views from the areas to south of the Earlswood Brook, for visual receptors egressing out from the network of paths within Felland Cops out on to the adjacent open ground, are screened and filtered by the mature vegetation growing along the Brook. However, due to the vegetation being deciduous in nature these potential filtered views may become more available to receptors during the winter months.
- 6.19 The LVA identifies that visual receptors using the allotments may have filtered views from the site through the mature vegetation located along southern boundary of the allotments concurrent with the above ground pipeline. Whilst views from the west are effectively screened by the site's boundary hedge and the natural regenerating vegetation on the adjacent land combined with nature of the valley side topography
- 6.20 The LVA correctly identifies the entrance area of the site as being where the majority of the visual impact of the proposals will be perceived by not only the users of the site, the commercial yard, allotment holders but those using the Woodhatch Road with its parallel formal Cycle/footpath and the Earlswood Common Park area. The latter group of receptors will see the new entrance and access road alignment. The former group of receptors have direct close views associated with the new allotment and open space user's car parking area within a mosaic of new planting.
- 6.21 The LVA follows accepted methodology in assessing impacts as positive or adverse with categorisation of substantial, moderate, slight and no notable change/neutral. The sensitivity of the landscape is assessed as being moderate which is agreed and is consistent with the County Council's landscape character assessment.
- 6.22 The LVA includes a summary table, represented below.

Summary Table 8	Sensitivity	Magnitude	Scale	Overall Effect Year 1	Mitigated Effect Year 5	Mitigated Effect Year 10	Mitigated Effect Year 15
Landscape Effect Main Area	Moderate	Moderate Adverse	N/A	Moderate Adverse	Moderate Adverse	Slight Adverse	Neutral
Entrance Area	Moderate	Negligible Adverse	N/A	Slight Adverse	Slight Adverse	Neutral	Slight Beneficial
Visual Effects							
Public Footpaths FP64	High	Neutral	No Change	Neutral	Neutral	Neutral	Neutral
Permissive Footpaths Eastern Area (Main Site Area)	High	Neutral	No Change	Neutral	Neutral	Neutral	Neutral
Permissive Footpaths Eastern Area (Entrance Area)	High	Moderate Adverse	Moderate Adverse	Slight Moderate Adverse	Slight Moderate Adverse	Slight Adverse	Neutral
Permissive Footpaths within Main Site	High	Major Adverse	Large Adverse	Large/ Very Large Adverse	Large Adverse	Moderate Adverse	Slight Adverse
Users of Earlswood Common and Cycleway Footpath	High	Moderate Beneficial	Moderate Beneficial	Moderate/Large Beneficial	Moderate/Large Beneficial	Large Beneficial	Large Beneficial
Residential No 2 New Pond Farm	High	Major Beneficial	Large Beneficial	Large Beneficial	Large Beneficial	Very Large Beneficial	Very Large Beneficial
No 11 to 56 Felland Way	High	Negligible Adverse	Neutral	Slight Adverse	Slight Adverse	Neutral	Slight Beneficial
39 Lonesome Lane	High	Neutral	No Change	Neutral	Neutral	Neutral	Neutral
Redhill Common	High	Neutral	No Change	Neutral	Neutral	Neutral	Neutral

- 6.23 This concludes that the most significant adverse effects of the proposed development would relate to the permissive footpaths within the site and I concur with this. The LVA considers that the impact of the building on views from the footpaths can be reduced through mitigation to result in a neutral or slight adverse effect in the long term. I would contend that this is broadly correct, there will be greatest impact at or shortly after construction before landscaping has had an opportunity to take, after which new planting has the potential to significantly mitigate the visual impact of the development.
- 6.24 The LVA also notes an immediate moderate to major beneficial effect to users of the Earlswood Common and cycleway footpath and the residential property at New Pond Farm. The existing entrance to the site is relatively unkempt, dominated by the Connick Tree Care sign and views of the various paraphernalia associated with the allotments to either side. The proposal represents the opportunity to remove the most unattractive elements, formalise the access arrangements and provide enhanced planting to help provide new

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landscape planting which would improve the landscape impact from along Woodhatch Road.

- 6.25 The residential property most affected visually, 2 New Pond Farm, will see some visual improvements associated with enhanced landscaping, the removal of the informal car parking and re-siting of the access road. With other residential receptors located further from the proposed development and separated from it, I agree that the impacts upon these would be neutral or slight adverse.
- 6.26 I agree that longer distance views of the site would not be affected and concur with the general findings that there would be an overall moderate adverse impact for the main part for a period of 10 years whilst construction works are completed and landscaping is established and that will continue to a slight adverse impact thereafter. When combined with the slight beneficial impact that could result to the entrance and nearest residential neighbour (subject to conditions) I consider that the overall longer term visual impact upon the landscape to be neutral and the proposal to be compliant with Policy NHE1 of the DMP.

Highway matters

- 6.27 Policy TAP1 of the Development Management Plan 2019 requires new development to demonstrate that it would not adversely affect highway 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.
- 6.28 The application has been reviewed by the County Highway Authority. They note that the current access to the site is 15 metres from the centre line of the Earlswood Common Car Park access. This access would therefore be closed, and a new access created 15 metre to the west so that it is located 30 metres from the centre line of the access to the Earlswood Common Car park avoiding any vehicular conflict with it. The proposed access has been modelled and the SCC modelling team has assessed and passed it. The proposed junction operates within capacity in all scenarios with no impact on capacity or queuing passed the access to Earlswood Common Car Park. The developer carried out a robust assessment of the access, including:
- Inbound traffic is assumed to be 100% from the northwest and outbound traffic is assumed to be 100% to the southeast. Both movements have to give way to opposing flows and would have a big impact on capacity and queuing. Despite this there is no queuing back to the Earlswood Common Car Park access. In reality the trips will be more dispersed therefore it is even less likely that queuing from the development would extend as far back as the Earlswood Common Car Park access.
 - Traffic flows were taken from 20 09 20 to 26 09 20 inclusive were reviewed in relation to historical data and shown to be comparable to what they should be (despite Covid). However, TEMPro background growth has been applied to the survey and an additional 10% growth applied to base line. Again, despite this there is no queuing back to the Earlswood Common Car Park access.

- The traffic generation for the crematorium site has been taken directly from a surrogate site at West Herts (14 services and two chapels with a daily flow of 870 movements) therefore the trip generation is considerably higher than the proposed site with 7 services (no overlap) with the traffic generation likely to be half (435 daily movements) of the West Herts Site.
 - In addition to this, the worst-case hour (168 movements) of the surveyed West Herts site has been used in the assessment of the junction.
 - Peak hour vehicle generation from the crematorium would be interpeak (from 1000 hours to 1600 hours). This has been applied to the network base peak hours (0800 to 0900 hours peak and 1500 hours and 1600 hours). Therefore, a peak within a peak has been assessed. In reality this situation will not occur.
- 6.29 In terms of parking, the Transport Assessment submitted with the application states 99 spaces including 12 disabled spaces would be provided for the crematorium use. The proposed quantum of spaces is likely to be adequate. A parking accumulation survey of a site with two chapels where services overlap had a maximum parking accumulation of 138 vehicles. The proposed development has one chapel which is half of the two chapel site therefore the quantum of spaces could be reduced by 50% to get 69 spaces. The applicant is proposing 87 spaces for non-disabled drivers in front of the chapel and a further 12 disabled spaces. The proposed development is to also have 7 staff parking bay and 7 hearse bays, and 26 spaces for the allotment and countryside visitor car park.
- 6.30 It is also recommended that cremations only commence between the hours of 10.00 and 1600 to avoid peak hour traffic on the wider highway network between 1700 and 1800 hours which is the traditional highway peak, since the applicant has only assessed the impact of the development at the junction of the new access with Woodhatch Road and not included other junctions.
- 6.31 The applicant is proposing dropped kerbs and tactile paving on the west side of the new access, so that users of the site can cross the road to the footway on the north side of the site access junction with Woodhatch Road to walk to the bus stop to the west of the access on the south side of Woodhatch Lane.
- 6.32 The County Highway Authority has assessed the application on safety, capacity and policy grounds and is satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway with respect of access, net additional traffic generation and parking. The County Highway Authority therefore has no highway requirements subject to conditions relating to the following:
- Provision of sightlines of 2.4m x 126m at the site access onto Woodhatch Road with no obstructions over 1.05m in height and a means of preventing water from entering the highway.
 - Provision of tactile paving and dropped kerbs on the north and south sides Woodhatch Road (A2044) on the western side of the proposed access.
 - Closure of existing access from the site to Woodhatch Road.
 - Provision of 99 car parking spaces.
 - Provision of 10 bike stands

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- Provision of the internal site roads and pavements in accordance with the approved plans.
- Provision of a Construction Transport Management Plan
- Provision of electric vehicle charging points
- Restriction on the commencing of cremation services between 10.00hrs and 16.00hrs on Monday to Fridays.

Impact on Trees

- 6.33 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.
- 6.34 The Council's tree officer was consulted on the proposal in order to assess the proposed development against impact upon existing trees and vegetation. The application was supported by a tree and vegetation survey undertaken in October 2020 and an arboricultural impact assessment (AIA) dated 27/01/21. The Tree Officer is satisfied with the accordance to the British Standard.
- 6.35 The AIA identifies trees and hedges that will be removed to facilitate development. Two trees are directly lost to the proposal, number T1 and T2 both are Field Maple (*Acer campestre*) referred to within the updated AIA and the survey extract on drawing number RBBC-WT-001-02 as category 'B' trees. The Tree Officer advises they are relatively small specimens and their loss would be resisted under Policy NHE3 unless there is overwhelming need or benefit from the development, losses of such trees will require significant replacement planting with specimens that will provide visual amenity from day 1. In such a large scheme as on this site there is considered ample opportunity to easily mitigate the loss and provide additional planting and enhancement to the existing landscape to satisfy Policy NHE3 and mitigate for the two trees lost.
- 6.36 The AIA also details the loss of hedges to facilitate the proposed development. The removal of hedgerow H1 which comprise of a native mixture along the Woodhatch Road estimated at 23m in total would be the most 'obvious loss', H1 is a maintained native hedge, its replacement is possible using a similar species mix which should comprise of mainly Hawthorn (60%) with the remaining percentage comprising of 6 other species. Native hedges can provide much greater bio diversity and wildlife habitat and can be managed at a desired height and width, other hedgerow are lost within the application site these are poorer quality, some are fragmented and generally of internal landscape value only, opportunity exists through the planning process to significantly increase the quality of hedges with the application site and section 4.1 of the AIA gives an indication of the level of new native hedging, thicket and low woodland mix that would be introduced, it does also mention the use of 363m of ornamental hedging, which the Tree Officer considers should be revised in the locations to accommodate 'managed' species rich native hedging. I am in agreement with this view, given the biodiversity benefits that would result and this will be expected through the landscaping details to be secured by condition.
- 6.37 Retained trees, hedges and vegetation will need to be afforded high levels of protection throughout the development processes and activities and a robust

arboricultural method statement and tree protection condition is suggested accordingly. Construction activity and processes would be expected to be high with such a development and not only should existing retained trees and vegetation be protected from these processes but areas identified for replacement planting should also be protected in order to prevent damage to the soil structure; these requirements are clearly set out with British Standard 5837:2012.

- 6.38 The Tree Officer also considers the potential impact on the wider landscape from this development with regards the landscape strategy, design statement and reference to a Landscape, ecological management plan (LEMP). He advises there will be a requirement to incorporate substantial soft landscaping to provide the necessary improvements and enhancements and the essential elements of screening to this scheme.
- 6.39 The replacement of hedgerows within this locality should have a strong native influence to replace those lost and to improve the existing structures. Dense planting to all boundaries ought to be undertaken with the use of thicket planting and the establishment where possible of small areas of native woodland, providing connectivity to the existing and planned new hedgerows. As advised by the Tree Officer, ornamental hedges should be avoided and the use of 'managed' native hedging which can provide greater benefits be adopted. This information is generally not prepared at the application stage and is more commonly designed following the illustrative and indicative designs 'post' decision and controlled by condition. The landscaping scheme will also be expected to incorporate structural landscape trees which make a positive contribution from day 1 of planting with a full range of initial planting sizes being used.
- 6.40 Again, the use of native or indigenous species reflecting the current make up within the locality will be required with any ornamental inclusion kept to a minimum. Landmark trees will be required in prominent positions, including the use of semi mature specimens where appropriate. Building resilience into the structural tree landscape is crucial in order to combat existing pests and diseases but also emerging pests and diseases, adopting the 10-20-30% (10% of single tree species 20% of any single genus and 30% of any single family) rule can help to reduce risk presented by monoculture
- 6.41 Therefore, subject to arboricultural, ecological and landscape conditions, the tree officer raises no objections. The scheme has potential to enhance tree and hedge planting across the site and the scheme is considered compliant with Policy NHE3 and is acceptable in this regard.

Impact on Air Quality

- 6.42 DMP Policy DES9 relates to Pollution and Contaminated Land and states that for all types of development across the Borough, development will only be permitted where it can be demonstrated that (on its own or cumulatively) it will not result in a significant adverse or unacceptable impact on the natural or built environment (including sensitive habitats); amenity; or health and safety due to fumes, smoke, steam, dust, noise, vibration, smell, light or any other form of air, land, water or soil pollution. Where there would be potential adverse effects from

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pollution and adequate mitigation cannot be provided, development will not normally be permitted. This includes pollution from construction and pollution predicted to arise during the life of the development. Particular attention should be paid to development within Air Quality Management Areas.

- 6.43 With regards to Air quality, the Council's Environmental Health officer requested that an Air Quality Assessment was undertaken in order to determine the height of the flue (chimney) that would be attached to the proposed crematorium and to assess the overall impact of the development on the air quality of the surrounding area.
- 6.44 The application is supported by an Air Dispersion Modelling (ADM) report to support the Chimney Height Assessment, and Reigate Heath SSSI Map. The ADM report assesses the impact of the proposed development on air quality. The development proposes a single cremator will be installed at the outset but allows space internally for a second cremator to be installed in future years, should that be required (subject to a separate planning application). The dispersion modelling is, therefore, based on a worst-case scenario with the crematorium operating with 2 cremators and at its maximum theoretical capacity. Overall, the ADM concludes that the modelling shows the stack emissions from the proposed crematorium is unlikely to cause a breach of the current air quality standards and that it is considered that the process contribution to air quality (based on EA assessment criteria) in this instance is insignificant for the pollutants measured at the sensitive receptor locations.
- 6.45 Based upon the maximum capacity for 2 cremators, the ADM and supporting documents confirm that the crematorium would be required to provide up to 3 chimneys. To incorporate this, the roof of the building has been redesigned to accommodate this approach. The proposed ground floor plan remains unchanged, which clearly illustrates the potential location of a second future cremator within the proposed crematory.
- 6.46 As a result of the revisions to the building design, an updated LVA confirms that the amended scheme would continue to result in limited visual impact on the surrounding area. As noted above, a pitched roof is proposed which has been designed to ensure that the chimneys are successfully assimilated into the landscape. Moreover, the proposal would provide an increased area of green roof (total area circa 600sqm) to support the site-wide sustainable drainage strategy.
- 6.47 The applicants go on to state that given the intention to only provide a single cremator as noted above, it is anticipated that only 2 chimneys would be required. They state that as is typical for this type of development, the final detailed specification of the cremator will be agreed post determination of the application and they propose that the final chimney design is required to be submitted for subsequent approval within the parameters of the submitted ADM and LVA through a planning condition.
- 6.48 The Council's Environmental Health officer reviewed the additional information submitted and was satisfied that on the basis of the assumptions made of the cremator (gas fired with mercury and NOx abatement kit fitted), the proposal would have a satisfactory impact with regards air quality. However a condition is

recommended to secure details of the actual cremator to be installed in order that any changes can be assessed and appropriately mitigated.

Ecology and Bio-diversity

- 6.49 DMP Policy NHE2 relates to the protection and enhancement of biodiversity and areas of geological importance. It states in part 3 that development likely to have an adverse effect upon any site designated as an SNCI (site of nature conservation interest) will only be granted where the need for and benefits off development clearly outweigh the impacts and adequate mitigate or as a last resort, compensation, for the impact will be put in place. The Policy states at part 5 that throughout the borough, and especially within Biodiversity Opportunity Areas, development proposals will be expected to: a. retain and enhance other valued priority habitats and features of biodiversity importance; and be designed, wherever possible, to achieve a net gain in biodiversity. Where a development will impact on a priority habitat or species, or protected species, and mitigation cannot be provided on site in an effective manner, developers may be required to offset the loss by contributing to appropriate biodiversity projects elsewhere, in a location agreed with the Council.
- 6.50 The site is located within New Pond Farm/Felland Copse SNCI. New Pond Farm is designated as an SNCI for its sports and open recreational species. Felland Copse is designated as an SNCI for woodland. The development will result in a loss of some grassland habitats at New Pond Farm SNC, but will result in no direct habitat loss within Felland Copse. In the absence of mitigation the loss of grassland area at New Pond Farm SNCI arising from the development could result in a negative impact on the availability of that habitat. It is proposed that other grassland areas within New Pond Farm SNCI will be enhanced, including overseeding existing grassland with additional native wildflower species and management as a meadow. The loss of the 'South Field' grassland area will be mitigated through the implementation of the landscaping strategy, creating a mosaic of semi-natural habitats and results in a biodiversity net gain
- 6.51 The site is also within a biodiversity opportunity area identified by the Surrey Nature Partnership. It forms part of the LW07 Lower Earlswood to the River Mole area which sites within the Low Weald designation. The Surrey Nature Partnership's September 2019 document identifies 50 BOAs within Surrey, covering 39% of the County and states "*BOA consists of a spatial concentration of already recognised and protected sites for wildlife conservation (its 'foundation sites'), inside a boundary that also includes further but as yet un-designated 'Priority habitat' types (plus some other essentially undeveloped land-uses); all of which have common and contiguous geological, soil, hydrological and topographic characteristics to those of the foundation sites. As such, BOAs represent those areas where improved habitat management, as well as efforts to restore and re-create Priority habitats^{3a} will be most effective in enhancing connectivity to benefit recovery of Priority species^{3b} in a fragmented landscape. They therefore remain the basis for achieving a coherent and resilient ecological network in Surrey, which furthermore now underpins the national ambition for achieving a Nature Recovery Network... In development management; as with any eligible development, proposals within or adjacent to a BOA should be required to deliver biodiversity enhancements as 'net gains' through*

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implementation of local planning policy; but within a BOA such enhancements will be most effective when they are tailored to meet the stated objectives of that BOA. As ever, the scale of enhancements required should be guided by the size and impact of the development, whilst their achievability must be rigorously assured.”

- 6.52 In support of the proposals, a Preliminary Ecological Appraisal (PEA) was undertaken that has assessed the ecological impact of the proposed development on the site and surrounding area. The PEA confirms that there are no statutory conservation sites of international importance within 2km of the site. The site is adjacent to the Earlswood Common Local Nature Reserve, which is a statutory conservation site of local importance. The features of nature conservation interest within this LNR are two large lakes, several smaller ponds, wetland corridors, scattered trees and woodland, and semi-improved grassland which includes the nationally rare plant Chamomile. However, the applicants do not consider that the development of the site would have a negative impact on this nature conservation interest area.
- 6.53 The PEA highlights that there are twelve non-statutory designated sites within 2km of the site. However, only two are considered likely to be affected by the development of the site. These include New Ponds Farm / Fellands Copse and Earlswood Common SNCI. The New Ponds Farm / Fellands Copse is designated for its semi-natural woodland and species rich wet grassland habitats, whilst Earlswood Common SNCI has been designated for its ‘mosaic of habitats including acid grassland’.
- 6.54 The PEA considers that the habitats contained within the site itself are common and widespread and do not have a high ecological value. However, the streams scrub and hedgerows may be used by protected species such as bats, great crested newts and reptiles. It, therefore, recommends that the connectivity between the more ecologically valuable areas of Fellands Copse and Earlswood Common are maintained and where appropriate enhanced.
- 6.55 The PEA also sets out a series of ecological enhancement measures, which overall seek to enhance the surrounding ecological value of the area and ensure that the overall ecological impact on the surrounding biodiversity is minimised. These include a range of measures to maintain and enhance the existing hedgerows, wet ditches and streams that are recognised as suitable reptile habitats. It also recommends the provision of additional tree planting to screen the development and encourage wildlife, as well as the creation of a long-term biodiversity management plan to monitor the biodiversity enhancement measures.
- 6.56 The PEA concludes that if the ecological enhancement measures are implemented, then it is considered that the biodiversity of the wider site can be enhanced, and therefore, the impact of the sites proposed development can be adequately compensated for.
- 6.57 The PEA was reviewed by Surrey Wildlife Trust who have noted that further species surveys are recommended by the PEA, including the additional bat

emergence and/ or dawn re-entry surveys, Great Crested Newt surveys and the further reptile surveys.

- 6.58 Subsequently an Ecological Impact Assessment and Biodiversity Net Gain Assessment has been submitted. This includes the results of bat surveys undertaken on 31st May and the 15th June 2021 with a further survey scheduled in the autumn, the report for which and any further mitigation required from which would be required by condition.
- 6.59 The assessment finds that the site is not used for bat roosting but is actively used for bat foraging. Whilst this may be impacted by construction works, nearby alternative foraging routes are identified such that it is unlikely that there would be any harmful impacts. The Surrey Wildlife Trust has reviewed this and agreed with the findings, suggesting external lighting be restricted by condition to ensure against harm to bat foraging.
- 6.60 The assessment found no great crested newts on site during the survey although they are known to be present in the local area. Construction impacts are therefore considered to be negligible although there is risk to other amphibians through construction. Continuous habitats that support the movement of amphibians will be created as part of the landscaping scheme and this is considered a minor benefit.
- 6.61 No reptiles were found on site and so if present they are likely to be in low numbers, with further surveying to be undertaken by condition. If any are found to be present then mitigating action to avoid harming them can be required. The site provides for a mosaic of habitats suitable for reptiles meaning that if reptiles do move to site in the operational phase then it is likely that they could become easily established. Given the small amount of hedgerow and the lack of records of any dormice within 1km of the site, it is considered highly unlikely that any would be present at the site. The Surrey Wildlife Trust therefore has no objections with regards the scheme's impact upon protected species, which can be suitably mitigated, subject to condition.
- 6.62 Policy NHE2 along with the NPPF also require biodiversity net gain to be demonstrated with new development proposals. At Para 174 the NPPF advises that planning decisions should minimise impacts on the natural environment by providing net gains for biodiversity. The assessment identifies the biodiversity net gain which would result from the proposed scheme, which incorporates replacement planting (including for tree and hedgerow loss) as well as other new planting and better maintenance. This is calculated as resulting in a 8.44% net gain in biodiversity which is considered acceptable under current policy.
- 6.63 However, in accordance with advice from the Council's Tree Officer, more native species will be expected from the final landscaping scheme to be submitted and as such there is potential for this to increase the biodiversity net gain offered above 8.44%. In order to monitor this the assessment, along with the Council's Tree Officer and Surrey Wildlife Trust suggest the requirement for a landscape and ecology management plan (LEMP) to be based upon the final landscaping scheme, by condition. The LEMP would cover the ground preparation; plant and seed selection; establishing management; operational management and

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monitoring. Subject to such a condition I consider the proposal would offer appropriate biodiversity net gains and is considered by the Surrey Wildlife Trust to be acceptable, ensuring the local planning authority fulfils its duty to conserve biodiversity.

Flooding and Drainage Issues

- 6.64 A Flood Risk Assessment (FRA) has been submitted in support of the application that has assessed the potential flood risk of the proposed development. It confirms that the majority of the site is located within Flood Zone 1, and is therefore, at low risk of flooding from groundwater, reservoir failure and overland flows.
- 6.65 The FRA does highlight that a part of the site is located in Flood Zone 3, and therefore, within an area at high risk of fluvial flooding within an annual probability higher than 1%. However, the proposed development has taken a sequential approach and located the built form outside of Flood Zone 3. It is not, therefore, considered that the proposed development would result in an increase in flood risk to the site or the surrounding area.
- 6.66 The FRA also sets out Sustainable Urban Drainage Strategy (SUDS) for the proposed development. This includes the provision of above ground storage systems to attenuate surface water run-off, prior to discharging into the adjacent watercourse. This is due to the ground conditions not being suitable for infiltration. It also recommends the incorporation of rainwater harvesting, rain gardens, swales and bio-retention areas in the final SUDS scheme to further slow the discharge of surface water run-off.
- 6.67 Moreover, given the proximity of the site to Earlswood Brook and the small portion site that falls within Flood Zone 3, formal pre-application consultation was undertaken by the applicants directly with the Environment Agency to consider the finding of the FRA and the proposed SUDS strategy.
- 6.68 The response from the EA confirmed that they are satisfied that the proposed development meets the requirements of the sequential test and consider that the proposed drainage scheme is acceptable.
- 6.69 The Environment Agency has also been consulted on the details submitted in the application and confirm that the development has taken a sequential approach and located the building and landscaping outside of Flood Zone 2 and 3, as such they are satisfied that this meets the requirements of the sequential test. They have request that the surface water discharge is limited to greenfield rate, as detailed in the submitted FRA. Any discharge into the main river (Earlswood Brook and New Pond Ditch) would require a Flood Risk Activity Permit from the Environment Agency.
- 6.70 The proposed development does not include the provision of any burial plots, nor is it located within a Groundwater Source Protection Zone 1 area. It is, therefore, considered that the proposals are acceptable in this regard.

- 6.71 Surrey CC Sustainable Drainage team have stated that they are satisfied that the proposed drainage scheme meets their requirements and would be content with the development proposed, subject to suitably worded conditions are applied to ensure that the SuDS Scheme is properly implemented and maintained throughout the lifetime of the development.
- 6.72 Overall, the proposed development has an acceptable level of flood risk in terms of the requirements of the NPPF. It is considered that the proposed development accords with the requirements of DMP Policy CEM1 and DMP Policy CCF2.

Impact on Public rights of way and footpaths

- 6.73 The only public right of way in the locality is the public footpath is FB64 which is located east of the site, beyond the allotments, and depot, extending from the pair of semis fronting Woodhatch Road, down to the south, through Felland Copse woods to Lonesome Lane before continuing to the A217. This would be largely unaffected.
- 6.74 There are a series of informal paths running across the site and it is understood that applications have been made by interested parties for these to be formally recognised. That process will run separately to the planning application process and consideration of the planning merits should not be determined by the outcomes of this exercise. However, should such paths be formally recognised then, depending on their location and details it may affect the ability for the scheme to be constructed in its current layout, require amendments or footpath diversion orders.
- 6.75 In order to improve access to/from and across the site, the application proposes new formal links, in the form of a new north-south link, running towards the south of the application site from rear of Felland Way to connect to footpath FB64. A new 'Earlswood Park Link' is also proposed, off the aforementioned north-south link, up to Woodhatch Road. A new permissive footpath is also proposed, south of this with a number of existing permissive footpaths retained.
- 6.76 The proposal would provide improved countryside access by virtue of the new links created with improved surfaces as well as replacement bridges where the retained permissive footpaths cross the drainage ditch towards the north of the site. More significant however, would be the new pedestrian footbridge at the south-east of the application site, allowing a new crossing over the Earlswood Brook and creating opportunities for pedestrians to link up directly from Felland Way and the built-up residential areas of the west to footpath FB64 and the wider footpath network accessed from this.
- 6.77 The SCC Countryside Officer has also requested further improvements be considered in the form of improved access for cyclists between Woodhatch Road and Lonesome Lane. Whilst this would involve land outside the application site, it would appear possible to achieve across land in the applicant's control and would provide a significant benefit in terms of providing improved countryside access and improved cycling provision, helping meet the Council's sustainability objectives. Therefore, whilst not critical to the acceptability of the application, I do consider the application provides the opportunity for this to be explored further and created if feasible. A condition requiring the submission of details of the

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proposed new footpaths and exploration of a means of access for a cycleway is therefore suggested.

Impact on Allotments

6.78 DMP Policy INF 2 relates to community facilities and states that the loss or change of use of existing community facilities will be resisted unless it can be demonstrated that, *inter alia*, 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.

6.79 The proposed development would result in the loss or partial loss of a number of allotments due to the re-alignment and provision of the new access to the crematorium. The applicants have confirmed that the allotments to the north and south of the proposed access are as follows:

New Pond Farm Allotments:

- Full plots potentially affected: 13
- Half plots potentially affected: 10
- Of the 23 plots potentially affected, 17 are tenanted.
- 19 plots in their entirety would be lost if the planning application was successful – 14 of those are tenanted. (3 plots would lose a part-section, all 3 of which are tenanted).

The Paddock Allotments

- Full plots potentially affected: 0
- Half plots potentially affected: 3
- 3 plots in their entirety would be lost if the planning application was successful – 2 of those are tenanted.

6.80 In support of the proposals an Allotment Replacement Plan has been prepared to illustrate the allotment plots that would be affected by the proposals. It also identifies the vacant plots, and therefore, the potential for relocating those plots which are occupied and lost to the development to available vacant plots within the existing sites.

6.81 The applicants have also confirmed that any re-provision would be delivered in accordance with Section 8 of the Allotments Act 1925. The applicants propose that the re-provision will also need to be secured prior to the commencement of the proposed development and that this approach effectively mitigates the impact of the proposed development and ensures that any affected allotment users are able to remain within the existing allotment sites.

6.82 On the basis of the existing allotment users having pitches reallocated within the existing New Pond Farm allotment sites and provided that the allotments lost will be re-provided for locally, it is considered that the proposal is acceptable and in accordance with Policy INF2, subject to a pre-commencement condition requiring details of the re-provision to be submitted for approval. It is appreciated that this does not address the inconvenience that would be caused to allotment

holders with regards lost crops due to a relocated plot, but in planning terms, the requirements of the relevant policy would be met.

Impact on Playing fields

- 6.83 The proposal would result in the loss of an existing sports pitch which has been laid out and in use for football in this past year. As such Sports England were consulted on the application and initially raised objection on the basis that there was no detail or certainty over a replacement pitch being re-provided for. This would also be contrary to the requirements of Policy INF2 (set out above).
- 6.84 Whilst a replacement pitch was always proposed, the applicants have responded to the lack of detail by providing an agronomists report and drainage assessment relating to the proposed replacement pitch. The replacement would be provided outside the red lined application site boundary but within the blue line boundary indicating other land within the applicant's ownership. I am therefore satisfied that there is a strong chance of the replacement pitch being provided for, with the agronomists report and drainage assessment showing that this can be done without any significant issues arising.
- 6.85 Although a separate planning application may be required for the replacement pitch, there is no in-principle objection and therefore, a pre-commencement *Grampian* condition requiring the replacement pitch to be re-provided is considered to be an appropriate and satisfactory mechanism in this circumstance. Sport England have confirmed that they are content on this basis and therefore have no objections, subject to the reprovision of the pitch by condition. I am also satisfied that this would meet with the requirements of Policy INF2 in that equivalent provision will be made in a suitable location.

Impact on amenity of residential properties

- 6.86 DMP Policy DES1 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.
- 6.87 The nearest residential properties would be located around 185 metres away from any proposed buildings and so would not suffer any harm to their amenities by virtue of the physical nature of the building.
- 6.88 Most residential properties would also be remote from the proposed access road and car parking to be affected although the New Pond Farm occupiers would be located closer and so have potential to be more affected. However, the proposed access road will be curved away from this property to reduce any noise impacts from passing vehicles whilst the proposed new parking would be sited further away than the existing area provided for allotment users so reducing this impacts.
- 6.89 Overall I do not consider that any adverse neighbour impacts would result, given the distance of the proposed development from any residential occupiers, the nature the proposed use and adjacent uses, including the tree depot to the east. On this basis the proposal would be compliant with residential amenity aspects of

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Policy DES1 and, as established above, there would be no significant air quality, odour or pollutant issues associated with the use, subject to conditions.

Energy and Sustainability

- 6.90 The application falls short of the floorspace requirements for which Policy CCF1 of the DMP requires provision of renewable or low carbon energy sources. However Planning Policy CS11: Sustainable Construction states that the Council will expect a non-residential development to be constructed to a minimum standard of BREEAM 'Very Good' taking into account the overall viability of the proposed development at the time the application is submitted. The application is supported by an energy statement which seeks to demonstrate how this will be achieved.
- 6.91 This statement explains the objectives of the energy hierarchy to be lean, be clean and be green (i.e. use less energy, supply energy efficiently and use renewable energy) and explains how this will be achieved through a high-performance thermal envelope and ventilation strategy; a heat recovery system from the cremation process and a energy efficient condensing boiler for times when heat recovery is not possible. In terms of renewables, only photovoltaics are considered to be appropriate for use on the development. The assessment details how these measures, in conjunction, would provide the BREEAM very good rating but in order to provide for any changes, a condition is suggested requiring submission of details of a final energy assessment for approval.

Other matters

- 6.101 Representations have been received regarding noise and disturbance and inconvenience during the construction period. The proposed development is not considered to result in an unsatisfactory level of disturbance. Whilst there may be a degree of inconvenience and disturbance during the construction phase, the proposal would not warrant refusal on this basis and statutory nuisance legislation exists to control any significant levels of disturbance which would be mitigated by condition. The fear of crime has also been stated as an objection although I can see no legitimate basis for this.

Very Special Circumstances

Green Belt harm

- 6.92 The National Planning Policy Framework advises that inappropriate development is, by definition, harmful to the Green Belt. Very special circumstances (VSC) to justify inappropriate development will not exist unless the harm by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. As explained earlier, it is considered that the development is inappropriate in the Green Belt, and must only therefore be permissible where very special circumstances exist.
- 6.93 In considering the VSC test, the decision maker must be mindful that substantial weight must be given to any harm to the green belt. In this case there would be both a volumetric and spatial loss of openness by virtue of the extent of new development on the site. The site is currently largely open and undeveloped in the

main, comprising open fields and grassland albeit containing less open characteristics such as the existing allotments and areas of surface parking. The proposal would introduce a relatively large building onto an open area of the site otherwise devoid of built form. By its very nature this would be harmful to the openness of the green belt. The proposal also includes large areas of hardstanding, surface car parking and other paraphernalia associated with the crematorium use which would themselves be harmful to the openness of the green belt. However, the proposed development would also allow for the significant majority of the site to remain open and undeveloped and given the various requirements of the Cremation Act it is likely that that any crematorium in or near this Borough would need to be located within the green belt and the impact upon the green belt would be less harmful and more appropriate than some other types of development which would have a more intensive sprawl of development across a site, diminishing openness more than is proposed here.

6.94 Paragraph 138 of the NPPF explains that Green Belts serve purposes:

- (a) to check the unrestricted sprawl of large built-up areas;
- (b) to prevent neighbouring towns merging into one another;
- (c) to assist in safeguarding the countryside from encroachment;
- (d) to preserve the setting and special character of historic towns; and
- (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

The site was not considered in the Development Management Plan Green Belt Review, undertaken in 2017, but it is appropriate to consider the site's importance in Green Belt terms against the decision aiding criteria used for that purpose and attached at Annexe 1.

6.95 The application site is located close to the edge of the south Reigate built up area, in an otherwise open site. Its boundaries are not contiguous with the urban area but it is located in close proximity to it, separated by the allotment site which itself has a semi-urban functions and character. For this reason, it is considered that the proposal would not lead to ribbon or sprawling development to a significant degree. Furthermore, the application site comprises strong outer boundaries in the main which would help contain any sprawl. Overall therefore, the proposal would contribute to the sprawl of South Reigate, in conflict with green belt purpose (a) but the green belt is of lower importance in this area by virtue of the high contiguity and high proportion of strong boundaries.

6.96 With regards purpose (b), the site is located adjacent to South Reigate and would be interpreted as part of South Reigate. There would be little impact on the gap to the south given its extent, however the nearest settlement beyond the green belt to the east is South Earlswood. This would be around 0.75km away at the nearest point which could lead to the site being of higher importance to the green belt. However, although the gap is narrow in this area, South Earlswood itself forms part of Redhill to which Reigate has a contiguous relationship.

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Because of this and the modest scale and the limited closure of the gap, I see only limited conflict with green belt purpose (b).

- 6.97 The proposed development would further conflict with green belt purpose (c) given it would see encroachment into the countryside. The site has strong boundaries and so is of lower importance to the green belt in this regard, although only a limited amount of the site is developed, giving it medium importance. Overall, it is considered to be of lower-medium importance in this regard.
- 6.98 It is not considered that the site has potential to impact the setting or spatial character of any historic town or conservation area and so is of lower importance in this regard (d).
- 6.99 By virtue of the nature of development requiring a location outside the urban area, the site must also be considered of lower importance with regards purpose (e).
- 6.100 The green belt harm would therefore be through conflict with purposes a, b and c. On the basis of the above assessment, it is considered that the site would be considered of moderate importance to the green belt, in terms of the purposes that it serves. Any harm to the green belt must be given substantial weight although I am mindful that the proposed development cannot realistically be developed in the urban area and its layout and form is more sympathetic to a green belt location than some other, more intensive forms of development which are less able to retain the level of open space proposed, helping mitigate this harm to a degree.

Any other harm

- 6.102 In terms of any other harm that would result from the proposal and weigh against it in determining whether VSC exist, I consider that there would be short-term landscape harm whilst the development is under construction and before the landscaping has had an opportunity to establish. Given the short term nature of this impact I afford it limited weight. I find no harm with regards neighbour amenity, flood impacts, ecology, air quality, allotment or playing pitch provision, highway safety or for any other reason.

Need

- 6.103 The principle factor in the proposal's favour is the need for crematoria within the area. The application was supported by a Crematorium Needs Assessment undertaken by Dunn & Co which provides a detailed analysis of four alternative crematoria outside the borough which residents currently use including Randalls Park Crematorium, Leatherhead; Surrey & Sussex Crematorium – Crawley; Croydon Crematorium and North East Surrey Crematorium, Modern. The report considers that three of the crematoria are either operating at or close to their capacity. Two of them (Randalls Park and Surrey & Sussex) are among the most expensive crematoria in the country.
- 6.104 The Dunn & Co needs assessment has been challenged, including by Impact Planning Services on behalf of the Woodhatch Green Spaces Preservation

Group. Dunn & Co provided a response document to counter the criticisms made. Various assertions on need have been considered below.

- 6.105 It is not generally disputed that due to capacity issues, two of the aforementioned crematoria currently provide a 30-minute service, below the 45 min time advised as an objective by the industry for mourners to pay their respects. It is also generally accepted that shorter services and intervals can lead to cremation services feeling rushed so failing to give grieving families the time they feel they need for a service, before the next service takes place. The applicant's needs assessment is challenged in considering a potential shorter service period for calculating the capacity and number of services that could take place across a day which is challenged on the basis that it could lead to its operating at practical capacity (equivalent to 80%), which in turn would reduce the qualitative service offer. In response the applicant advises that the 8-service a day figure has been accepted elsewhere but, if capacity were to be calculated based on longer services then practical capacity of existing crematoria would be even more stretched. As such I do not consider this argument to be of significant relevance.
- 6.106 Currently both Croydon and Crawley still have capacity, but Crawley's is running out. Deaths are predicted to increase by 23% by 2036 across the UK although in Reigate and Banstead that figure is estimated at 35%, with Tandridge at 34% and Mole Valley and Crawley at 25%. This is a result of the population growth and the 'baby boomer' population ageing. This highlights how existing facilities will be even more stretched and how need for crematoria space in the area will increase to 2036 and beyond. Only Croydon appears to have any long term capacity and on most qualitative measures performs badly.
- 6.107 The above need must be considered in light of the planning policy team's own 2016 cemetery and crematorium needs assessment undertaken to inform the DMP. This found there to be no overriding need for new crematorium provision within the Borough. However, it was accepted that the assessment looked only at the plan period to 2027. Recent appeals for crematoria in Essington (called in by the Secretary of State – Weblink: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/975280/210331_Land_off_Broad_Lane_Essington.pdf) found that a longer timespan ought to be considered with 2027 be the earliest point at which to consider future need given the time taken to achieve planning permission and set up such a service. In order to independently assess the need position, the local planning authority appointed independent consultants to review the evidence and provide an up to date and independent assessment of need. The LPA's independent consultants sought to probe and fact-check the various assertions made within the applicant's own needs assessment and concluded it to be fundamentally sound. Their report is attached at Annexe 2.
- 6.108 A key aspect of the need consideration is not just the capacity of local crematoria but also their proximity. In order to demonstrate this a 30-minute drive time was calculated in order to capture what level of population can/cannot access crematoria provision within a 30-minute drive. The appointed consultants conclude "there to be over 306,000 people who live within 30 minutes at cortege speed (from the application site). Of these, 142,000 live closer to the proposed site than any other crematorium.... We

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therefore conclude that there is a definite need for a new crematorium in the Reigate and Banstead area and the location proposed at Woodhatch would appear to better serve the 142,000 people who currently after travel further afield for crematorium services.” The exact methodology, isochromes and cortege drive speeds has been criticised by 3rd parties and it is agreed that there are various ways to represent such data. Overall however I consider the catchment and isochromes to be sound. In the response document, Dunn & Co calculate that 60,900 would be served by a new crematorium at Woodhatch who currently live outside a 30-minute drive time to any crematorium. This is obviously less than the 142,000 that would benefit from it being nearer to them than any other, due to catchment overlap. Nevertheless it is a significant number and, if neighbour crematoria exceeded capacity such that they were unable to provide services within a reasonable timescale, as seems likely, then the number could be even higher.

- 6.109 Whilst there is no requirement to provide crematoria services within a 30-minute drive time, it is understandably desirable. Each service will be of huge emotional significance to any number of grieving family members and friends, and it will therefore minimise both the travelling times (during a time of emotional grief) for the cortege as well as attendees. The proposal would thereby offer improved choice, reducing overall journey times and so consequently driving hours and greenhouse emissions that result from this. Each cremation will also likely involve a wake and possibly a separate service, both at which are desirable locally and so local crematorium provision avoids the inconvenience associated with local service followed by a long drive to cremation, followed by along drive back to a wake.
- 6.110 Another compelling argument in favour of the need case, is about ensuring a quality service and not just sufficient capacity to meet demand. In this regard, the assessments all point towards the proposal helping meet a move to longer, more relaxed services of 40 minutes minimum rather than the ‘conveyor belt’ of 30-minute cremations that can occur when facilities are at or close to capacity. Impact Planning Services raise concern that the increased trend for direct cremation had not been factored into the applicant’s needs assessment, whereby cremation takes place without any friends or family present. It is agreed that direct cremation would increase capacity at existing facilities but the extent to which this trend is likely to increase is unknown and is a relatively small proportion of overall cremations, such that it could not be considered to significantly reduce need.
- 6.111 A qualitative review is provided of existing facilities which shows some failings of existing crematoria, not just in their cost and capacity but also in terms of their environment, facilities, and other constraints. These are not disputed and it is agreed that the proposal would benefit consumer choice in this regard.
- 6.112 Horizon, a rival crematoria operator, has submitted representations highlighting that a wider population catchment could be served by proposals in Tandridge. However, that is to be expected, given their assessment considers a catchment across Reigate & Banstead, Tandridge and Sevenoaks and would obviously differ if a different catchment were considered, such as Reigate & Banstead, Mole Valley and Croydon. Furthermore, the need position is such that it is not an either/or approach to crematoria provision across the two districts with they

themselves having identified a need for multiple increased provision and I therefore give their objection little weight on this ground.

- 6.113 Overall, it is concluded that there is a compelling need for additional crematoria capacity in the area. This is in terms of meeting growing overall demand; providing quality services with the appropriate time given to each service; improving consumer choice and providing a local facility and reducing the number of residents within the borough that need to travel more than 30 minutes to access their nearest crematorium at a time of significant grief and emotional distress. I give this need substantial weight.

Alternative sites

- 6.114 An alternative sites assessment was submitted by the applicants in support of the application, which considers 13 sites across 10 broad areas of search, scoring them against their green belt designation, landscape designation (AONB or AGLV) and ability to meet the requirements of the Crematorium Act. The requirements of the Crematorium Act 1902 for crematoria to be located in excess of 200 yards from the nearest dwelling and over 50 yards from nearest roads obviously limits the available sites that would be suitable.
- 6.115 The assessment then considers further detail such as ecology, flooding and access and finds the application site to be most suitable as might be expected. However, irrespective of this and any flaws associated with the assessment, given the high land values and demand of land for residential and employment uses within the borough and neighbouring boroughs, together with the locational demands of crematoria under the Crematorium Act, I consider any urban site or those outside the green belt are effectively ruled out.
- 6.116 Against the application site's favour is its designation as a site of nature conservation interest although there is nothing within the ecological assessment that would point to any significant harm to protected species or other wildlife and the application meets with no objections from the Surrey Wildlife Trust and can demonstrate biodiversity net gain. The allotment and playing pitch losses would be reprovided for whilst the site is sufficiently well located outside the floodable part of the site so as not to represent a flood risk. The site serves the purposes of the green belt moderately rather than significantly. In its favour locationally is the proximity to centres of population, being accessible and well located to address a 30-minute drive time for borough residents. It is also not considered to be a high valued landscape, and its low-lying elevation and defensible site boundaries would minimise its visual impact.
- 6.117 The assessment does not consider locations outside the borough but I do not find that unreasonable, given the potential need for multiple crematoria across Boroughs and given any site would be outside the urban area irrespective of the district in which it is located. It has also been suggested that the site is too far south to best serve those residents outside of a 30-minute cortege drive time. Whilst there may be other sites which can better provide for this currently, it is only one factor and represents the current moment in time. As nearby crematoria reach capacity then their location within a 30-minute drive time loses relevance. Overall therefore, I find there to be a need for the proposed facility

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and this together with the additional benefits that would be provided in terms of convenience, improved service offer, reduced journey times and consumer choice is a substantial benefit. I consider the application site to be well located in terms of best meeting this need, close to centres of population and with good accessibility without causing additional or avoidable harm.

Other benefits

- 6.118 In concluding whether very special circumstances exist it is also necessary to consider what other benefits may exist in the application's favour. I consider that the longer term landscape improvements would outweigh the shorter term landscape harm given the proposal would tidy up the appearance of the site from the Woodhatch Road and provide opportunity for significant new structural tree planting to enhance the natural landscape such that the overall landscape impact is neutral or slightly positive I afford this limited weight. I also find that any ecological impacts would be appropriately mitigated and that a biodiversity net gain could be achieved through new habitat creation, native planting, and the requirement of an LEMP although overall I consider such impacts should not be given weight in favour. It is undoubted that the proposal would boost the local economy, both directly and indirectly and support job growth to which I afford some limited weight. Finally, very limited weight is given by virtue of the countryside access improvements that may be provided through the new river crossing, new accessways and potential for a new cycleway, especially given the uncertainty regarding the latter.

VSC Conclusions

- 6.119 The proposal is inappropriate development which is, by definition, harmful to the Green Belt. Such harm is given substantial weight against the proposal. Although this harm is limited by the green belt importance of the site and the somewhat sympathetic nature of the proposed use. In the application's favour, there exists a clear and growing need for additional crematoria facilities locally and the provision on this site would help benefit significant numbers of people in giving them more local and convenient access to a crematorium or one within a 30-minute drive time where currently there exists none. It would also help provide consumer choice and improved quality of service by easing pressure caused by high demand locally. I give very substantial weight to the proposal in its ability to meet this need. There would be limited other harm and some limited other benefits associated with the proposal, none of which attract more than limited weight. In conclusion by virtue of the need, together with the benefits that would be provided to residents of the borough and surrounding districts through the provision of a new facility it is considered that very special circumstances exist to clearly outweigh the harm to the green belt.

CONCLUSION

- 6.120 It is recommended that the planning permission be granted by virtue of the need crematoria and the benefits that the proposal would provide in meeting this need. Very special circumstances are considered to exist on this basis, clearly outweighing the substantial harm by reason of the inappropriate nature of the development in the Green Belt.

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
Survey Plan	2615-TU01-D01-T02	D01	26.01.2021
Survey Plan	2615-TU01-D01-T03	D01	26.01.2021
Survey Plan	2615-TU01-D01-T04	D01	26.01.2021
Survey Plan	2615-TU01-D01-T05	D01	26.01.2021
Survey Plan	2615-TU01-D01-T06	D01	26.01.2021
Survey Plan	2615-TU01-D01-T07	D01	26.01.2021
Survey Plan	2615-TU01-D01-U02	D01	26.01.2021
Survey Plan	2615-TU01-D01-U03	D01	26.01.2021
Survey Plan	2615-TU01-D01-U04	D01	26.01.2021
Survey Plan	2615-TU01-D01-U05	D01	26.01.2021
Survey Plan	2615-TU01-D01-U06	D01	26.01.2021
Survey Plan	2615-TU01-D01-U07	D01	26.01.2021
Location Plan	29798A/01	P1	26.01.2021
Floor Plan	29798A/10		26.01.2021
Elevation Plan	29798A/11		26.01.2021
Section Plan	29798A/12		26.01.2021
Site Layout Plan	RBBC-WH-MP-008		26.01.2021
Site Layout Plan	RBBC-WH-MP-001		26.01.2021
Other Plan	RBBC-WH-MP-003-1		26.01.2021
Other Plan	RBBC-WH-MP-003-2		26.01.2021
Site Layout Plan	RBBC-WH-MP-007		26.01.2021
Arboricultural Plan	RBBC-WH-T-001-1		26.01.2021
Arboricultural Plan	RBBC-WH-T-001-2		26.01.2021
Roof Plan	29798A/13	P2	04.05.2021
Section Plan	29798A/12	P2	04.05.2021
Elevation Plan	29798A/11	P2	04.05.2021
Site Layout Plan	SK 6000		04.05.2021
Site Layout Plan	RBBC-WH-ECO-001		04.05.2021
Site Layout Plan	RBBC-WH-MP-011		04.05.2021
Site Layout Plan	RBBC-WH-MP-008		04.05.2021
Site Layout Plan	RBBC-WH-MP-007		04.05.2021
Site Layout Plan	RBBC-WH-MP-006	A	04.05.2021
Site Layout Plan	RBBC-WH-MP-003-4	A	04.05.2021
Site Layout Plan	RBBC-WH-MP-003-3	A	04.05.2021
Site Layout Plan	RBBC-WH-MP-003-2		04.05.2021
Site Layout Plan	RBBC-WH-MP-003-1		04.05.2021
Location Plan	RBBC-WH-MP-001		04.05.2021
Site Layout Plan	RBBC-WH-MP-005-2	B	04.08.2021
Site Layout Plan	RBBC-WH-MP-005-1	B	04.08.2021

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Site Layout Plan	RBBC-WH-MP-004-2	B	04.08.2021
Site Layout Plan	RBBC-WH-MP-004-1	B	04.08.2021
Site Layout Plan	RBBC-WH-MP-002-2	B	04.08.2021
Site Layout Plan	RBBC-WH-MP-002-1	B	04.08.2021
Site Layout Plan	RBBC-WH-MP-010	A	04.08.2021
Proposed Plans	RBBC-WH-MP-003-4	A	04.08.2021

- 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.

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

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

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

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

- No development shall commence including any groundworks preparation or vegetation removal until a detailed, scaled Tree/Hedge Protection Plan (THPP) and the related Arboricultural Method Statement (AMS) which shall be compiled in conjunction with the construction method statement and 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 (RPA) of trees/hedges and identified planting areas shown to scale on the Tree/Hedge Protection Plan (THPP), including the installation of service routings, drainage routes, compound storage and location of site and any 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 on site until a scheme for the landscaping and replacement tree and hedge 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.

The details shall include replacement planting of trees and species rich native hedging which shall be in keeping with the character and appearance of the locality. There is an opportunity to incorporate large structural landscape trees into the scheme to provide for future amenity and long term continued structural tree cover in this area. Strengthening and enhancement to the application site boundaries is expected. Replacement and structural landscape trees will be minimum of Advanced Nursery Stock sizes with initial planting heights of not less than 4.5m with girth measurements at 1m above ground level in excess of 16/18cm

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, NHE5 and DES1 of the Reigate and Banstead Borough Local Plan 2019, British Standards including BS8545:2014 and British Standard 5837:2012

7. Notwithstanding the submitted site access plans within the developer's transport assessment dated January 2021 no part of the development shall be first occupied unless and until the proposed vehicular access to Woodhatch Road (A2044) has been constructed and provided with sight lines from 2.4 metres back into the access from the near side kerb line by 126 metres in both directions and a means within the private land of preventing private water from entering the highway all in accordance with a revised scheme to be submitted to and approved in writing with the Local Planning Authority and thereafter the visibility zones shall be kept permanently clear of any obstruction over 1.05m high above the ground.

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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. No part of the development shall be first occupied unless and until tactile paving and dropped kerbs have been provided on the north and south sides Woodhatch Road (A2044) on the western side of the proposed access in accordance with the approved Mode Transport Planning drawing numbered J32 5248 PS 002 Rev A.

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.

9. The development hereby approved shall not be first occupied unless and until the existing access from the site to Woodhatch Road (A2044) 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 Parking, access , and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

10. Notwithstanding the submitted plans numbered RBBC WH MP 002 2 and RBBC WH MP 002 1 the development hereby approved shall not be first occupied unless and until space has been laid out within the site for 99 car parking (including 12 disabled spaces) spaces in front of the proposed crematorium accordance with a revised scheme to be submitted to and approved in writing with the Local Planning Authority. 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 Parking, access , 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 for 10 bike stands in front of the proposed crematorium accordance with the approved plan numbered RBBC WH MP 002 2. Thereafter the bike parking 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.

12. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans numbered RBBC WH MP 005 2 and RBBC WH MP 005 1 for the internal site roads and pavements. Thereafter the road and pavement 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 Parking, access, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

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

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) programme of works (including measures for traffic management)
- (e) provision of any boundary hoarding behind visibility zones
- (g) vehicle routing
- (h) measures to prevent the deposit of materials on the highway
- (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
- (j) no HGV movements to or from the site shall take place between the hours of 8.30 and 09:30 am and between the hours of 3.00 and 4.00 pm nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting, on the highway within the vicinity of the site.
- (k) on-site turning for construction vehicles
- (l) working 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: 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.

14. The development hereby approved shall not be occupied unless and until a minimum of one of the staff spaces, nine of the non-disabled driver spaces, two of the disabled driver spaces, and 3 of the allotment and countryside visitor spaces are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) and a further one of the staff spaces, nine of the non-disabled driver spaces, two of the disabled driver spaces, and 3 of the allotment and countryside visitor spaces are provided with an electrical supply to fit a charging point in the future in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

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

15. Cremation services shall only take place between the hours of 10.00 and 1600 hours Monday to Friday with no services on Saturdays or Sundays.

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.

16. The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:

a) Evidence that the proposed final solution will effectively manage the 1 in 30 & 1 in 100 (+20% allowance for climate change) storm events, during all stages of the development. The final solution should follow the principles set out in the approved drainage strategy. Associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 5.23l/s/ha.

b) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.).

c) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected from increased flood risk.

d) Details of drainage management responsibilities and maintenance regimes for the drainage system.

e) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

Reason: To ensure the design meets the national Non-Statutory Technical Standards for SuDS and the final drainage design does not increase flood risk on or off site.

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

reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls), and confirm any defects have been rectified.

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

18. Prior to the commencement of development, final details of the proposed cremator and set-up shall be submitted to the local planning authority. Should these details differ from the current cremator set-up proposals, they shall be accompanied by a revised air quality assessment. The development shall be carried out only in accordance with the cremator details and air quality assessment approved.

Reason:

In order to ensure that the proposal does not adversely affect air quality in the local area with regard to Development Management Plan policy DES9.

19. The development hereby permitted shall not be commenced until a scheme for the provision of a replacement sports pitch in accordance with the principles set out in the Agrostis Agronomist Report (Reigate crem - sports pitch appraisal) has been submitted to and approved in writing by the Local Planning Authority. The approved replacement pitch scheme shall be implemented and made available for use prior to the loss of the playing pitch associated with the approved crematorium development (application ref 19/00192/F).

Reason:

To ensure that the loss of the playing pitch is appropriately reprovided for with regards policy INF2 of the Development Management Plan 2019.

20. A Landscape Ecological Management Plan, including the long-term design objectives, management responsibilities and maintenance schedules for all the implemented landscaped areas shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation and use of the approved development. The Landscape Ecological Management Plan shall specifically set out the management operation for the retention, enhancements and future maintenance of the application site boundaries. The Landscape Ecological Management Plan shall be carried out as approved.

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 2019, British Standards including BS8545:2014 and British Standard 5837:2012 and all other relevant standards which apply to both soft and hard landscaping operations and maintenance.

21. No development shall be commenced until a scheme to provide biodiversity net gain has been submitted to and approved in writing by the local planning authority. The scheme shall accord with the principles of the SJM Ecological Impact Assessment and Biodiversity Net Gain Assessment dated 4th August 2021 but updated to accord with the landscaping details approved and the development be implemented in full accordance with it.

Reason:

To ensure that maximum achievable biodiversity net gain is provided in accordance with Policies NHE2 and NHE4 of the Development Management Plan 2019.

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22. No development shall commence until the final ecological surveys have been undertaken as set out in the SJM Ecological Impact Assessment and Biodiversity Net Gain Assessment dated 4th August 2021. These shall be submitted to the local planning authority and should any protected species be identified on site, the appropriate mitigation shall be undertaken and licenses acquired in accordance with the assessment.

Reason:

To ensure that no harm to protected species occurs with regards policy NHE2 of the Development Management Plan 2019.

23. No development shall commence until a Construction Ecological Management Plan, including measures to control external illumination and protect habitats, has been submitted to and approved in writing by the Local Planning Authority.

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 2019, British Standards including BS8545:2014 and British Standard 5837:2012 and all other relevant standards which apply to both soft and hard landscaping operations and maintenance.

24. No development shall commence until details of improved countryside access has been submitted to and approved by the local planning authority. The details shall include:

- The exact location, widths and surface treatment of all paths, footways and cycleways to be provided; and
- An assessment into the feasibility of the provision of a cycle link between Woodhatch Road and Lonesome Lane

The accessways, together with the cycleway if feasible, shall be constructed in accordance with the approved details prior to the occupation of the development.

Reason:

To ensure that the development provides good countryside access in the interests of recreation and sustainability with regards Development Management Plan policies DES1 and TAP1.

25. No development shall be commenced until details have been submitted to and approved by the local planning authority of an allotment replacement plan, detailing how existing plot holders on the site will be reprovided for locally as well as details of a plan for the reprovion of allotments lost to the development.

Reason:

To ensure that suitable, alternative allotment provision is made with regards Policy Inf2 of the Development Management Plan 2019.

26. No development shall be commenced until an energy statement has been submitted to and approved in writing by the local planning authority detailing how the development will achieve the principles of BREEAM 'Very Good'.

Reason:

To ensure that the development reduces its carbon footprint with regards Policy CS11 of the Core Strategy 2014.

27. No new development shall be occupied until details of all external lighting have been submitted to and approved in writing by the local planning authority.

Reason:

To ensure that no harm to protected species occurs with regards policy NHE2 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.
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. You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:
 - (a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs Saturday and not at all on Sundays or any Public and/or Bank Holidays;
 - (b) The quietest available items of plant and machinery should be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels;
 - (c) Deliveries should only be received within the hours detailed in (a) above;
 - (d) Adequate steps should be taken to prevent dust-causing nuisance beyond the site boundary. Such uses include the use of hoses to damp down stockpiles of materials, which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of bowsers and wheel washes;
 - (e) There should be no burning on site;
 - (f) Only minimal security lighting should be used outside the hours stated above; and
 - (g) Building materials and machinery should not be stored on the highway and contractors' vehicles should be parked with care so as not to cause an obstruction or block visibility on the highway.

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

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

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

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5. The applicant is advised that the Borough Council is the street naming and numbering authority and you will need to apply for addresses. This can be done by contacting the Address and Gazetteer Officer prior to construction commencing. You will need to complete the relevant application form and upload supporting documents such as site and floor layout plans in order that official street naming and numbering can be allocated as appropriate. If no application is received the Council has the authority to allocate an address. This also applies to replacement dwellings. If you are building a scheme of more than 5 units please also supply a CAD file (back saved to 2010) of the development based on OS Grid References. Full details of how to apply for addresses can be found http://www.reigatebanstead.gov.uk/info/20277/street_naming_and_numbering.
6. The applicant site is situated on or in close proximity to land that could be potentially contaminated by virtue of previous historical uses of the land. As a result there is the potential of ground contamination to be present beneath part(s) of the site. Groundworkers should be made aware of this so suitable mitigation measures and personal protective equipment measures (if required) are put in place and used. Should significant ground contamination be identified the Local Planning Authority should be contacted promptly for further guidance.
7. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit 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-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice.
8. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing 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. HInf 23 The applicant is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street

trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.

10. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.
11. The use of a 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.
12. 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.

REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies CS3 and NHE5 and material considerations, including third party representations. It has been concluded that although the development is inappropriate within the green belt, material considerations exist which cumulatively amount to very special circumstances which clearly outweigh the harm caused and there are no other 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.

ANNEXE 1

Task 2: Assessing parcels against the individual purposes of including land within the Green Belt

Policy Principles	
NPPF	Green Belt serves five purposes: to check the unrestricted sprawl of built up areas; to prevent neighbouring towns from merging into one another; to assist in safeguarding the countryside from encroachment; to preserve the setting and special character of historic towns; and to assist in urban regeneration by encouraging the recycling of derelict and other urban land (para 80)
Core Strategy Policy CS3	<p>In exceptional circumstances land may be removed from the Green Belt...Exceptional circumstances may exist where...there is no or limited conflict with the purposes and integrity of the Green Belt (clause 3b)</p> <p>The Council will undertake a Green Belt review...this review will include...consideration of the purposes of the Green Belt to inform the identification of land for sustainable urban extensions in the broad areas of search identified in policy CS6 (clause 4a)</p> <p>The Council will undertake a Green Belt review...this review will include...reviewing washed over villages and areas of land inset within or currently beyond the Green Belt (clause 4c)</p>

- 1.1 Following the identification of land parcels in Stage 1, each individual parcel was assessed to establish the extent to which it contributes to the purposes and integrity of the Green Belt.

- 1.2 The NPPF sets out that the essential characteristic of the Green Belt is its openness and permanence. As set out in Section 2 above, it then defines five purposes of Green Belt: it is these five purposes which have formed the basis of the appraisal of each identified parcel:
 - To check the unrestricted sprawl of large built-up areas;
 - To prevent neighbouring towns merging into one another;
 - To assist in safeguarding the countryside from encroachment;
 - To preserve the setting and special character of historic towns; and
 - To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

- 1.3 A series of robust, transparent and measurable decision-aiding criteria were developed in order to assess the contribution made to a particular purpose: these are discussed in more detail below. Each site was assessed against these “measurable” criteria but this was also supplemented by a qualitative analysis in recognition of the fact that some individual parcels have unique characteristics/situations which may not be reflected in purely quantitative measures. As an example of the qualitative measures that were considered, in some cases the topography of a parcel made it visible at long ranges, although strong boundaries made it less visible at closer ranges. In another

instance, a parcel boundary did not adjoin the urban area, but did adjoin a built complex within the Green Belt, which was considered to contain the parcel somewhat. In a third example, a parcel had an interrelationship with the immediately surrounding countryside, but this was abruptly brought to a halt by the nearby presence of a motorway.

- 14 Taking account of these quantitative and qualitative aspects, each parcel was rated as making either a low contribution, medium contribution or high contribution to each particular purpose. All quantitative measures were weighted equally, with the qualitative factors overlaid where relevant to “sense check” the overall ranking. Detailed explanations of these rankings are provided in Appendix 1. These ‘purpose’ ranks were then combined into an overall rating for each land parcel.

Purpose 1: To check the unrestricted sprawl of large built-up areas

- 15 In Reigate & Banstead, Green Belt land is within the Metropolitan Green Belt which was designated with the primary purpose of the containment of London. However, the purpose as defined in the NPPF refers to “large built-up areas” and in this regard, the borough’s Green Belt also plays a localised role in containing the outward growth of existing urban settlements in the borough.
- 16 For the purposes of this study, “large built-up areas” has been taken to include the main urban settlements of Redhill/Reigate/Merstham, Banstead/Tadworth and Horley but also any other urban areas previously considered to have been of a size and character which warranted exclusion from the Green Belt.
- 17 The concept of ‘sprawl’ is not defined in the NPPF. For the purposes of this study, it has been taken to mean “the uncontained outward spread of a large built-up area at its periphery”.
- 18 In order to establish the extent to which each parcel contributes to Purpose 1, the assessment criteria set out in table 2 overleaf were applied:

Table 2: Decision aiding criteria for Purpose 1

Appraisal considerations	Decision-aiding principles	Indicative Rating	
<p>Does the parcel protect open land which is contiguous or close to larger towns?</p> <p>Does the parcel play a role in preventing ribbon development and non-compact development?</p>	<p>How well surrounded is the parcel by the existing urban area?</p>	<p><i>Not contained</i> - Little or none of the boundary of the parcel is contiguous with the existing urban area. As a result, the majority of the parcel is largely detached from – and poorly related to – the existing urban concentration. Parcels not adjacent to the urban area or separated from it by an impermeable feature (e.g. motorway) are also considered to be not contained</p>	<p>Higher importance to Green Belt</p>
		<p><i>Partially contained</i> – a minimum of 30% of the parcels boundary is contiguous with the existing urban area and the parcel has some appreciable relationship with the urban area</p>	
		<p><i>Well contained</i> – a minimum of 65% of the boundary of the parcel is adjacent to the existing urban area. As a result the parcel feels enclosed by and well related to the existing urban area. Parcels with a reasonable level of contiguity with the urban area but which are enclosed externally by other strong features (e.g. motorway) are also considered to be well contained.</p>	<p>Lower importance to Green Belt</p>
<p>Are there clear and robust boundaries to contain development and prevent sprawl in the long term?</p> <p>Would sprawl be stopped by other barriers other than land within the Green Belt?</p>	<p>What is the strength of the boundaries of the parcel?</p>	<p><i>Weak</i> – the boundaries of the parcel are predominantly formed by features classified as weak in Table 1 above</p>	<p>High importance to Green Belt</p>
		<p><i>Average</i> – the boundaries of the parcel are partially formed by features classified as strong in Table 1 or the boundaries intermittently change between weak and strong features</p>	
		<p><i>Strong</i> – the boundary of the parcel is predominantly formed of features classified as strong in Table 2 above.</p>	<p>Lower importance to Green Belt</p>

Purpose 2: To prevent neighbouring towns from merging into one another

- 19 Whilst the Green Belt plays a strategic role in maintaining separation between main towns, given the urban context of Reigate & Banstead – in particular the fragmented nature of the urban area in parts of the borough – it also plays a more local role in preventing individual urban settlements and villages from merging into a single urban mass. In the assessment of Purpose 2, reference

to “towns” was taken to mean all individual urban settlements to ensure this local role is properly recognised.

- 1.10 In order to establish the extent to which each parcel contributes to Purpose 2, the focus of measurable criteria was on separation between settlements in “plan form”, that is the role which a parcel plays in maintaining a particular “as the crow flies” separation distance between two particular settlements or villages.

Table 3: Decision aiding criteria for Purpose 2

Appraisal considerations	Decision-aiding principles	Indicative Rating
Does the parcel protect open land which is contiguous or close to larger towns?	<i>Essential gap</i> – Removal of the parcel from the Green Belt would leave a settlement gap of less than 1km	Higher importance to Green Belt
	<i>Narrow gap</i> – Removal of the parcel from the Green Belt would result in a settlement gap of less than 2km	
	<i>Wide gap</i> – Removal of the parcel from the Green Belt would leave a settlement gap	Lower importance to Green Belt
Is the settlement gap vulnerable or sensitive to coalescence?	<i>Critical</i> – Removal of the parcel would lead to the existing gap being closed by more than 30%	Higher importance to Green Belt
	<i>Partial</i> – Removal of the parcel would lead to the existing gap being closed by more than 15%	
	<i>Limited</i> – Removal of the parcel would lead to the existing gap being closed by less than 15%	Lower importance to Green Belt

- 1.11 However, it was recognised that in the case of this purpose, there is also a need for a qualitative consideration of both the sensitivity of a particular settlement gap and the perception of merging “on the ground”. Whilst this particular issue has been afforded differing weight by Inspectors (and the Secretary of State) at appeal⁴⁵, it has nonetheless been recognised as a reasonable consideration in assessing this Green Belt purpose.

- 1.12 For the purposes of this study, a series of factors including the landscape between settlements and whether there are intervening visual/physical features (such as motorways, railways, landforms, vegetation etc.) were considered. This has allowed recognition to be given to the fact that, in some cases, the intervening landscape can change the perception of a settlement gap and reduce (or increase) its vulnerability to visual coalescence at a local scale. Whilst this more descriptive assessment has not been rated (e.g. as high, medium or lower importance in its own right), it has, where relevant, been reflected in the overall balance of the appraisal and rating for this

⁴ For example Land at Glebelands, Thundersley (APP/M1520/A/12/2177157)

⁵ For example Land at Hunting Butts Farm, Cheltenham (APP/B1605/A/11/2164597)

purpose. Where this is the case, this is reflected in the parcel assessments in Appendix 1.

Purpose 3: To assist in safeguarding the countryside from encroachment

- 1.13 The NPPF sets out that a core principle of the planning system is that it should recognise the intrinsic character and beauty of the countryside. The NPPF is clear that one of the essential characteristics of Green Belts is openness and that, once established, Green Belts should be enhanced for beneficial use.
- 1.14 For the purposes of this assessment, the concept of ‘countryside’ was considered to stand in opposition to the ‘urban’. The countryside is characterised by a relative lack of built form, and where development does take place in the countryside (such as barns and other farm buildings) it tends to be smaller in scale and in overall development footprint than urbanised built environment uses. Consequently, the proportion of land within a parcel that is covered with built form was felt to be a good proxy definition for ‘countryside’, with areas containing a relatively high proportion of built form being considered ‘more urban’.
- 1.15 In the assessment of Purpose 3, the focus of measurable criteria was therefore on establishing the openness of each individual parcel, predominantly through reference to the extent of existing built development and urban form. Although considered under Purpose 1, boundary strength was also reflected in the measurable criteria for this purpose given the role which boundaries can play in preventing encroachment, both physically and visually.

Table 3: Decision aiding criteria for Purpose 3

Appraisal considerations	Decision-aiding principles	Indicative Rating
Is the parcel largely open and rural in character?	<i>Undeveloped</i> – less than 10% of the land area of the parcel is covered by built form/urban features	Higher importance to Green Belt
	<i>Largely undeveloped</i> – up to 25% of the land area of the parcel is covered by built form/urban features	
Are there strong boundaries which would prevent physical or visual encroachment in the long term?	<i>Partially developed</i> – more than 25% of the land area of the parcel is covered by built form/urban features	Lower importance to Green Belt
	<i>Weak</i> – the boundaries of the parcel are predominantly formed by features classified as weak in Table 1 above	Higher importance to Green Belt
	<i>Average</i> – the boundaries of the parcel are partially formed by features classified as strong	

	in Table 1 or the boundaries intermittently change between weak and strong features	
	<i>Strong</i> – the boundary of the parcel is predominantly formed of features classified as strong in Table 2 above.	Lower importance to Green Belt

1.16 It was again recognised for this purpose that there was a need for a qualitative consideration of the extent to which a parcel forms part of the wider countryside fabric. Whilst this is in part related to parcel boundaries, it entails a more descriptive understanding of the level of inter-visibility and relationship between a parcel and the surrounding countryside, recognising that perceived impact of encroachment arising from a parcel which is “severed” from the wider countryside by strong boundary features will be less than a parcel where long range views across it and the wider countryside are possible. Again, whilst this more descriptive assessment has not been given its own high, medium or low rating it has, where relevant, been reflected in the overall appraisal and rating for this purpose.

1.17 Consideration was also given to whether a parcel contributes to, or provides, “beneficial uses” as set out in the NPPF (para 81). The rationale behind this is that those parcels which already support these “beneficial uses” are already operating as positive and valuable countryside. Issues such as whether the parcel provides formal sport/recreation space, is covered by a network of rights of way (thus accessible to the public), or whether the parcel has particular recognised landscape or biodiversity value were identified in the parcel assessments.

Purpose 4: To preserve the setting and special character of historic towns

1.18 There are no nationally recognised historic towns in the borough. However, Reigate town centre has historic qualities, and is covered almost wholly by a Conservation Area. As such, it is arguably the asset to which the greatest level of protection ought to be provided under this purpose.

1.19 As part of the assessment of individual parcels, a number of other heritage assets were considered to be important in terms of maintaining historic setting, including other Conservation Areas and designated Historic Parks. However, given these do not strictly comply with the definition of “historic towns” as set out in the NPPF, the ratings afforded to parcels were moderated to reflect their lesser importance. Whilst more subjective than other measurable criteria, the principles of assessment are set out in the Table 4 below.

1.20 Settings were not identified around listed buildings (or even clusters of listed buildings). This is because, in general, the setting of a listed building is relatively localised rather than of “landscape scale” such that it would impact on the entirety of a parcel. For this reason it can be more adequately managed through a conventional development management approach. In

addition, the setting of heritage assets has been considered through wider appraisal work carried out for potential urban extension sites.

Table 4: Decision aiding criteria for Purpose 4

Appraisal considerations	Decision-aiding principles	Indicative Rating
Is the open nature of the parcel an important part of the wider setting of the heritage asset?	<i>Integral</i> – the openness and character of the parcel is clearly related – and contributes significantly – to the setting of Reigate town	Higher importance to Green Belt
Is there a visual or physical link between the parcel and the heritage asset?	<i>Partial</i> – the openness and character of the parcel contributes to some extent to the setting of Reigate town or contributes significantly to the setting of other assets	
	<i>Limited</i> – the parcel plays little or no role in conserving historic character or setting	Lower importance to Green Belt

Purpose 5: To assist in urban regeneration, by encouraging the recycling of derelict and other urban land

- 121 As stated above with regard to the strategic Green Belt review carried out as part of the original Sustainable Urban Extensions study, Purpose 5 is associated with the general principle of an “urban areas first” approach.
- 122 Whilst the Council has several identified regeneration areas, the Core Strategy sets out an explicit hierarchical approach to land allocation which prioritises opportunities in regeneration areas (and generally within the wider urban area) in advance of development within the Green Belt as part of urban extensions. It also sets out that the latter will only be released in the event that the Council’s land supply falls below the required five years meaning that – in effect – Green Belt land will only come forward once development opportunities in these regeneration areas and the wider urban area have been exhausted or are not in a position to contribute to supply.
- 123 Given this strategy, it was concluded through the Core Strategy examination that notwithstanding an ‘urban areas first approach’ consideration needs to be given to the release of Green Belt to accommodate future housing growth. As a result, all parcels are assessed as having low importance against this purpose. The Council will however continue to ensure that if and when Green Belt land is removed (via the plan making process) and subsequently released for development, it is done so in a way which complements developments and projects being brought forward in regeneration areas.

Table 5: Decision aiding criteria for Purpose 5

Appraisal considerations	Decision-aiding principles	Indicative Rating
Would releasing a parcel of land directly or indirectly divert development interest away from urban regeneration opportunities or compromise their viability?	As discussed above – Core Strategy “urban areas first” approach ensures that development on greenfield, Green Belt sites should not directly compete with viable urban/regeneration opportunities.	Lower importance to Green Belt

ANNEXE 2



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Reigate and Banstead Council

Review of need assessment for a new crematorium at Woodhatch

Prepared by

Peter Linsell (Managing Director)

09/04/2021

1. Introduction

PLMC were commissioned to review the need assessment submitted to the Reigate and Banstead Council planning authority for a proposed new crematorium facility at Woodhatch.

This review was to focus on the aspects of the assessment that relate specifically to the crematorium industry. Wider planning considerations have not been addressed in this report.

The main body of this report is in the form of a table, which references key sections and narrative taken from the applicant's need assessment, and comments on these. In doing this, we have tried to avoid addressing points made more than once in the need assessment. Sections for which we have no comments have been excluded from the table.

The approach used has been to develop catchment data for the proposed site with reference to the existing neighbouring crematoria which currently serve the people of Reigate and Banstead, which currently does not have a crematorium of its own. These calculations are compared with the data provided by the applicant to establish whether there a quantitative need for the new crematorium can be confirmed. These findings are included within the assessment table above where required.

At the end of the report, we briefly summarise our assessment of the need for the proposed crematorium.

2. Assessment of need with comments.

Reference	Information stated	Comment
1. Executive summary	See below	
2. Introduction		
2.1	148,748 residents	Accepted (2021 estimate: 150,963)
2.4	In 2018, 78% of those who died in the UK were cremated.	Correct ⁱ
3. Cremation history		
3.8	In 2018 the number of cremations in the UK was recorded at 481,712	Correct ⁱⁱ
4. Future of Cremation in the UK		
4.1	... most new crematoria cater for between 1,000 and 1,600 cremations per annum	Correct
4.2	From 2011... the death rate has started to increase from 552,232 in 2011 to 616,014 in 2018	Accepted ⁱⁱⁱ

4.4	In 2016 the ONS published National Population Projections indicating an increase in the death rate by 23% from 2016 – 2036. Should these projections prove to be correct, it is estimated that almost 800,000 people in the UK will die in 2036.	Population projected to be up 9.4% by 2036, to 71,814,000. 597,206 deaths in 2016, of population 65,648,000 = 0.91%. Deaths calculated by projection to reach 653,507 by 2036. Cannot reconcile 800,000 prediction but not a material factor specific to the application.
4.8	Randall's Park and Surrey and Sussex the most expensive in the UK	Correct. £1,070 per cremation at 1 st January 2020.
4.16	UK will face an increasing need for cremation, based on ONS projections on the increasing number of deaths in future decades.	Correct. See 4.4 above.
5. Planning a crematorium		
5.4.5	It has become accepted that a 40-minute service time should be the basis of the capacity of a crematorium providing a reasonable service to bereaved families. On this basis, it is possible to hold 12 services per day, at a crematorium operating from 9am to 5pm.	Correct. At busy crematoria doing over 2,000 cremations a year, back to back 30 minute funerals can feel rushed and cause congestion problems for mourners arriving /departing the service. Last service would be at 4:20.
5.4.6	Accepted number of operational days per annum is 252 operating days per year.	We work on 365 -104 weekend days -8 public holidays, so 253. So potential capacity 253 x 12 = 3,036 services a year.
5.4.7	Most funerals take place between 10.30am and 4.00pm	Correct. See chart for a typical crematorium below.
5.4.8	Planning appeals now recognise that each crematorium has 'practical capacity' of 8 service times per day, 2016 service times per year.	Correct. Last service at 3:10, ending at 3:50. We would calculate annual practical capacity as 253 x 8 = 2024 per year.
5.4.9	Death rates throughout the year vary and should be taken account of.	Correct. See chart below.
5.4.9	Operating above 80% of practical capacity places a crematorium under pressure	Correct. Now widely accepted.

	to offer a cremation service that meets an unacceptable quantitative standard	
5.4.10	80% of the 'practical capacity equates to 1,613 cremations, per chapel per annum.	We calculate this as 2024 x 0.8 = 1,619 per year.
5.4.11	Randall's Park provide 30-minute services and unable to extend this to 40 minute services, due to the demand forced upon them by the lack of a suitable alternative facility	A fair conclusion but no evidence provided.
5.4.12	As cremations continue to increase, more pressure is placed on existing crematoria, some of which are already unable to meet their quantitative standard, resulting in falling standards of service.	Correct.
5.5 Catchment Areas and Drive Time		
5.5.3	From the planning appeals it has been established and is generally accepted that a cortege will travel at two thirds the speed of a standard car and should not expect to travel for longer than 30 minutes before arriving at the crematorium.	Correct. This means that a journey that would, say, take 20 minutes by a vehicle travelling in normal conditions would take 30 minutes for a cortege.
5.5.5	This methodology, using 30-minute cortege speeds and excluding motorways from calculations of drive time, is then utilised to establish the reasonable catchment areas of the crematoria.	PLMC use the same methodology.
6. Crematorium Need – Reigate & Banstead and Surrounding Areas		
6.2.1	Figure 5 shows the locations of each of the existing crematoria servicing the borough of Reigate and Banstead. It also shows the location of the proposed crematorium on land West of New Farm Pond Depot, Woodhatch Road, Woodhatch. Consideration	Correct. Drive times and catchment figures are key.

	needs to be given to the drive times and catchment areas of these crematoria	
6.2.2	It is clear that by removing the motorways, as these are not generally used by funeral directors, there would be a shrinkage in the catchment areas for Randall's Park and Surrey & Sussex Crematoria	In some cases the motorway would be taken but it is fair to say this would sometimes be avoided if possible.
6.2.3	The isochrones utilised, with the motorway information, show the extended catchment areas for Randall's Park and Surrey & Sussex crematoria. The area shown in green indicates the approximate areas artificially extended due to the influence of the motorway network and therefore the areas where residents currently reside outside of the 30 minute cortege drive time of either of the two existing crematoria.	Accept this although our isoline map is slightly different as we use a specific time of arriving at a crematorium (11:30 on a Wednesday morning) as our standard calculation. We do not know what methodology the applicant used.
6.2.4	All residents, whichever Borough they may live in, will benefit from a more local crematorium, more than this they will benefit from a greater choice of service.	Correct.
6.2.4	A new facility will provide both the choice of new against traditional also, for many, it will provide a more convenient option. Finally, a new crematorium will potentially allow bereaved families to choose a less expensive option to crematoria currently charging the highest fees in the UK.	Correct. Most new developments have the flexibility to accommodate wider choices with regard to the type of service requested. It is assumed lower pricing has been built in to the business model.
6.2.5	Some to the north of Reigate may be tempted by the lower fees charged by either NE Surrey or Croydon	Cremation fee is not usually a consideration to the bereaved, as it is only a quarter of the overall funeral cost.
6.2.5	Figure 6 identifies the likely influence of South London traffic, as the 30-minute cortege drive time catchment areas are significantly smaller.	Agree. Drive time and confidence of being on time is a key factor

	Drive times into such crematoria could be difficult, even in off peak hours.	
6.2.5	Further to this, the qualitative standards of these two crematoria and the fact they both lie within poorly maintained cemeteries, may further affect any decision to use either of these options.	Justified by qualitative assessment.
6.2.8	Figure 6 indicates that there is currently many residents of the borough of Reigate and Banstead and surrounding areas, without access to a crematorium within a 30-minute drive.	Our catchment calculations bear this out.
6.2.9	Currently, choice for residents of the borough is restricted to two crematoria set within the confines of very old cemeteries in the South of London, well outside the 30-minute cortege drive time for most of the borough; or one of two highly priced crematoria, one of which is operating well outside of the quantitative standards (by 34%) and is subject to occasional flooding, the other is reaching its quantitative standard (7% within) with evidence of a very busy site.	Correct.
6.2.10	Figure 8 shows Woodhatch crematorium and its potential catchment areas, using both a 30-minute cortege speed drive time catchment and a 30-minute standard drive time catchment. This clearly identifies that most of the borough of Reigate and Banstead lies within the 30-minute cortege drive time catchment area and very easily lies within the 30-minute standard drive time catchment area. This will provide both easier access and improved choice of the type of service	Correct. According to our calculations 93% of the population lie within 30 minutes at cortege speed. At standard drive time 100% of the population are within 30 minutes.

	residents want to receive from their crematorium of choice.	
6.2.11	Funeral Directors in parts of the country, however, do report that where standards at a particular crematorium exceed the standards of their competing crematoria, then families have stated to them that they are willing to travel up to 10 minutes further to ensure they can provide the very best 'send-off' for their loved ones	Accept this. We have used a share facility instead which means that if another crematorium(s) is(are) within ten minutes of the closest ward then the population of that ward is divided between them.
6.2.12	Using the 30-minute cortege speed (including motorways), the population calculated within the catchment area is 383,253	Our calculation brings the total 30-minute cortege speed catchment at 306,603 based their figures on the fastest time. We estimate 142,378 live closer to Woodhatch than any neighbouring crematorium. Taking into account crematoria could be contending catchment areas within 10 minutes of the closest site, we estimate a realistic market share for Woodhatch would be 125,445.
6.2.12	Interestingly, the 30-minute cortege speed catchment for Croydon crematorium has the largest catchment population of 767,204 but carries out the lowest number of cremations. Randall's Park has a catchment population of 610,323, which is probably why it carries out an average of 2,165 cremations per annum, through only one chapel.	We are happy to accept this, although we have not calculated catchment figures for each neighbouring crematorium. This can be done if required.
6.2.13	Of course, the potential catchment areas for the proposed Woodhatch crematorium site will overlap the catchment areas of existing crematoria to some extent, however, this is good.	Good for the customer but affected operators may disagree.

6.3 Capacity of Existing Crematoria		
6.3.4	Randall’s Park is already 34% outside of the quantitative standard, managing to deal with current demand by providing a 30-minute service time, significantly below the standards recommended by the national organisations representing the industry, to allow families to meet their increasing need to provide a meaningful ‘celebration of life’ service for their loved one.	Correct.
6.3.5	Surrey and Sussex crematorium is only 7% away from reaching capacity and given the likely increases in the number of deaths in the forthcoming years will soon reach its quantitative capacity if another facility is not provided in the near future.	Correct.
6.3.6	Croydon crematorium, which seems to be operating well within its capacity, however, questions do need to be asked why this might be, when competing crematoria such as Randall’s Park and NE Surrey are both operating beyond their quantitative capacity	Correct. 5.4 addresses this.
6.3.7	These four crematoria have averaged 8,821 cremations between them each year, over the past three years and it is estimated that Randall’s Park and Surrey & Sussex have been responsible for the majority of cremations from the Reigate and Banstead area, with some attracted to NE Surrey based on the high prices of the aforementioned crematoria, their fees being the highest in the country, in line with their operator’s (Dignity plc) pricing policies. Randall’s Park and Surrey & Sussex Crematoria are amongst a group of 10	Data correct. The use of Randall’s Park and Surrey & Sussex by Reigate and Banstead residents is anecdotal but probably a fair assumption. The effect of low fees on ongoing investment sums at NE Surrey would need further investigation unless the applicant can provide the information to substantiate this.

	Dignity plc crematoria charging the highest fees in the country, with a fee of £1,070.00 per cremation. The significantly lower fee of £650.00 at NE Surrey, undoubtedly attracts some additional custom, however, the question must be asked as to whether the fees leave sufficient for ongoing investment into the service and again, this may be answered in section 5.4 of this report.	
6.4 Population and Deaths		
6.4.1	It is important, when considering the need for a further crematorium, to consider whether any potential growth in the surrounding population and particularly any growth in the number of deaths, will have an impact on such facilities.	True.
6.4.2	Over the next 10 years, the UK's population is expected to grow by around 4.9%, with England's projected growth to be slightly higher at 5.0%. There will also be an increasing number of persons aged 85 years and over, this age group projected to almost double over the next 25 years.	Accept. UK population up 5.1% by 2031 from 2018 base year. England significantly higher increase: up 5% by 2028. ¹ The 85+ age group is the fastest growing and is set to double to 3.2 million by mid-2041 ²
6.4.3	Figure 9 shows the likely increase in population in Reigate & Banstead and surrounding boroughs. For the period from 2018 – 2043, the expected increase in population in England is 9.59%, whilst in Reigate it is predicted to be very close to the national figure, at 9.61%. Tandridge is expected to increase by 7.61%, Crawley by 5.84% and Mole Valley by only 1.29%.	Accept, though understated. From a 2018-base, by mid-2043. . England up 10.2%. Reigate: +10.44% Tandridge: +8.08% Crawley: +6.38% Mole Valley: +1.1%

¹ ONS National population projections 2018-based

² www.ageuk.org.uk

6.4.4	Local authorities in the region are preparing for the increases in population by addressing the need for housing. Across the surrounding catchment areas, including Tandridge Borough Council, London Borough of Croydon, London Borough of Sutton, Mole Valley District Council, Epsom and Ewell Borough, the Councils are seeking to deliver at least 53,000 dwellings up until 2036 based on the housing need figures outlined in adopted Development Plans.	Accepted. We estimate 56,135 new dwellings.
6.4.5	Whilst population figures are expected to grow, the percentage growth over the next 25 years remains in single figures. On the other hand, remembering the impact of the ‘baby boomer’ years the predicted increases in the number of deaths in the region are significantly higher.	Baby Boomers are the post-war generation defined more formally as those born between 1946 and 1964. In 2019, they will be aged between 55 and 73 and account for nearly 14.3 million (21.3%) of the UK’s population.
6.4.6	Figure 10 provides ONS predictions for the number of deaths in Reigate & Banstead and adjacent boroughs from 2019 to 2043. The predictions for Reigate & Banstead show more than a 35% increase in deaths, whilst Tandridge predictions indicate a 34% increase and both Mole Valley and Crawley show around a 26% increase in the number of deaths, all above the UK average	The estimated increase in deaths by 2043 are much higher than our figures suggest. Our highest is Reigate and Banstead 9.7%; lowest Mole Valley 1.2%. Do we need to see how their figures we derived? Assume baby boomers, over 85s and housing programme are key ingredients?
6.5 Qualitative Reviews		
6.5.5	Clearly, Croydon crematorium has been unable to meet such needs for some considerable time as their cremation figures have remained relatively static for the past 10 years or more.	Correct.

6.6 Qualitative Review - Randall's Park		
6.6.1	Randall's Park Crematorium is operated by Dignity Crematoria Ltd and carries out around 2,165 cremations per annum (3-year average). It has only one chapel and adjoins the cemetery, although the cemetery is distant enough not to impact on the crematorium unless the wrong entrance is used. The building was opened in 1961 and is typical of crematoria built around that time, although the crematorium buildings present as a slightly muddled range of different architectural styles due to the additions to the buildings over time	Correct.
6.6.2	Unfortunately, the crematorium adjoins the River Mole on its southern boundary and there have been several incidents of serious flooding in 2013, 2014 and 2019/2020. In March of this year the crematorium had still not opened, forcing families to other crematoria and placing pressure on services already at, or over, quantitative capacity.	Incidents not verified but accepted
6.6.3	Cremation services are available Monday to Friday 9am to 5pm, however, service times are only 30 minutes.... As previously identified, 30-minute service times are now considered to be too short for a meaningful service, as this also has to allow for families to enter and exit the chapel, leaving only 20 minutes or so for the actual service.	As at 1 st May 2019 service slots are 45 minutes apart ³ , allowing 30 minutes for the service.
6.6.4	The chapel is reasonably presented but only seats 72.... It does have a Wesley	We cannot verify this.

³ Dignity website – fees and charges schedule.

	audio/visual system with a conservative sized video screen and the ability to webcast and record services	
6.6.5	The site generally maintains an appearance of openness, however, the old walled garden has been extensively used as a garden of remembrance for the placement of memorialisation. It is now becoming overpopulated with memorials and feels somewhat 'cluttered', again distracting from an area that should be provided for quiet contemplation. The range of memorials available is extensive, however, this is becoming detrimental to the landscape and is now overflowing into the areas around the crematorium.	Pictures verify this but opinion subjective
6.6.6	The compression of services onto 30-minute 'slots' also means car parking facilities may be less than adequate during peak periods.	Now 45 slots so pace and congestion less of a problem
6.6.7	It has been evidenced elsewhere in the country that where better provision has been made in a new crematorium then this helps drive up service standards at existing crematoria. Recently, a new crematorium provided with impressively landscaped grounds and high-tech audio-visual system with two 86" video screens and noticeably higher standards of care for funeral directors and families alike, has resulted in changes in standards at nearby crematoria.	Personally agree that this is probably true but do we need evidence of this?

<p>6.7 Surrey and Sussex Crematorium</p>		
<p>6.7.1</p>	<p>Surrey and Sussex Crematorium is operated by Dignity Crematoria Ltd and carries out around 3,007 cremations per annum (3-year average). The building was opened in 1956 and, like Randall’s Park, is typical of crematoria built around that time. As such, the provision for the bereaved is both cramped and dated and there appears to be little investment to modernise such spaces as waiting areas. The two chapels, however, are modern and maintained to a good standard.</p>	<p>We cannot verify this.</p>
<p>6.7.2</p>	<p>It has two chapels, the larger, St Richard’s Chapel, caters for approximately 134 mourners, seated, but has additional standing room to take it to a maximum capacity of 200. There is a waiting room for this chapel, however, it has only 10 seats. The second chapel, St Michael’s Chapel, has 54 removable seats. This too has a dedicated waiting room with 11 seats.</p>	<p>Cannot be verified.</p>
<p>6.7.3</p>	<p>Both chapels are equipped with audio /visual systems and two screens in each chapel, together with an organ. There are webcasting facilities and facilities to record the services. Both chapels have attractive modern stained-glass windows, however, the design does provide the chapels with a church-like feel.</p>	<p>Cannot be verified.</p>
<p>6.7.4</p>	<p>Surrey & Sussex is the only one of the competing crematoria not set in the grounds of a cemetery, however, whilst the site is well wooded, it feels a little cramped and is packed</p>	<p>Correct but opinion subjective.</p>

	full of a wide range of memorialisation.	
6.7.5	Cremation services are available Monday to Friday 9am to 5pm with service times of 45 minutes. The 124 car parking spaces are provided in two car parks, one with 91 spaces and the other with 33. This is a reasonable amount of car parking space, in line with guidance from the FBCA. However, at peak times there may be a service taking place in both chapels and gaps between services are effectively only around 20 minutes apart. Once again, the feeling that families are part of a 'conveyor belt' funeral process will be prevalent	Information accepted. Opinions subjective.
6.7.6	The site feels very cramped during peak periods and there is evidence of parking taking place in unauthorised spaces on the site, damaging soft landscaped areas.	Pictures evidence damaging soft landscape areas.
6.7.8	The memorial marketing policies of crematoria like Surrey & Sussex, means large numbers of memorials are often sold to bereaved families, often in perpetuity. This results in excessive memorialisation, with every part of the grounds being cramped with a wide range of memorial options. Once again this is not conducive to a site originally designed for quiet contemplation.	Business decision by the operator. Perpetuity not an option for local authority sites (100 years maximum).
6.8 Qualitative Review - Croydon Crematorium		
6.8.1	Croydon crematorium is a local authority owned crematorium carrying out around 1,731 cremations per annum (3-year average). It has two chapels located next to a large car park in the grounds. The West	Data accepted. Two chapels data verified.

	Chapel is a more traditional design and has seating for 80 people on wooden pews. The second chapel, the East Chapel, whilst still a little dated it is of a more modern design and can accommodate a larger congregation of 130 people.	
6.8.2	Cremation services are available Monday to Friday 9am to 4pm and then Saturdays between 9am and 11:45am. However, with two chapels service times can effectively be only 20 minutes or so apart and access to this relatively small crematorium site can become congested during peak times.	Accepted. Evidence of congestion required?
6.8.3	Access to the site from Thornton Road means you pass the public mortuary, slightly distracting for those mourning the death of loved ones. The entrance is then unmarked and together with the abandoned offices behind, provide a rather unwelcoming introduction to the site	Opinion subjective but fair point.
6.8.4	Access through the gates is single file, due to the width of the gates. Add to this that the access is off the extremely busy Thornton Road, then even during quiet times, this can result in queuing traffic. During peak times significant delays could be expected, particularly as those entering and those exiting must wait until opposing traffic have passed through the gates. Generally, traffic appears to be a major problem in the immediate area around Thornton Road.	Pictures confirm gate width and busy road. Evidence required of traffic congestion?
6.8.5	Once in the rather compact area immediately surrounding the crematorium, it is reasonably well maintained	Opinion subjective.

	but has large unsightly flower storage areas and limited opportunity for memorialisation.	
6.8.6	Maintenance of some of the hard landscape is still a problem and whilst there has been some investment in the site, in the form of relatively new office accommodation, little consideration has been given to matching the red brick of the existing buildings. The crematorium does have a green flag award for the site, but it sits within a cemetery that has much lower standards of maintenance.	Opinion subjective. Does cemetery maintenance affect the crematorium service to the extent it will affect the funeral location choice of families?
6.8.7	The traffic problems at the Thornton Road entrance might force traffic to access or exit the site through the Mitcham Road entrance, but there does not appear to be any formal one-way system which might help reduce congestion.	No evidence but accepted.
6.8.8	Whilst the Mitcham Road entrance has a similar single file traffic situation, it leads out on to a slightly quieter road. An internet search can take one to the Mitcham Road entrance and you are then forced to enter the crematorium through some extremely poorly maintained areas.	Single file evidenced by photo. Maintenance standards also evidenced by photos.
6.8.11	It is reasonable to expect that the service is unlikely to change greatly in future years and due to the poor levels of service then bereaved families will continue to seek services provided at other crematoria in the region.	How do we know this?
6.9 Qualitative Review - North East Surrey Crematorium		
6.9.1	North East Surrey Crematorium is operated by a Joint Crematorium Committee, made up of three local	Information accepted.

	<p>authorities, Merton, Sutton and Wandsworth Councils. The crematorium carries out around 1,918 cremations per annum (3-year average). This significantly exceeds the quantitative standard, by almost 20%</p>	
6.9.2	<p>The entrance and access drive appear impressive upon the initial approach to the site. The long tree lined drive has a single chapel at the end of it, however, the impressive entrance is let down by the poor standards of maintenance and close association to the existing cemetery.</p>	Opinion subjective
6.9.3	<p>The chapel has been refurbished, however, it remains very church like in appearance both inside and out and has formal seating for a total of 80 people. The exposed rear of the chapel presents a very poor impression of the site with poorly maintained fencing around a service yard and fencing on the roof of the building attempting to hide ancillary equipment for the cremation and filtration process.</p>	<p>Seating accepted. Opinions subjective (is church like a problem?) but rear presentation is not great. However service yard areas are generally not a concern for visitors using the public access areas.</p>
6.9.4	<p>As this is a crematorium developed from an old cemetery chapel, then there is very little in the way of official parking provision, other than some poorly marked bays off the cemetery roads. Visitors have no option but to park on the roadways, which, at times, can cause some congestion, particularly if there is any overlap between the funeral parties. Signage and associated maintenance around the cemeteries are very poor and appears to display a lack of</p>	<p>Parking issues and maintenance standards evidenced by photos in part. Do we need further evidence of the remaining aspects mentioned?</p>

	investment in the site. Instead of good quality litter bins near to the crematorium building, there are prominent blue skips, designed to keep costs down rather than provide an ambient atmosphere for the bereaved families that visit the site to grieve for their lost loved ones.	
6.9.5	Cremation services are available Monday to Friday 9.20am to 4.40pm at 40-minute intervals at a cost of only £650.00, which does provide a low-cost option for those that want it, however, the quality of the service provided undoubtedly suffers, evidenced in the poor quality of the maintenance throughout the site and the lack of areas that could be considered to encourage peaceful contemplation. Even areas designed for the provision of memorialisation are poorly maintained and do not provide the type of image that should be expected by bereaved families seeking a suitable memorial for their loved ones.	Information correct. Photos do substantiate some aspects referred to. Do we need more evidence?
6.10 Summary of Existing Facilities		
6.10.1	There is no doubt that significant areas of the borough are not being served by existing facilities as demonstrated above. Even those currently being served by the existing facilities are not being provided with suitable standards of service. Grieving families are suffering delays during peak periods, are attending sites that are overcrowded with other families attending funerals, with their vehicles and, in some cases, with the	Although some narrative is subjective and without evidence, I would generally agree with the arguments made in this review of existing facilities.

	<p>memorialisation they have purchased. It appears some sites are failing to re-invest in the facility, as a result, standards of maintenance on some sites can be extremely poor. Finally, at least one site suffers from levels of congestion outside of the crematorium and poor access through single file gates. This can cause delays and frustration to families and funeral directors alike.</p>	
7.0 Woodhatch Crematorium		
7.3	<p>The crematorium has a single chapel as it is designed for around 1,000 to 1,600 cremations per annum.</p>	<p>We estimate that demand will be 1000 crematorium services a year at maturity (5-8 years), rising to 1100 by 2043.</p>
7.4	<p>At this point the Council is considering all options to reduce the environmental impact of such a development, working to ensure BREEAM 'Very Good' is achieved as a minimum. This includes:</p> <ul style="list-style-type: none"> • Latest technology to ensure full flue gas abatement to PG5/2 (12) and better • Photovoltaic panels for maximising solar energy • CO2 emissions/renewables assessed under BREEAM • Heat transfer to utilise waste heat developed from flue gas abatement system • Water consumption assessed under BREEAM • Construction works and materials to meet environmental excellence standards. All to be assessed under BREEAM • Environmentally sustainable methods of construction. Sustainable construction will be assessed under BREEAM • Landscape design using native hybrids and wild-flower meadows to attract a wide 	<p>All achievable and within the spirit and intentions of meeting "Very Good" BREEAM status.</p>

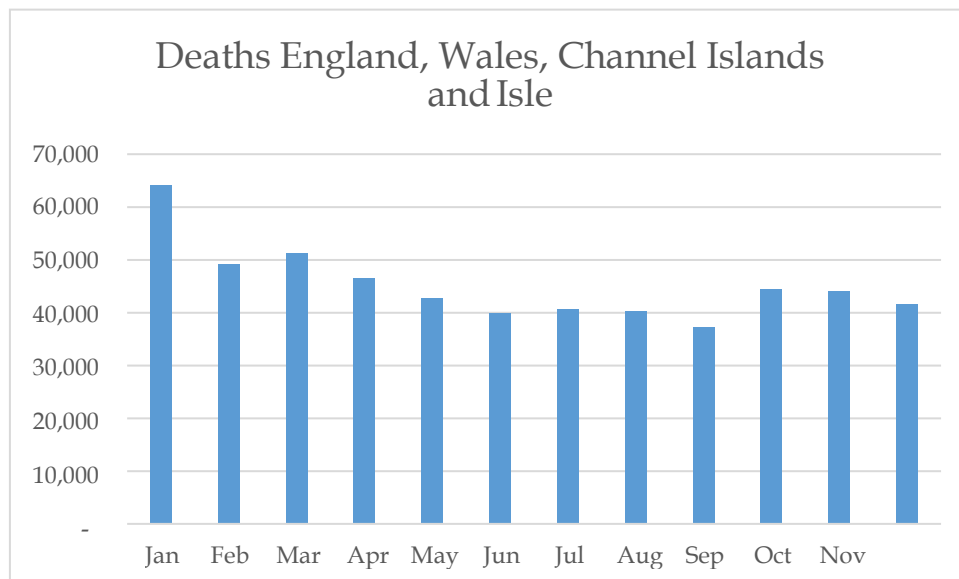
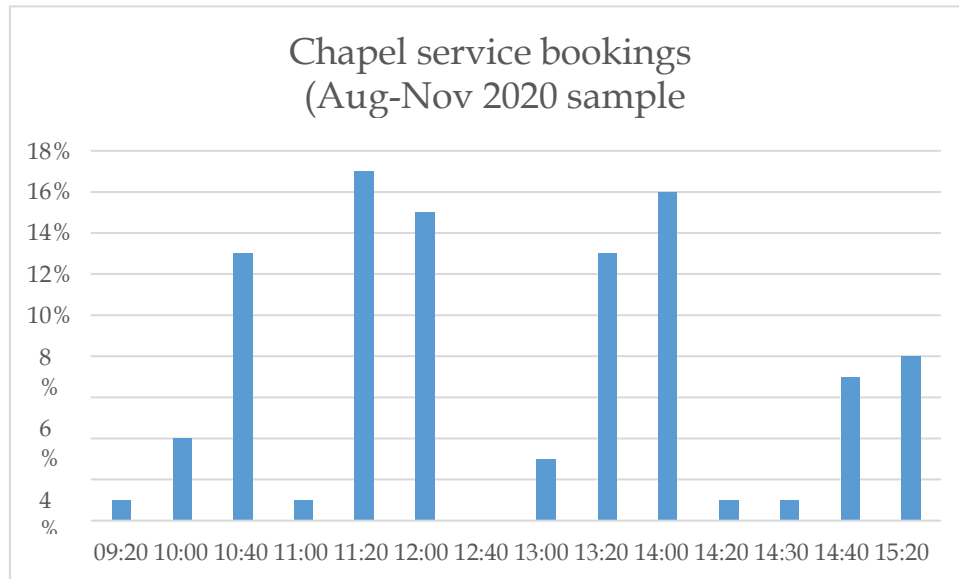
	range of local fauna. All to be assessed under BREEAM	
7.6	<p>Woodhatch is designed to facilitate the needs of bereaved families and will have:</p> <ul style="list-style-type: none"> • 60-minute services to allow families sufficient time to arrive, hold a meaningful service and depart without feeling rushed • Latest technology audio / visual systems in chapel and all associated buildings / rooms. Additionally, there will be outdoor speakers for larger services • Hi-spec, extra-large video screens to display family videos and photographs • Comfortable family room for private discussions with families • CCTV for both security and the provision of webcam services for bereaved families • Service recording options • Moveable seating to allow different seating arrangements to meet family requirements • Facilities for tea and coffee making for families and funeral directors • Memorialisation options more in keeping with a rural type of location 	All facilities listed will create a crematorium befitting the 21 st Century and an improvement on what is currently on offer at neighbouring sites.
7.7	The Council will ensure that the service is highly customer focused and will arrange for the necessary training to achieve this.	Trained staff will understand the high expectations of the bereaved with regard to the purpose, dignity and respect that should be afforded people dealing with the very real anxieties associated with the death of a loved one.
8.0 Alternative Sites		
8.1	There have been two planning applications made for the development of a crematorium in the adjoining borough of Tandridge. The first in South Godstone and the	Accepted information.

	second in Oxted. Both these crematorium applications have been refused as they have been assessed to constitute an inappropriate development in the Green Belt, causing significant harm to the openness of the Green Belt and an encroachment of development into the countryside. It has been decided that no very special circumstances exist to clearly outweigh the harm by reasons of inappropriateness and other identified harm.	
8.3	The catchment area for the proposed Woodhatch site lies considerably further to the West than the two sites recently considered by Tandridge.	Map shows this.
8.4	The relatively new facility, Wealden Crematorium, Horam, Heathfield, will have no significant effect on the numbers of bereaved families using the proposed Woodhatch crematorium, so has not been included in the qualitative assessments of existing crematoria	Agreed. Over 60 minutes away from Woodhatch site.
	The standard drive time between the two crematoria is 48 minutes on the fastest standard drive time route, and the cortege speed is only two thirds the speed.	We accept this (we make it 45 minutes) and at cortege speed would be over 60 minutes.

ⁱ Cremation.org.uk Facts and Figures 1960-2018

ⁱⁱ See ii

ⁱⁱⁱ See ii



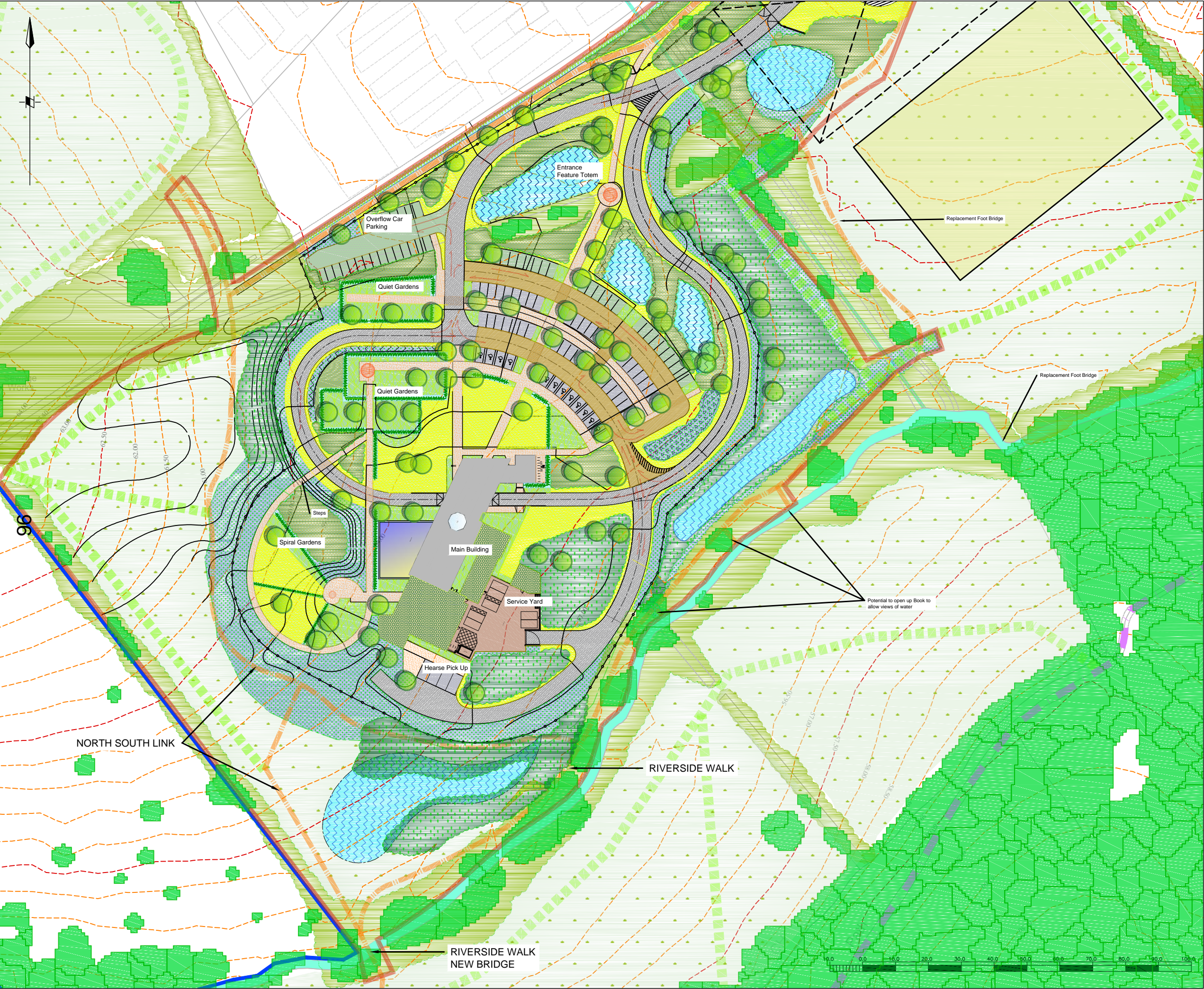
3. Summary of key findings

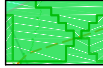
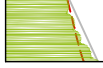


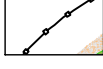
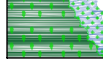

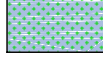
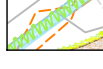


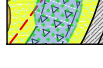
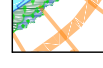

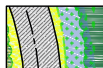






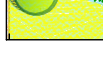
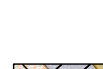

- 3.1 The data in the need assessment is fundamentally sound. Whilst there are inevitable variances with our own calculations, due to different methodologies, by and large we are content that the information provided is based on logic and good industry practice.

Is there a quantitative need for a crematorium at Woodhatch? Our calculations estimate there are over 306,000 people who live within 30 minutes at cortege speed. Of these, 142,000 live closer to the proposed site than any other crematorium. Even taking into account there are geographic areas where residents will have a choice of crematoria which are within ten minutes of each other, we estimate that over 125,000 will choose the Woodhatch facility


- 32 The assertions made by the applicant regarding industry standards are also true. The concepts of potential capacity, core times for crematorium services, practical capacity and standard capacity are now accepted industry standards, accepted in several judicial reviews and planning appeals in recent times.
- 33 The same can also be said for 40/45 minute crematorium service slots, particularly when there is only one chapel. In 2007 42% of crematoria had 30 minute services. By 2019 this had fallen to just 10.7%. In the same period 40 minute services were up 2%, 45 minutes up 4%, while 60 minutes services went up nearly 24%. This represents strong evidence of the move away from 30 minute “conveyor belt” service slots to a more respectful and dignified 40 minutes or more arrangement.
- 34 With regard to broader quality issues, the need assessment rightly points to the design and presentation of buildings, structures and grounds being important factors when families are making a choice of crematorium for the service of their loved ones. Whilst this is a largely subjective matter, we believe there is little doubt that a new, modern facility catering for different needs has always been a more attractive option than many older developments that have been altered, often unsuccessfully, to meet today/s requirements. This is particularly pertinent given the long distances many are currently travelling, only to be provided by relatively below standard facilities and/or short service slots.
- 35 We therefore conclude that there is a definite need for a new crematorium in the Reigate and Banstead area and the location proposed at Woodhatch would appear to better serve the 142,000 people who currently after travel further afield for crematorium services.

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-  National Tree Canopy Mapping
-  Existing Vegetation Retained (Mapped from Aerial Photography)
-  Environment Agency Lidar Contours @ 0.5m intervals
-  Proposed Contours @ 0.5m intervals
-  Proposed 1.2m High Post & Rail Fence with Dog Proof Mesh
-  Native Species Woodland Planting
-  Native Species Wildflower Meadow Wet & Dry
-  Native Species Hedge
-  Structural Tree Planting
-  POND
-  Swales Ephemeral Wetland Areas
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-  Amenity Grass Areas with Structural Tree Planting
-  Car Parking Bays in Porous Block Paving
-  Over Flow Car Parking and Outer Rank of Main Car Park Grass Crete Surface

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Honham Office: 2 Weyland Cottages Brighton Road Monks Gate Honham West Sussex BN13 8NE Tel: 01403 881 956

PLANNING	Masterplan General Arrangement
Woodhatch Crematorium REIGATE & BANSTEAD BC	MTS@A1
DATE	12.09.20
CLAGUE Architects	RBBC-WH-MP-005-1 B

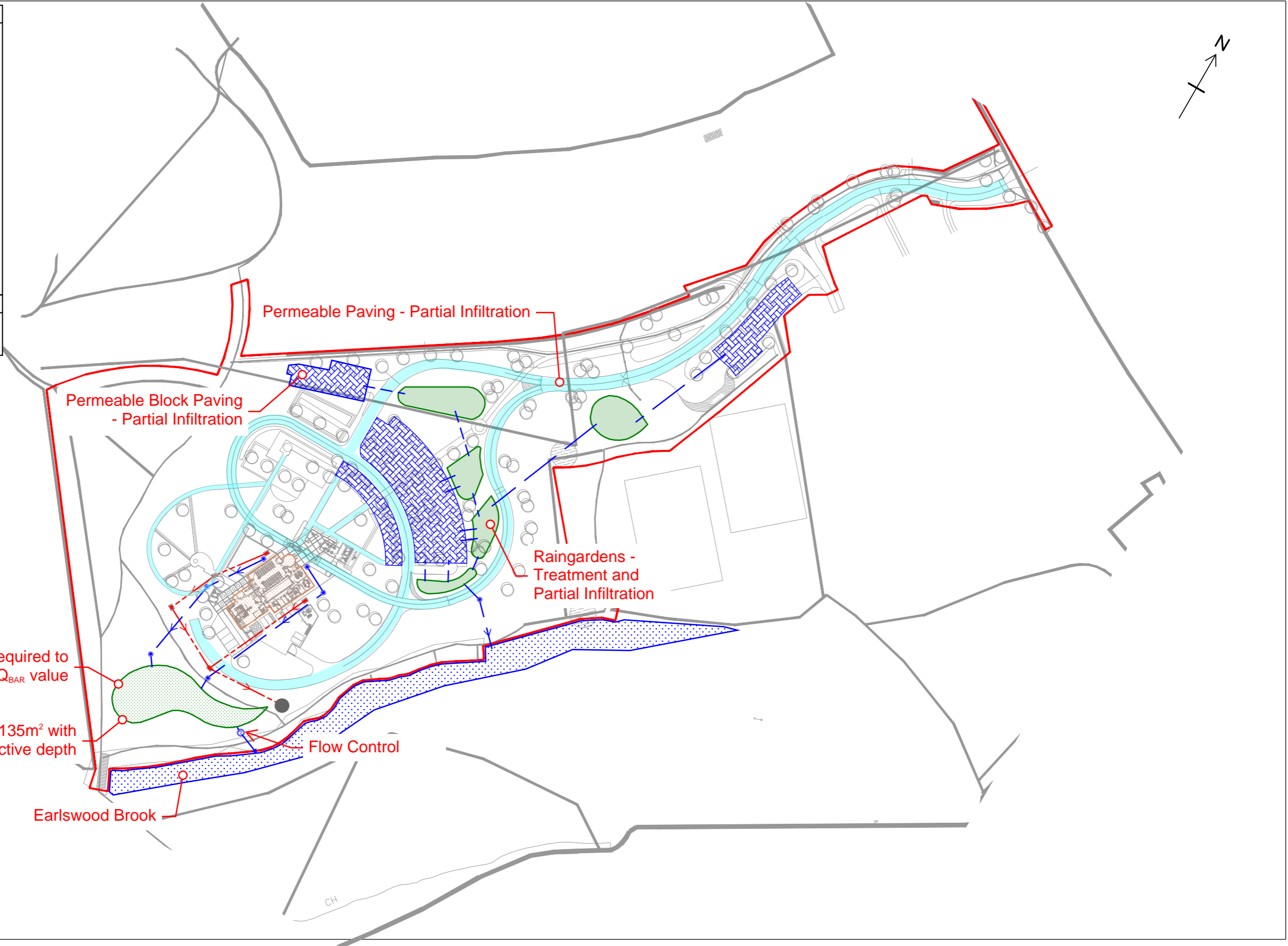
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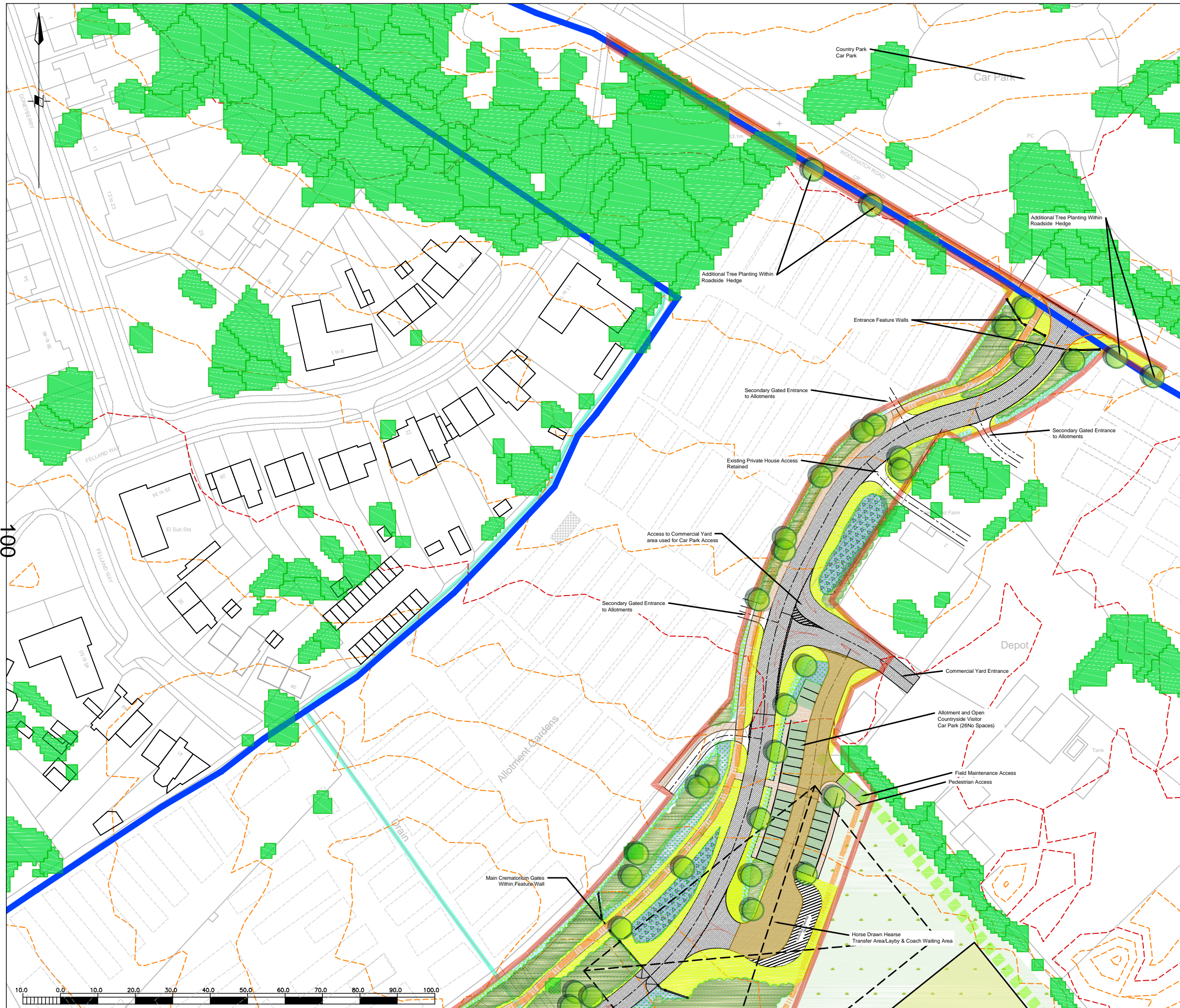
- Foul water manhole
- Combined water manhole
- Surface water manhole
- Foul Water Treatment Plant
- FCMH Flow control manhole
- Permeable Pavement (Attenuation)
- Permeable Pavement (Partial Infiltration)
- Surface water drain
- Foul water drain
- Approximate site boundary

























Abbreviations:

- CL - Cover level
- IL - Invert Level
- TW MH - Thames Water Manhole




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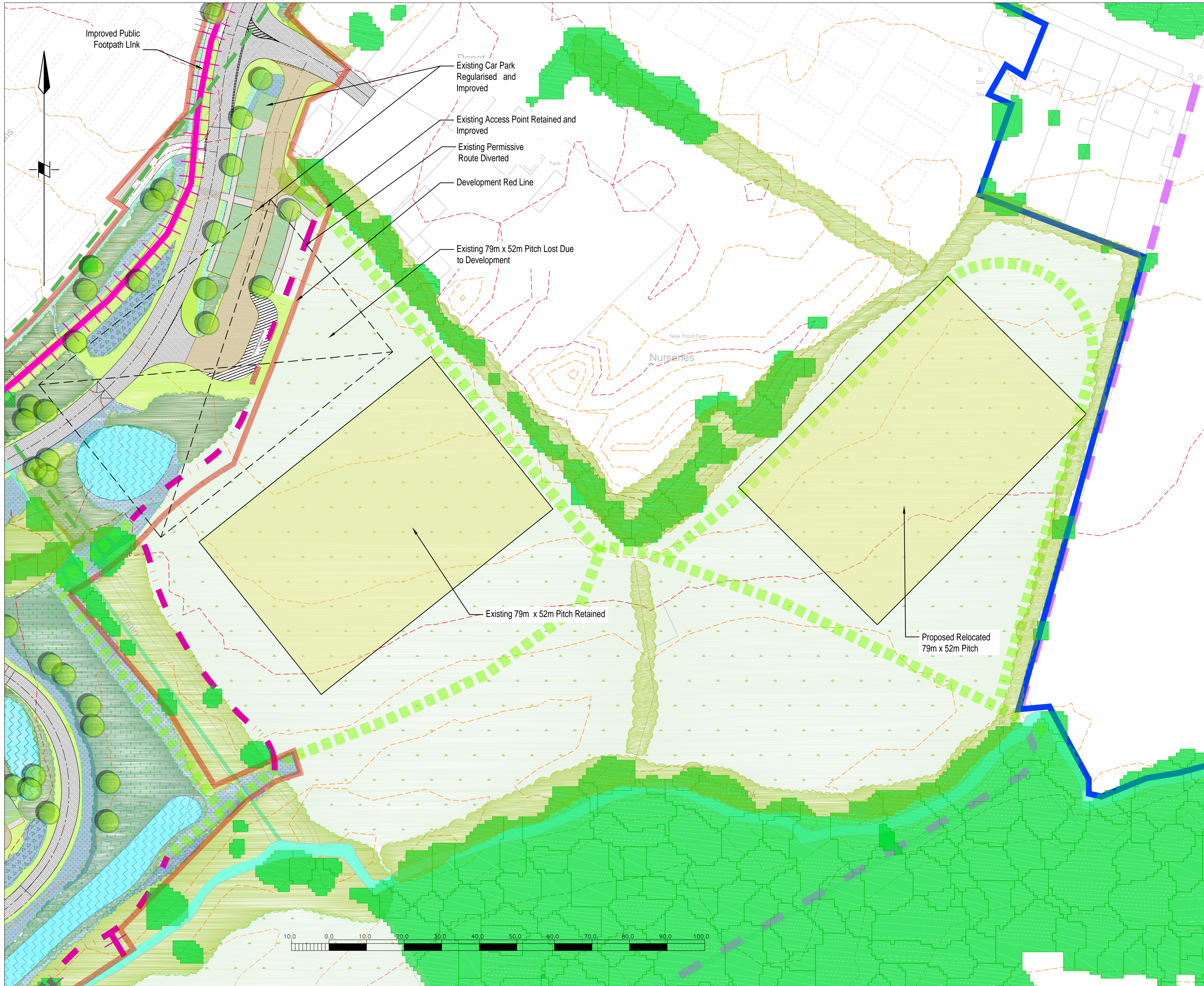


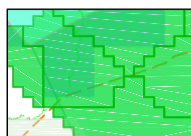

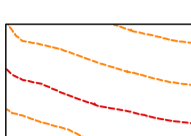

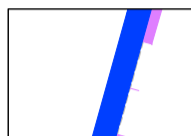
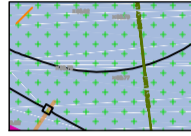
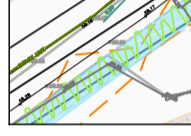

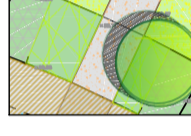
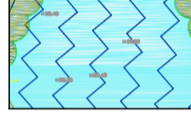
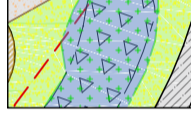




-  National Tree Canopy Mapping
-  Existing Vegetation Retained (Mapped from Aerial Photography)
-  Environment Agency Lidar Contours @ 0.5m intervals
-  Proposed Contours @ 0.5m intervals
-  Proposed 1.2m high Post & Rail Fence with Dog Proof Mesh
-  Native Species Woodland Planting
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-  Car Parking Bays in Porous Block Paving
-  Over Flow Car Parking and Outer Rank of Main Car Park Grass Crete Surface

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Web: www.furze.net Email: info@furze.net		© Copyright FURSE LANDSCAPE ARCHITECTS LTD Chartered Landscape Architects 2020
PLANNING	Masterplan General Arrangement Woodhatch Crematorium Entrance Area	
REGATE & BANSTEAD BC	1:5000A1	12 09 20
CLAGUE Architects	RBBC-WH-MP-005-2	B

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-  National Tree Canopy Mapping
-  Existing Vegetation Retained (Mapped from Aerial Photography)
-  Environment Agency Lidar Contours @ 0.5m intervals
-  Development Red Line
-  RBBC Land Holding Blue Line
-  Native Species Wildflower Meadow Wet & Dry
-  Native Species Hedge
-  Car Parking Bays in Porous Block Paving
-  Structural Tree Planting
-  PONDS
-  Swales Ephemeral Wetland Areas
-  Re-routed or New Permissive Footpath
-  Existing Permissive Footpath Retained
-  PROW FP64
-  Existing Amenity Grass Area

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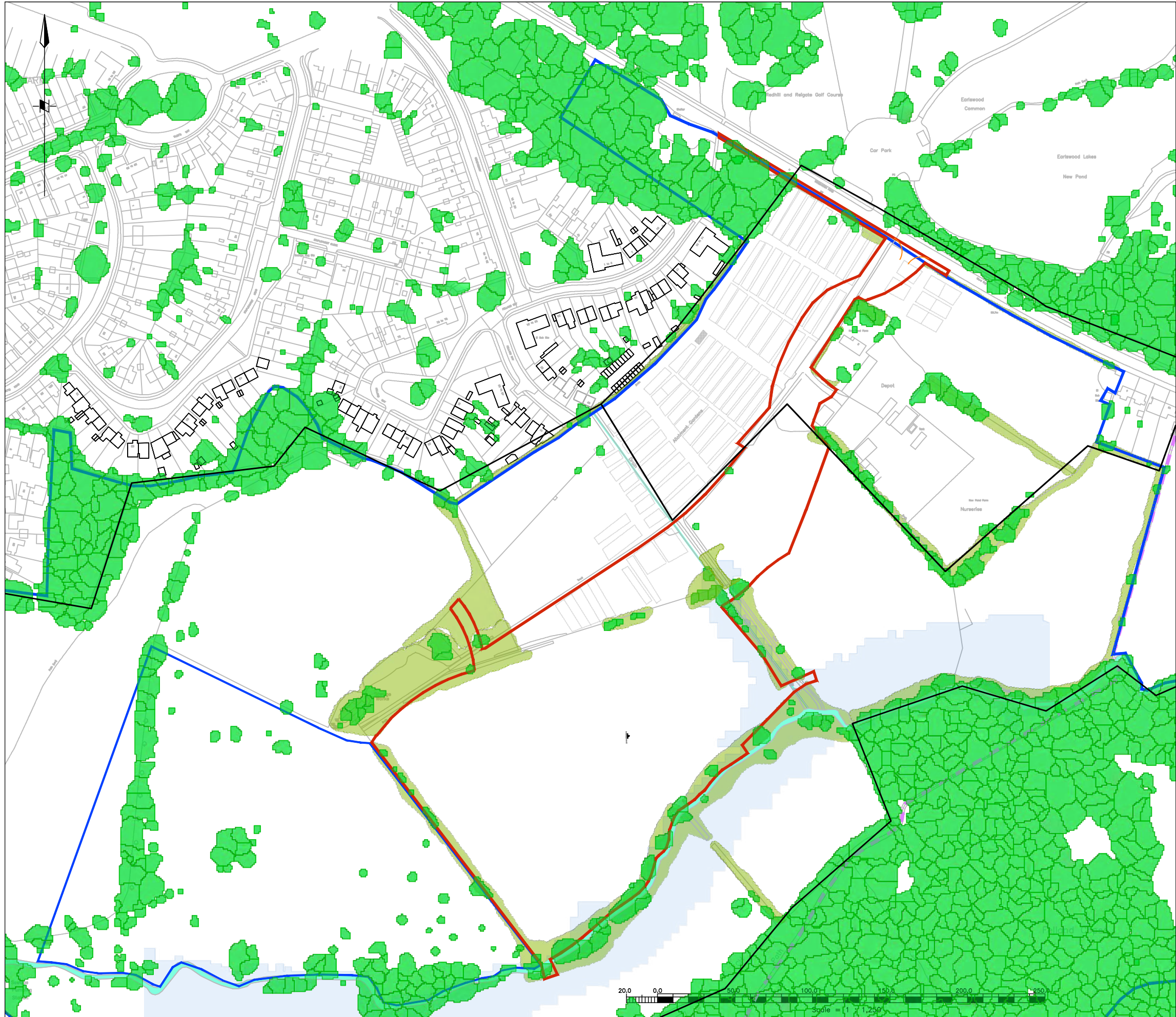
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 Horsham Office: 2 Wayside Cottages Brighton Road Marina Gate Horsham West Sussex RH13 6NE Tel: 01403 891 966

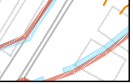
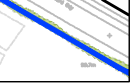

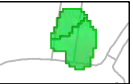



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no.	revision	date	by	check
Planning		Planning Field Provision Alternative Location		
project	Woodhatch Crematorium	scale	1:500 @A1	drawn by
client	REGGATE & BANSTEAD BC	date	08 03 21	checked
planning	DEFINE	project ref	RBBC-WH-MP-010	rev
author	CLAGUE Architects			A

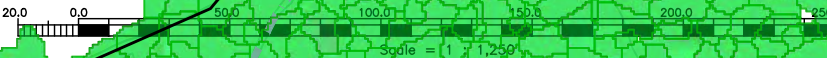
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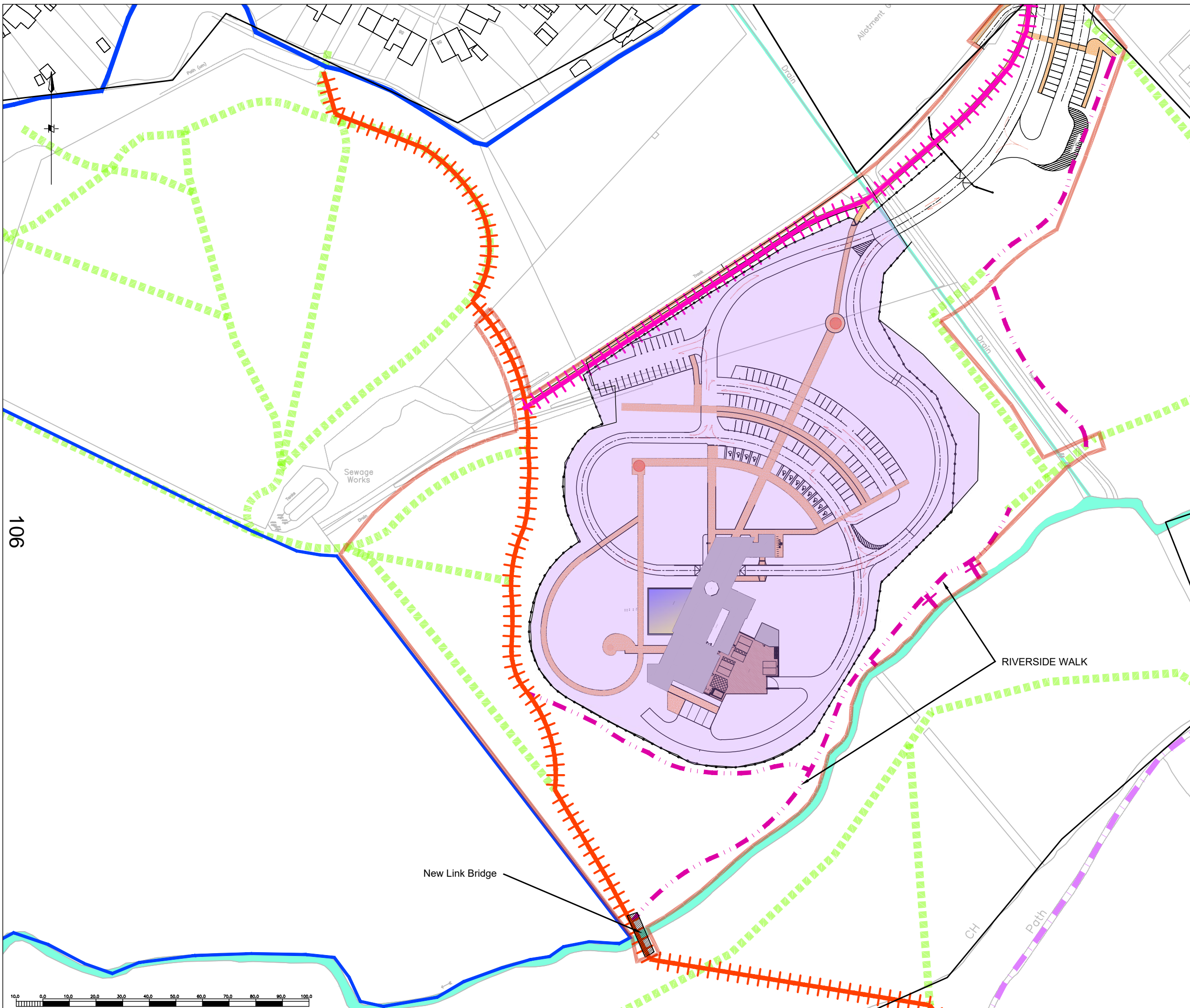
-  Red Line
Project Boundary Line
-  Blue Line
Area under control of RBBC
-  Allotments
-  National Tree Mapping
-  Vegetation Mapping from aerial Photography
-  Environment Agency Flood Zone
-  Public Footpath







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PLANNING	Masterplan Site Constraints Vegetation & Flood Zone
Woodhatch Crematorium REIGATE & BANSTEAD BC	11/2020/21 27/10/20
CLAGUE Architects	RBBC-WH-MP-008



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- Permissive & PROW Footpath Key:**
-  Project Red Line
 -  Project Blue Line
RBBC Landholding
 -  Existing Permissive Footpath
 -  New Permissive Footpath
(859 lin m main area + 430 lin m Road Link Footpath)
 -  New North South Link (PROW)
 -  Earlswood Common Park Link (PROW)

- Dog Walking Provision**
-  Dogs to be requested to be kept on leads within this area

106



RIVERSIDE WALK

New Link Bridge

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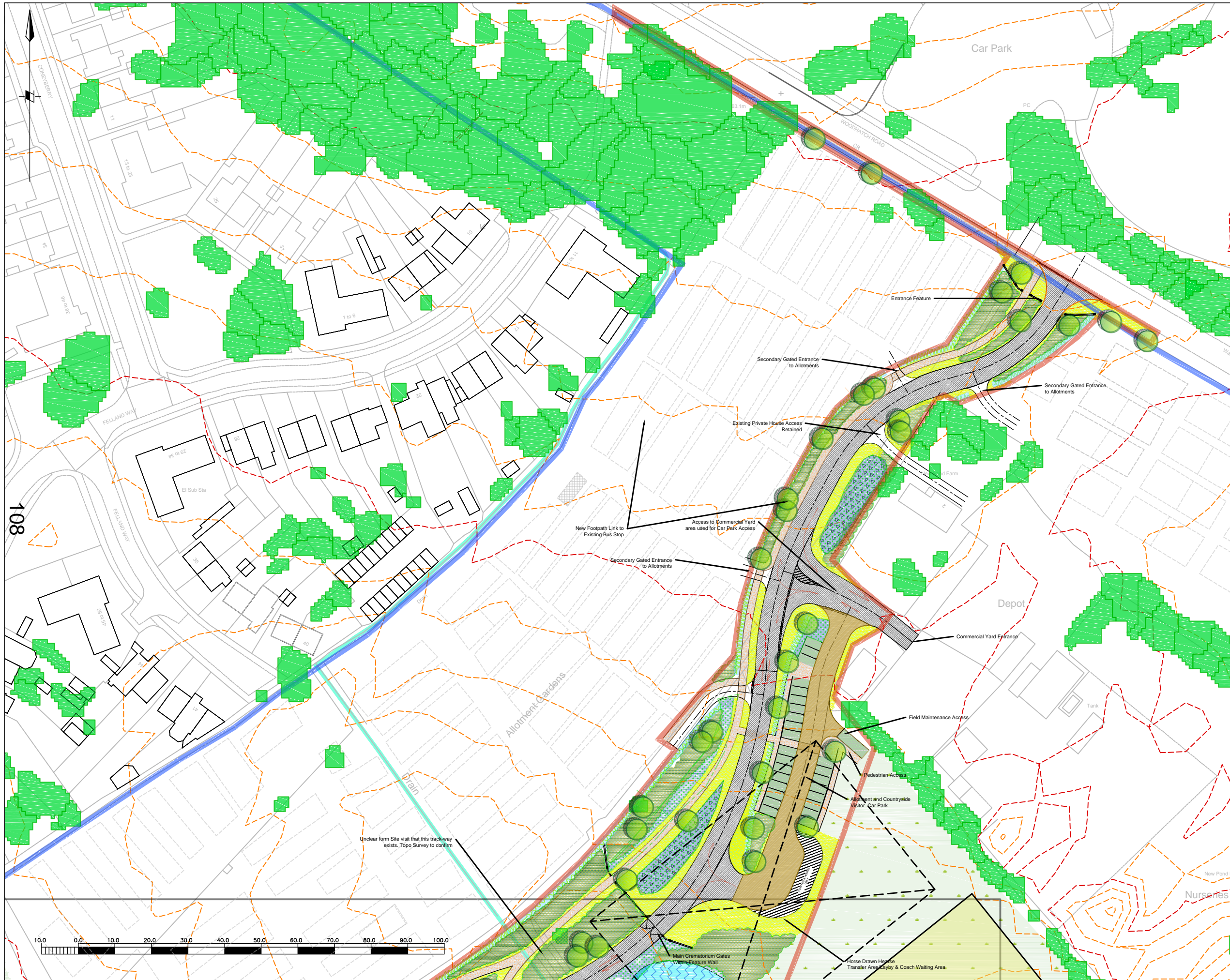
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Monks Gate Horsham
West Sussex RH13 8NE
Tel: 01403 891 966

























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PLANNING	Masterplan General Arrangement Provision for Dog Walking
REIGATE & BANSTEAD BC	NTS@A1
CLAGUE Architects	22 10 20
	RBBC-WH-MP-007

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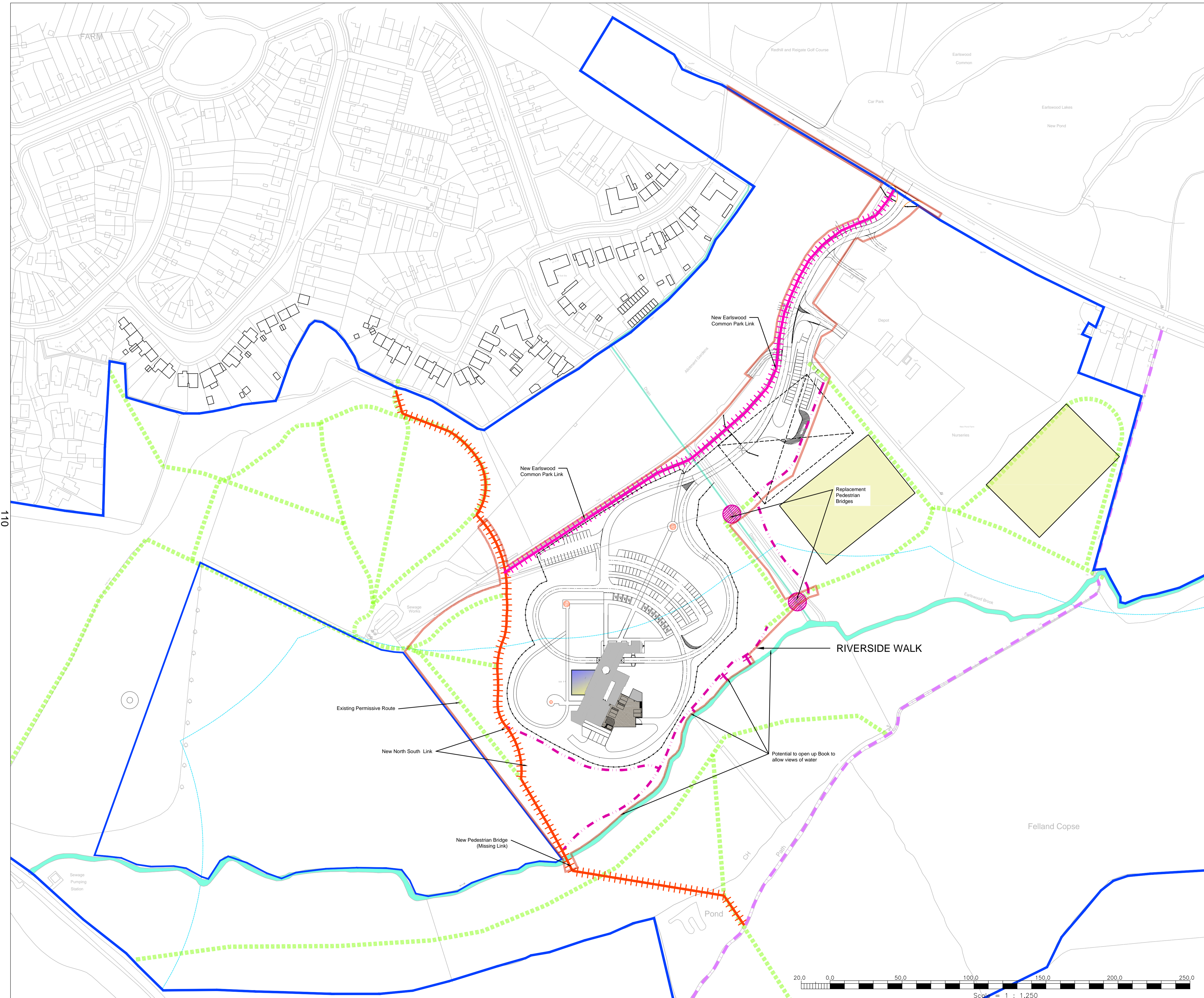
-  National Tree Canopy Mapping
-  Existing Vegetation Retained (Mapped from Aerial Photography)
-  Environment Agency Lidar Contours @ 0.5m intervals
-  Proposed Contours @ 0.5m intervals
-  Proposed 1.2m high Post & Rail Fence with Dog Proof Mesh
-  Native Species Woodland Planting
-  PONDS
-  Swales Ephemeral Wetland Areas
-  Native Species Wildflower Meadow Wet & Dry
-  Native Species Hedge
-  Structural Tree Planting
-  Re-routed or New Permissive and PROW Footpath (see V & P Routes Drawing)
-  Existing Permissive Footpath Retained
-  Main Access Roads
-  Car Parking Zone
-  Main Building
-  Main and Groundsman Building Green Roof
-  Pedestrian Route and Circulation Areas
-  PROW FP64
-  Focal Point Feature
-  Individual Ornamental Garden Areas defined by hedges
-  Amenity Grass Areas with Structural Tree Planting
-  Car Parking Bays in Porous Block Paving
-  Over Flow Car Parking and Outer Rank of Main Car Park Grass Crete Surface

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PLANNING		Proposed Layout Sheet 2 of 2	
Woodhatch Crematorium REIGATE & BANSTEAD BC		Main Area	
DEFINE		1:500 @ A1 12.09.20	
CLAGUE Architects		RBBC-WH-MP-002-2 B	

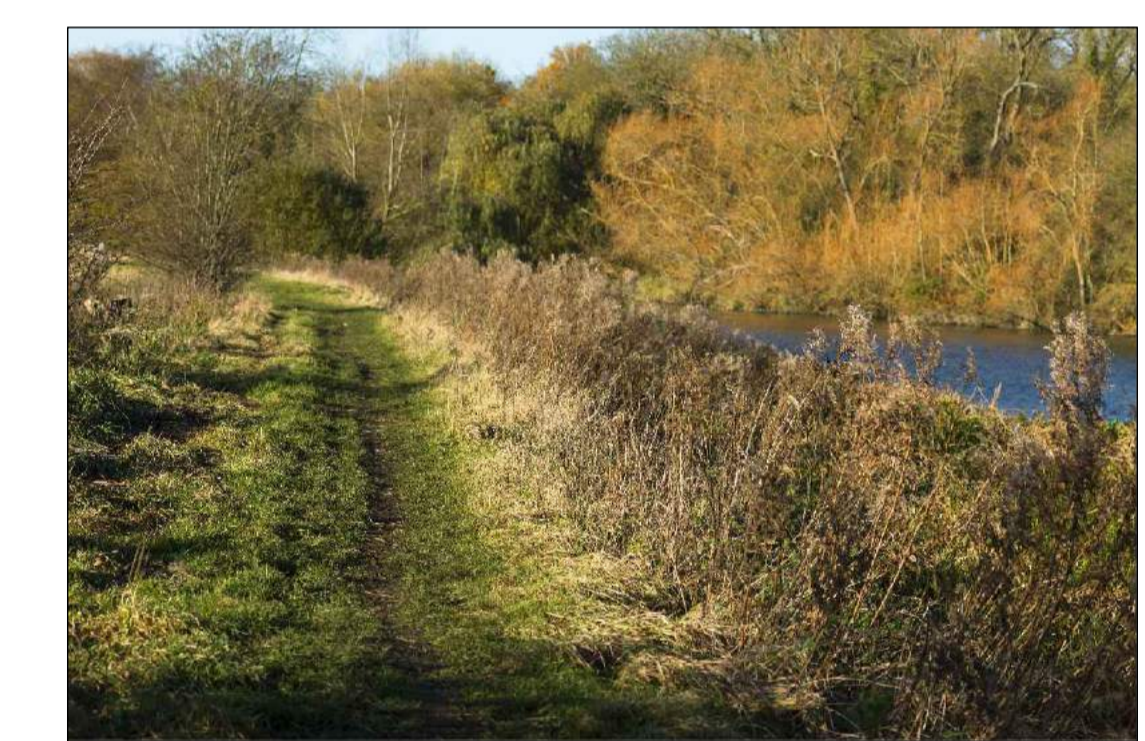
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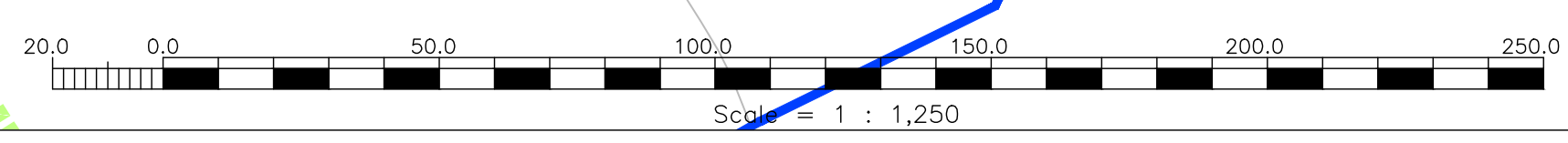
Permissive Footpath Key:

-  Project Red Line
-  Project Blue Line
RBBC Landholding
-  Existing Permissive Footpath
-  New Permissive Footpath
(859 lin m main area + 430 lin m Road Link Footpath)
-  New North South Link (NSL)
-  Earlswood Common Park Link (CPL)


Examples of River/Stream Paths/ Walks



110



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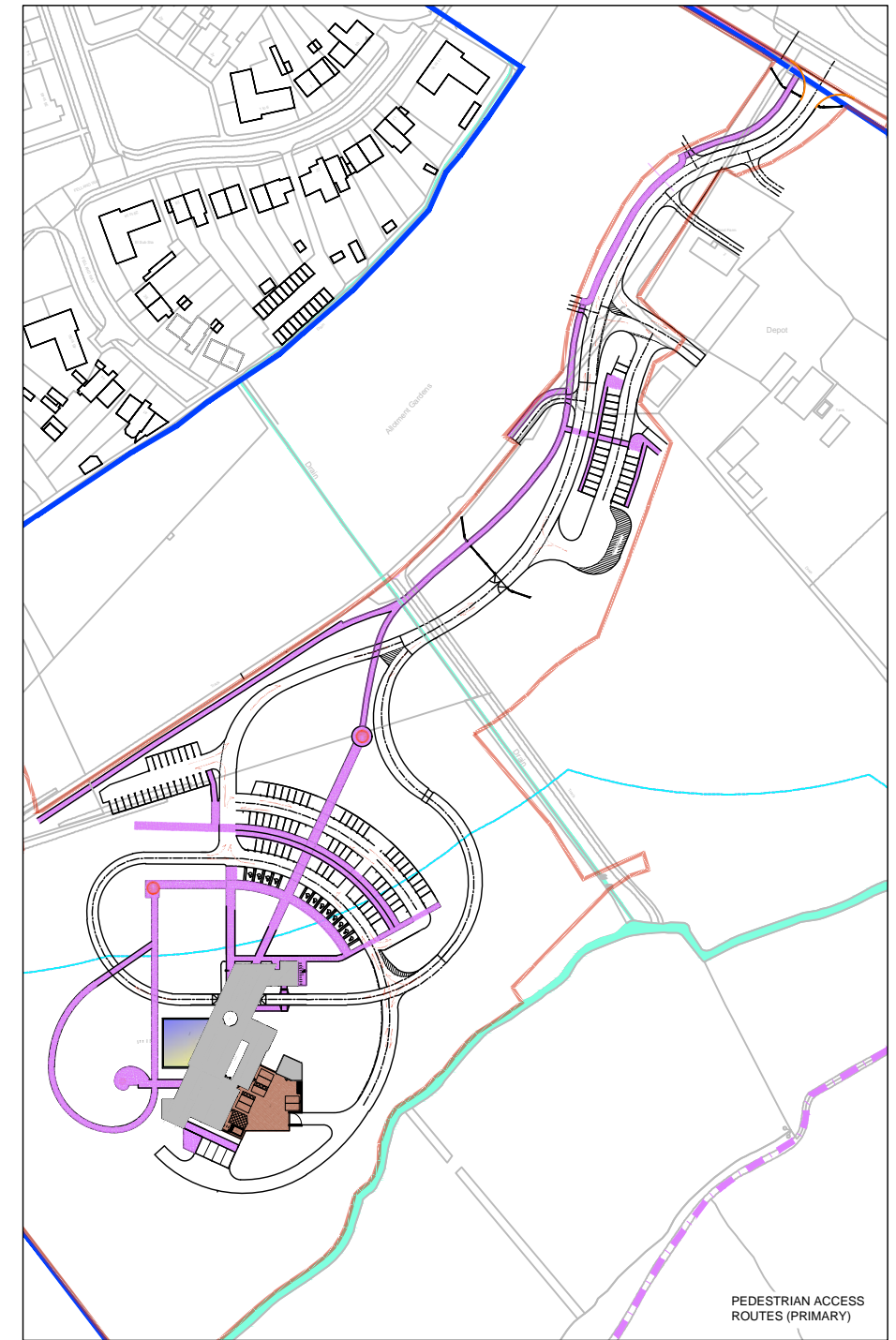
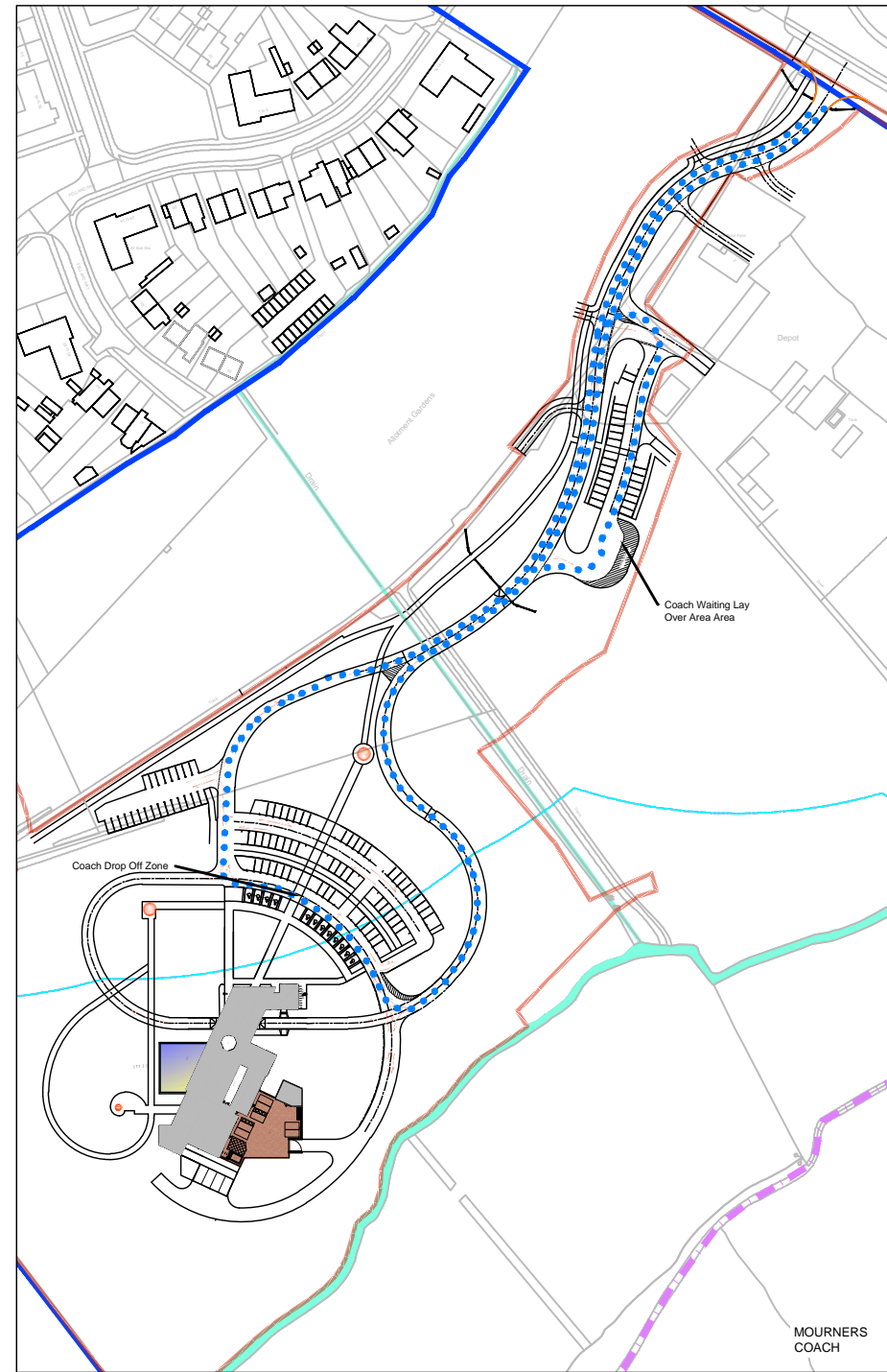
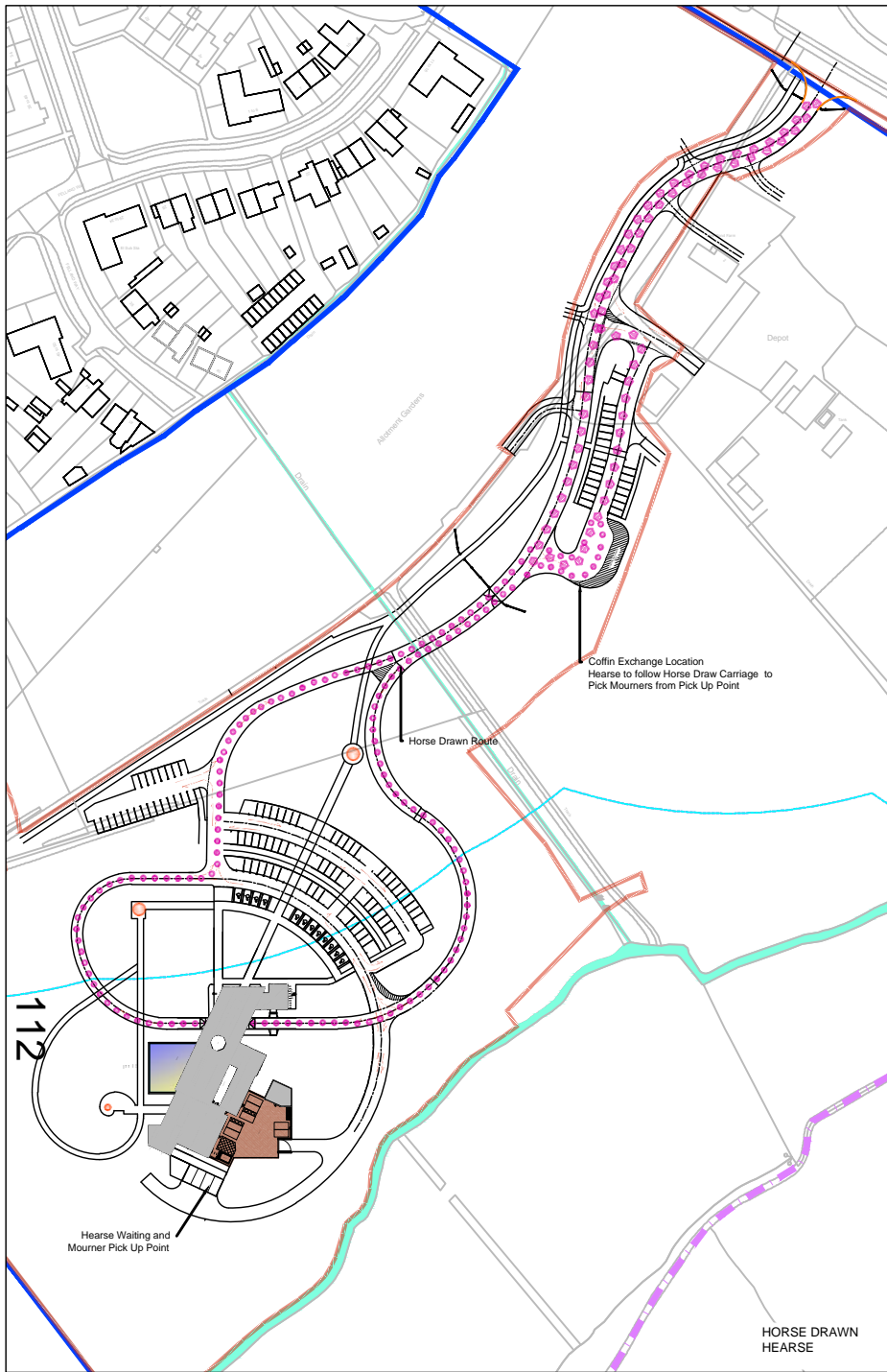
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Tel: 01403 891 996

PLANNING	Masterplan Proposed Pedestrian Routes (Permissive Routes) Sheet 4 of 4
Woodhatch Crematorium REIGATE & BANSTEAD BC	1:1250 WA1 Date: 04/12/20 Sheet 4 of 4
CLAGUE Architects	RBBC-WH-MP-003-4 A

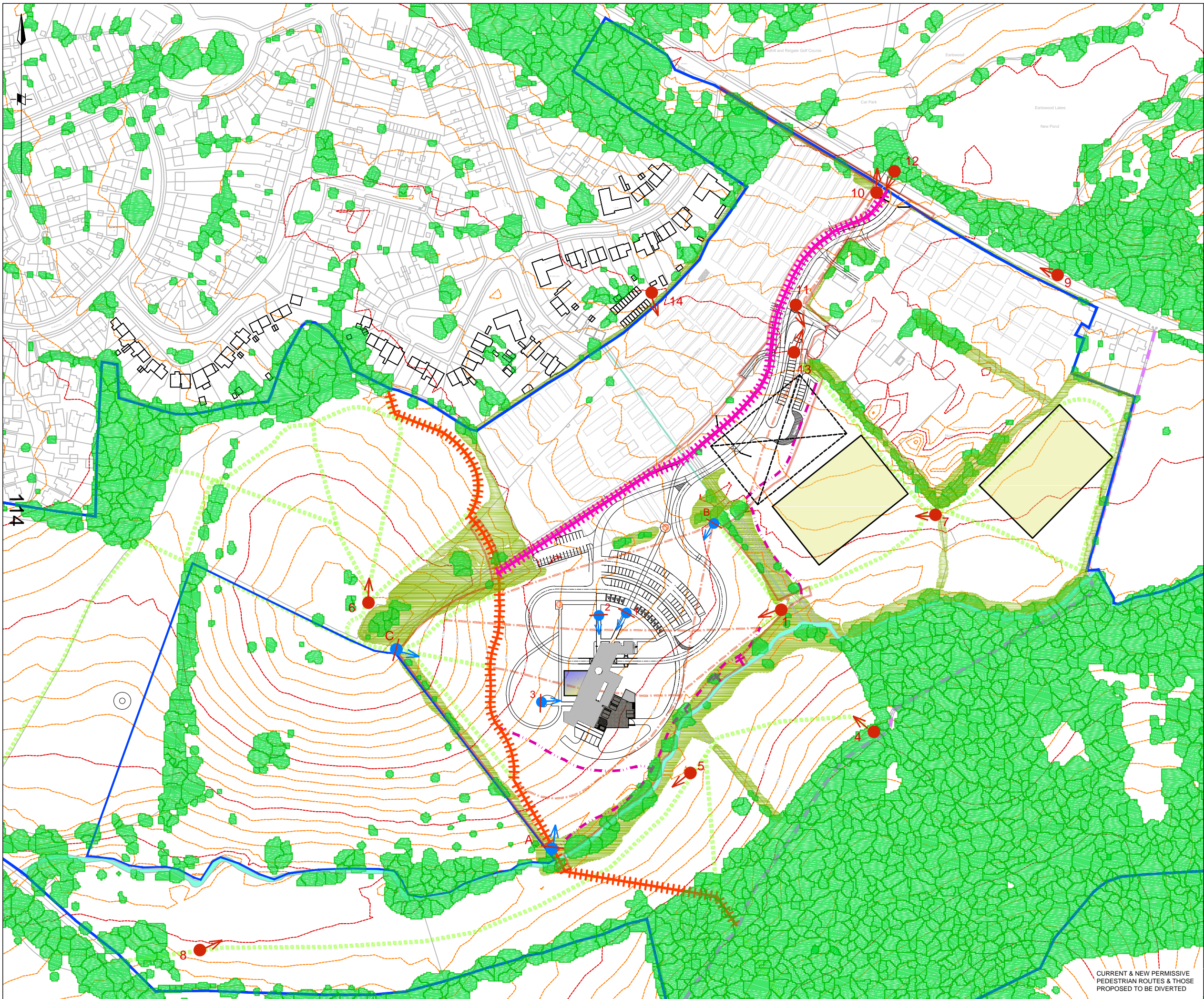
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PLANNING Woodhatch Crematorium REIGATE & BANSTEAD BC DEFINE	General Arrangement Vehicle & Pedestrian Route Analysis Sheet 2 of 4 1:1250@A1 12.09.20 RBBC-WH-MP-003-2

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- Permissive & PROW Footpath Key:**
-  Project Red Line
 -  Project Blue Line
RBBC Landholding
 -  Existing Permissive Footpath
 -  Existing Permissive Footpath Diverted (899 lin M)
 -  New Permissive Footpath (859 lin m main area + 430 lin m Road Link Footpath)
 -  New North South Link (PROW)
 -  Earlswood Common Park Link (PROW)
 -  Proposed LVA Viewpoint Location
 -  Clague CGI Rendering of building and setting
View Locations 1 to 3
 -  Artists Impressions based on building renders
by Clague
View Locations A to C

CURRENT & NEW PERMISSIVE PEDESTRIAN ROUTES & THOSE PROPOSED TO BE DIVERTED

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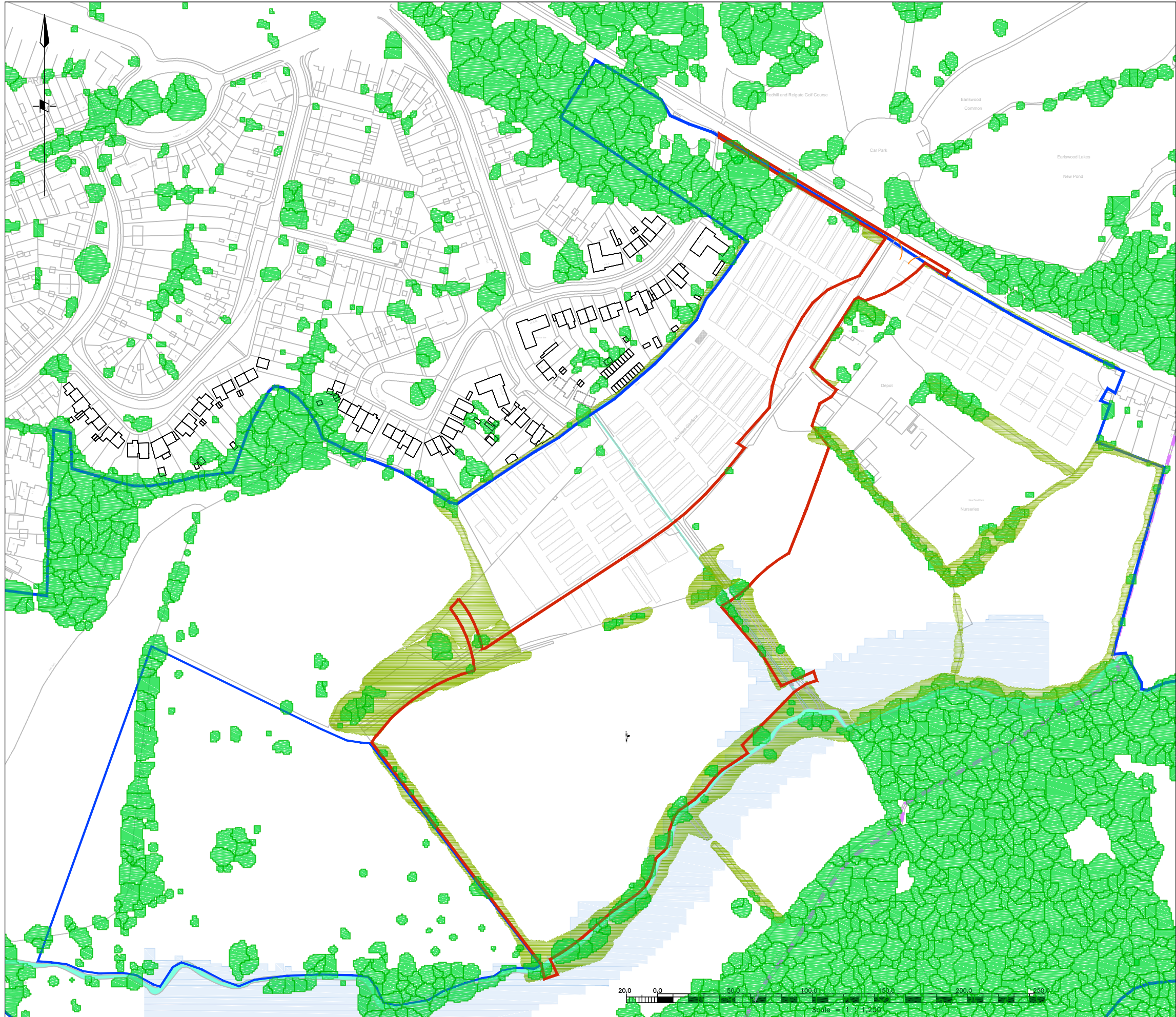
Southampton Office: 17 Willow Drive, Marchwood, Southampton, Hampshire SO40 4JY. Tel: 02380 699 833.
Horsham Office: 2 Wayside Cottages, Brighton Road, Marks Gate, Horsham, West Sussex, RH13 8NE. Tel: 01403 891 956.

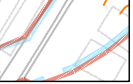


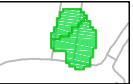

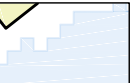

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PLANNING	Masterplan Location for Viewpoints and Photomontages
Woodhatch Crematorium REGATE & BANSTEAD BC	1:1250 @ A1
DATE: 12.09.20	12.09.20
CLAGUE Architects	RBBC-WH-MP-006 A

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-  Red Line
Project Boundary Line
-  Blue Line
Area under control of RBBC
-  Allotments
-  National Tree Mapping
-  Vegetation Mapping from aerial
Photography
-  Environment Agency Flood Zone
-  Public Footpath



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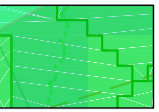
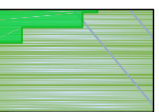

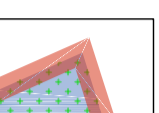
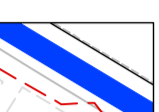

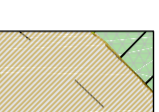




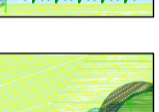

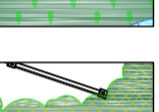
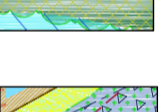


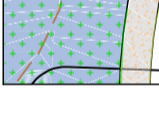
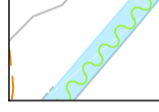
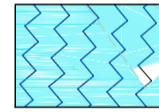
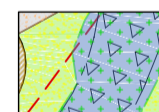
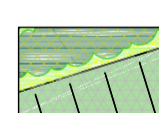
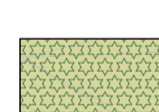
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PLANNING	Masterplan Site Constraints Vegetation & Flood Zone
Woodhatch Crematorium REIGATE & BANSTEAD BC	11/20/2017 27/10/20
CLAGUE Architects	RBBC-WH-MP-008

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-  National Tree Canopy Mapping
-  Existing Vegetation Retained (Mapped from Aerial Photography)
-  Environment Agency Lidar Contours @ 0.5m intervals
-  Current Development Red Line
-  RBBC Land Holding Blue Line
-  Main Access Roads
-  Car Parking Zone
-  Main Building
-  Pedestrian Route and Circulation Areas
-  Focal Point Feature
-  Individual Ornamental Garden Areas defined by hedges
-  Amenity Grass Areas with Structural Tree Planting
-  Native Species Woodland Planting
-  Native Species Scrub Woodland Planting
-  Native Species Wildflower Meadow Wet & Dry
-  Existing Grassland Reinstated
-  Structural Tree/ Avenue Planting
-  Native Species Hedge
-  POND
-  Swales Ephemeral Wetland Areas
-  Car Parking Bays in Porous Block Paving
-  Main and Groundsman Building Green Roof
-  Post & Rail Fence (Dog Proof)

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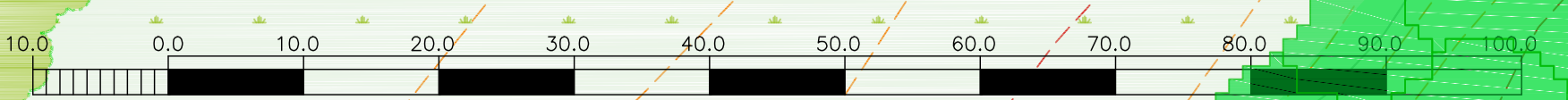
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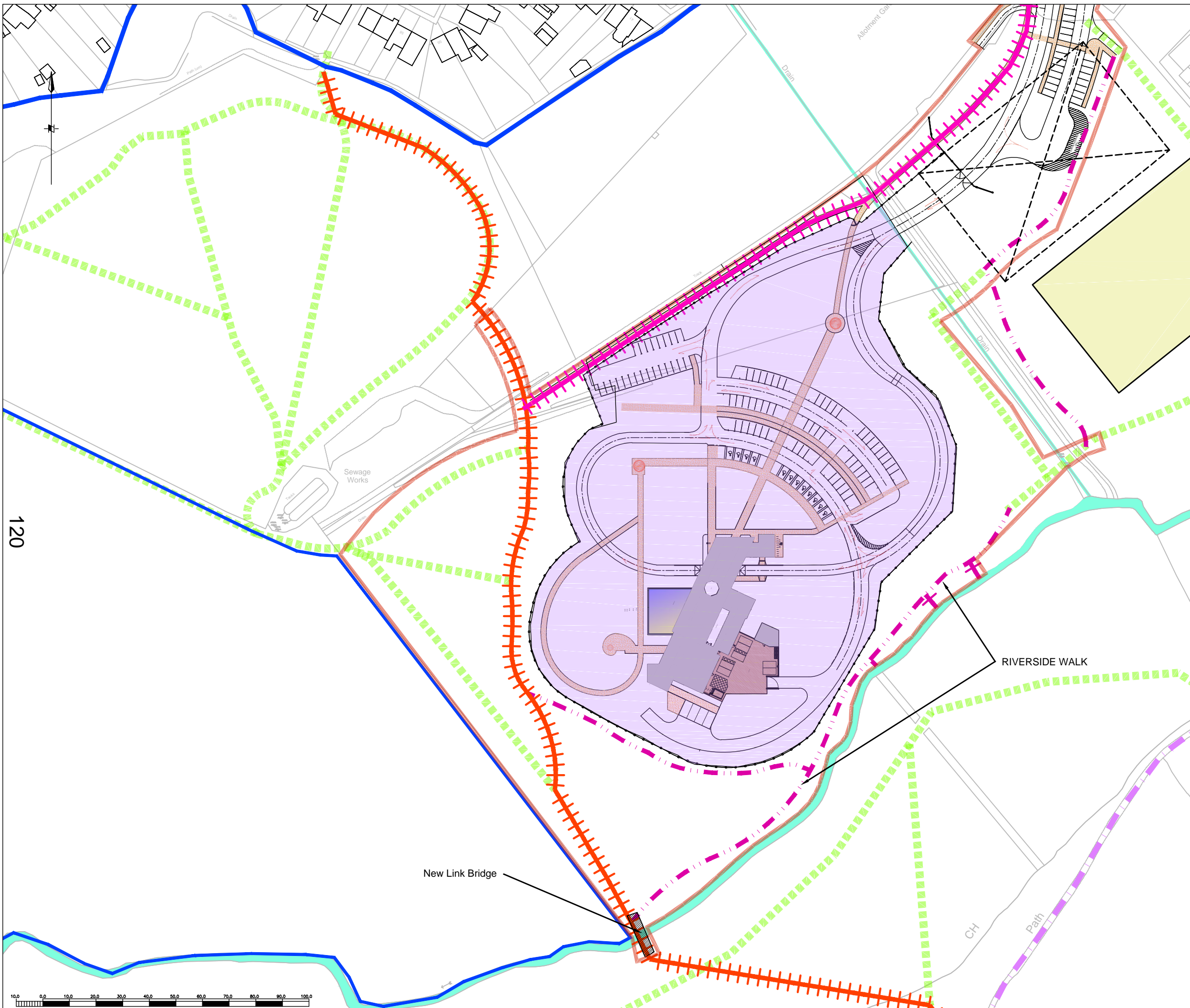
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<p>scale: PLANNING</p> <p>project: Woodhatch Crematorium</p> <p>client: REIGATE & BANSTEAD BC</p> <p>drawing no: DEFINE</p> <p>architect: CLAGUE Architects</p>	<p>Proposed Layout Sheet 1 of 2 Main Area</p> <p>scale: 1:500@A1 drawing no: RBBC-WH-MP-002-1</p> <p>date: 12 09 20 checked: B</p>
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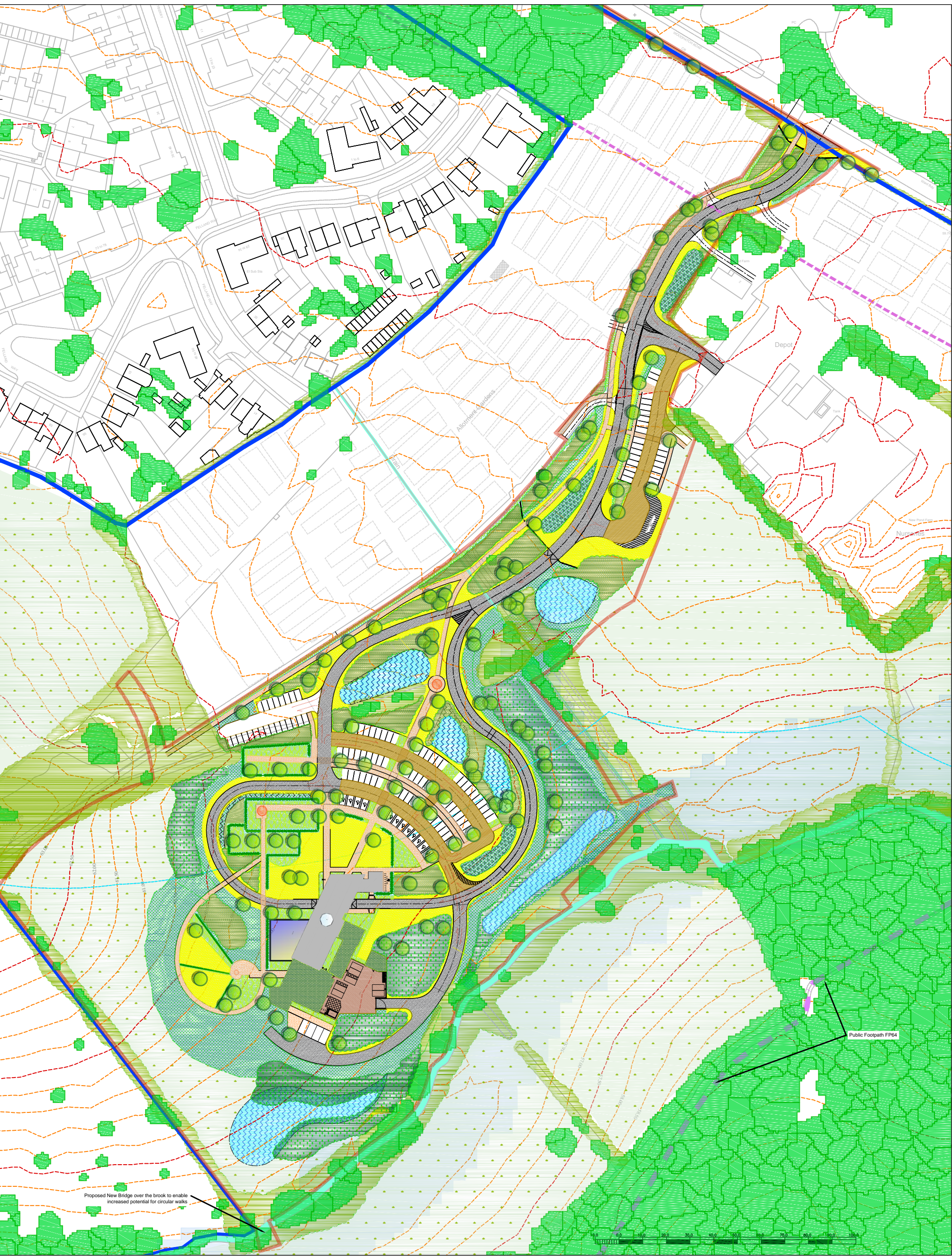
- Permissive & PROW Footpath Key:**
-  Project Red Line
 -  Project Blue Line RBBC Landholding
 -  Existing Permissive Footpath
 -  New Permissive Footpath (859 lin m main area + 430 lin m Road Link Footpath)
 -  New North South Link (PROW)
 -  Earlswood Common Park Link (PROW)
- Dog Walking Provision**
-  Dogs to be requested to be kept on leads within this area

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PLANNING Woodhatch Crematorium REIGATE & BANSTEAD BC		Masterplan General Arrangement Provision for Dog Walking NTSB01 22 10 20 RBBC-WH-MP-007	
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Proposed New Bridge over the brook to enable increased potential for circular walks

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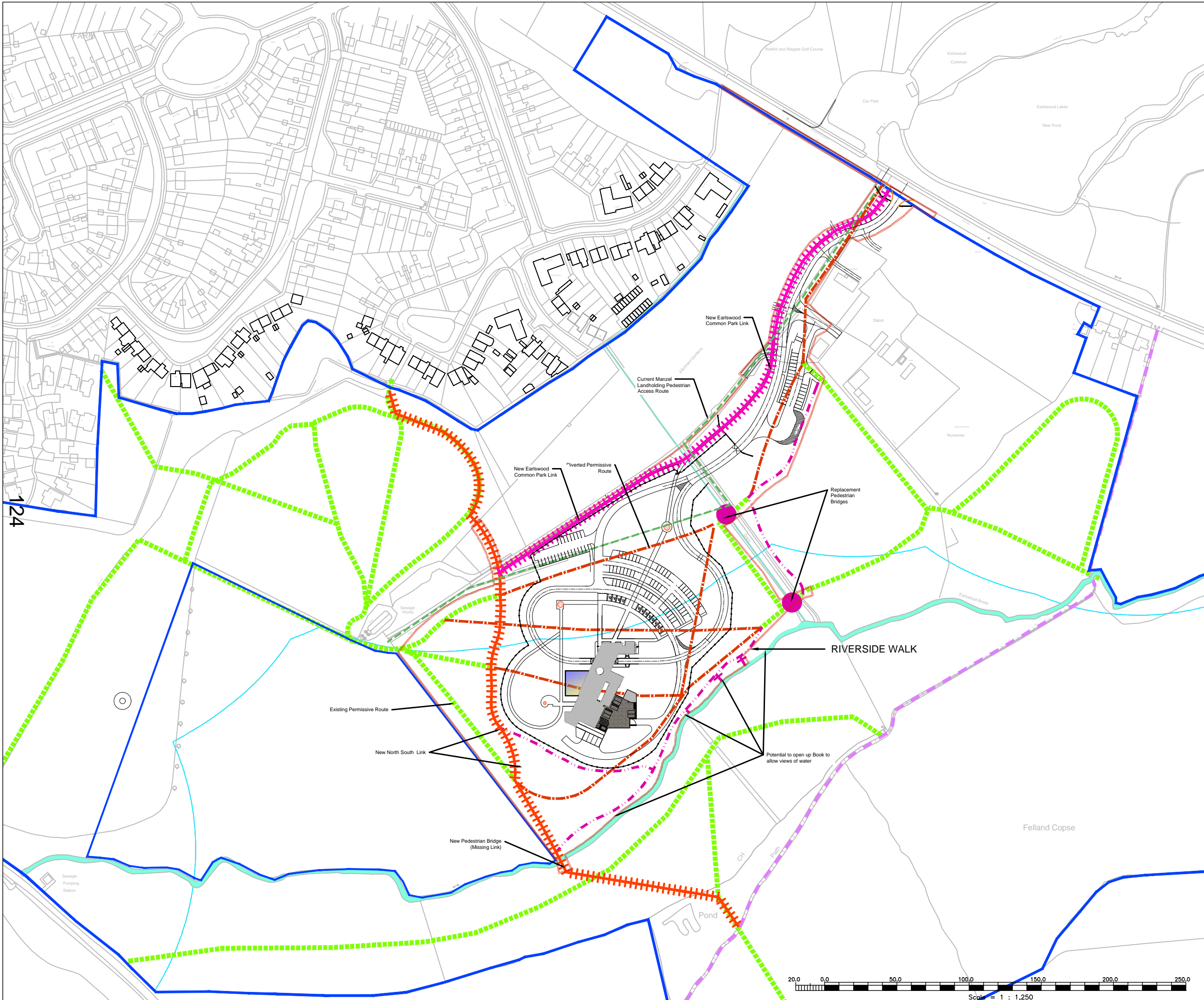
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PLANNING	Overall Colour Masterplan
Woodhatch Crematorium	NTS
REIGATE & BANSTEAD BC	12 09 20
DEFINE	
CLAGUE Architects	RBBC-WH-MP-004-1 B

Native
Wildflow
Wet & F

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Permissive Footpath Key:

-  Project Red Line
-  Project Blue Line
RBBC Landholding
-  Existing Permissive Footpath
-  Existing Permissive Footpath Diverted
(899 lin M)
-  Current Manzel Landholding Pedestrian
Access Route moved to CPL
-  New Permissive Footpath
(859 lin m main area + 430 lin m Road
Link Footpath)
-  New North South Link (NSL)
-  Earlswood Common Park Link (CPL)

Examples of River/Stream Paths/ Walks



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PLANNING Woodhatch Crematorium REIGATE & BANSTEAD BC	Masterplan Existing & Proposed Pedestrian Routes (Permissive Routes) Sheet 3 of 4 1:1250 BA1 12 09 20	
CLAGUE Architects	RBBC-WH-MP-003-3 A	

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Proposed New Bridge over the brook to enable increased potential for circular walks

	National Tree Canopy Mapping		Main Access Roads		Native Species Woodland Planting		Focal Point Feature		POND
	Existing Vegetation Retained (Mapped from Aerial Photography)		Car Parking Zone		Native Species Wildflower Meadow Wet & Dry		Individual Ornamental Garden Areas defined by hedges		Swales Ephemeral Wetland Areas
	Environment Agency Lidar Contours @ 0.5m intervals		Main Building		Native Species Hedge		Amenity Grass Areas with Structural Tree Planting		Re-routed or New Permissive and PROW Footpath (see V & P Routes Drawing)
	Proposed Contours @ 0.5m intervals		Main and Groundsman Building Green Roof		EA Flood Zone 2		Over Flow Car Parking and Outer Rank of Main Car Park Grass Crete Surface		Car Parking Bays in Porous Block Paving
	Proposed 1.2m high Post & Rail Fence with Dog Proof Mesh		Pedestrian Route and Circulation Areas		Structural Tree Planting		PROW FP64		

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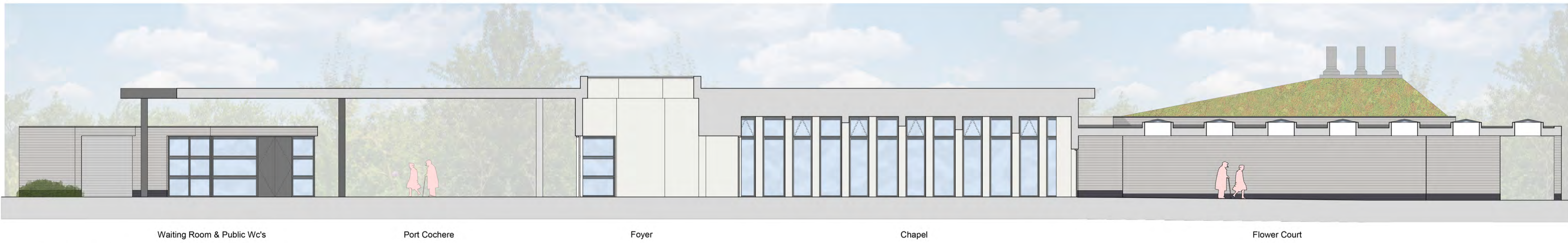
PLANNING	Overall Colour Masterplan Over Aerial Photograph
Woodhatch Crematorium REIGATE & BANSTEAD BC	NTS 12.00.20
DEFINE	RBBC-WH-MP-004-2
CLAGUE Architects	B

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 For all specialist work, see relevant drawings.
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Section A-A



Section B-B

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Section C-C



Section D-D

Project Title
Reigate & Banstead Borough Council
Proposed Crematorium
Woodhatch
Surrey

Drawing Description
Proposed Sections

Scale
 1:100 @ A1
 Date
 Nov 2020

Drawn by
 LB
 Checked by

CLAGUE ARCHITECTS

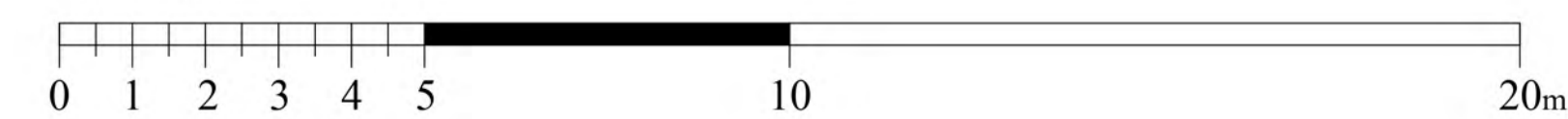
62 Burgate, Canterbury
 Kent CT1 2BH 01227 762060
 1 Kinsbourne Court, Luton Road,
 Harpenden, Hertfordshire AL5 3BL 01582 765102
 4th Floor, 99 Charterhouse Street
 London EC1M 6HR 0203 597 6112

CANTERBURY LONDON HARPENDEN

Drawing Number
29798A /12

Revision
P2

Scale 1:100




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Agenda Item 6

Planning Committee
29th September 2021

Agenda Item: 6a & 6b
21.01602.F & 21.01603.LBC

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE		
	DATE:	29 September 2021		
	REPORT OF:	HEAD OF PLANNING		
	AUTHOR:	Matthew Lambert		
	TELEPHONE:	01737 276659		
	EMAIL:	matthew.lambert@reigate-banstead.gov.uk		
AGENDA ITEM:	6 a & b	WARD:	Chipstead, Kingswood and Woodmansterne	

APPLICATION NUMBER:	a) 21/01602/F b) 20/01603/LBC	VALID:	27/07/2021 11/06/2021
APPLICANT:	Commander Brian Boxall-Hunt	AGENT:	Mr Ed Lattimore
LOCATION:	WESTON ACRES, BELVEDERE HOUSE, WOODMANSTERNE LANE, WOODMANSTERNE, SM7 3HB		
DESCRIPTION:	Planning application and listed building consent for the extension and refurbishment of part of the ground floor of The Royal Alfred Seafarers' Society; to reorganise and enlarge No. 24 ground floor bedroom suits, including a single storey ground floor extension and new day space. Also includes first floor extensions to east and north wings. All existing and proposed use class will remain as C2 and there will be no change to total bedroom numbers or parking. As amended on 18/08/2021		
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.			

SUMMARY

This is a full planning application (a) and listed building consent (b) for the extension and refurbishment of part of the ground floor of Belvedere House. It is proposed to re-organise and enlarge twenty for ground floor bedroom suites, including a single storey ground floor extension and the provision of day space. Permission for first floor extensions to the east and north wings, as previously approved under 20/01805/F & 20/01806/LBC and amended following 21/01187/S73 is also re-sought under this application.

The proposal will provide improved accommodation for residents by way of the addition of a new day room, and by re-configuring the existing ground and first floor bedroom suites to provide private bathroom facilities. There would be no increase in overall room numbers. The extensions would be designed to match the host building in terms of overall design and roof pitch.

Agenda Item 6

Planning Committee
29th September 2021

Agenda Item: 6a & 6b
21.01602.F & 21.01603.LBC

The Royal Alfred Seafarers Society, a residential care provider for the elderly, located on the Weston Acres estate and set within its own landscaped grounds, occupies the site. Weston Acres, once the only house occupying the site, is now a Grade II listed building dating from 1906 and is used as living accommodation for residents. Belvedere House on the Weston Acres estate was constructed and opened in 2001 as a 56-bedroom nursing care home with 32 rooms upstairs and 24 on the ground floor; there were also 10 sheltered units included in the building downstairs. Resident rooms were 12sq m floor area and included an en-suite lavatory and wash basin; separate bathrooms were included in each passageway.

In 2011, a 12 bedroomed, single storey Annexe was added with each room of 16 sq m floor area and including a generous size en-suite shower room and Lavatory. The whole ground floor was then designated for dementia care set around 4 sides of an internal courtyard, leaving 32 rooms upstairs for residents without dementia; most residents now also receive high dependency nursing care in both units. In 2015, the first floor was re-ordered to include a lounge extension (built out over an enlarged kitchen) and updated facilities incorporating nursing station, dispensary, nursing station and staff office area. All the resident bedrooms were also redecorated and refurnished but were left as constructed in 2001.

The area is rural in character, being situated within the Metropolitan Green Belt (MGB). Nearby residential properties along Woodmansterne Lane are relatively modern 20th century houses, with some variation in their design and character. Given the previous extensions to the building which existed in 1948, the extensions now proposed are considered to be inappropriate development within the green belt. Inappropriate development should not be permitted in the green belt unless clearly outweighed by very special circumstances.

In this case very special circumstances are considered to exist by virtue of ensuring that the accommodation is brought up to modern standards, including the provision of full en-suite facilities for all bedrooms.

Although a number of established trees are in proximity, it is acknowledged, and has been noted by the applicant that the increase in built area at ground floor level would not impede upon any species. Parking and access arrangements would be unchanged. The proposal is considered to sufficiently respect the openness of the greenbelt, and the character of the area, without resulting in harm to the amenity of neighbouring properties.

RECOMMENDATION

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

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Consultations:

Conservation Officer: Following the amended plans, no objections are raised subject to conditions to ensure that materials match existing, and windows to have equal casements to ensure equal sightlines.

Highway Authority: The County Highway Authority raised no comments within the 21-day consultation period.

Archaeological Officer: No concerns raised on the basis that the proposed works only involve a very limited amount of new ground disturbance and this will be within an area that has previously been disturbed

Natural England: Natural England has no comments to make on this application

Southern Gas Network: Raises no objection to the proposal subject to detailed guidance provided within the consultation response, which is added as an informative.

Representations:

Letters were sent to neighbouring properties on 30 June 2021 and 29 July 2021 and site notices were posted on 09th July 2021 and 05th August 2021.

No responses in objection or support have been received.

1.0 Site and Character Appraisal

1.1 The Royal Alfred Seafarers Society is a residential care provider for the elderly, located on the Weston Acres estate and set within its own landscaped grounds. Weston Acres, once the only house occupying the site, is now a Grade II listed building dating from 1906 and is used as living accommodation for residents. A later addition, Belvedere House, is a two storey modern building providing 56 individual rooms for residents along with associated communal and service facilities.

1.2 The area is rural in character, being situated within the Metropolitan Green Belt (MGB). Nearby residential properties along Woodmansterne Lane are relatively modern 20th century houses, with some variation in their design and character.

2.0 Added Value

2.1 Improvements secured at the pre-application stage: discussion focussed on the roof pitches of the proposed additions, and that the conservation officer's preference was to maintain a consistent pitch throughout the building. The proposed bulk and mass was raised as a concern. It was also noted that the proposal is by definition inappropriate development, and therefore need to be justified by very special circumstances that would override the harm.

- 2.2 Improvements secured during the course of the application: Amended plans were requested and received raising the pitch of the roof of the single storey extension from 28-degrees to 35-degrees.
- 2.3 Further improvements to be secured: materials to match existing, equal sightlines, time limit, in accordance with approved plans.

3.0 Relevant Planning and Enforcement History

- | | | | |
|-----|-----------------|--|-----------------------|
| 3.1 | 07/01468/F | Single storey extension to existing residents' lounge and dining area | Granted
20/11/2007 |
| 3.2 | 07/02437/LBC | Single storey extension to existing residents' lounge and dining area | Granted 29/01/2008 |
| 3.3 | 09/00279/F | Erection of single storey annexe to provide twelve additional specialist nursing bedrooms, day space and ancillary facilities and three care assisted living units | Granted 30/10/2009 |
| 3.4 | 09/00280/LBC | Erection of single storey annexe to provide twelve additional specialist nursing bedrooms, day space and ancillary facilities and three care assisted living units | Granted 29/04/2009 |
| 3.5 | 09/00279/NMAMD1 | Non-Material amendment to 09/00279/F to allow insertion of additional windows | Granted 19/03/2010 |
| 3.6 | 10/02105/F | Erection of single storey Victorian style timber frame conservatory and installation of a ground floor timber frame window to the day room of Belvedere House | Granted 26/01/2011 |
| 3.7 | 10/02109/LBC | Erection of single storey Victorian style timber frame conservatory and installation of a ground floor timber frame window to the day room of Belvedere House | Granted 26/01/2011 |
| 3.8 | 14/00982/F | First floor extension to provide new day room and refuse store below. Upgrade refuse and recycling facilities and new bio-mass boiler | Granted 14/07/2014 |

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and store hoppers

- 3.9 17/02250/F Landscaping works including formation of ponds and access ways around them, fencing and erection of bridge. As amended on 15/02/2018 and 07/03/2018 Granted 13/04/2018
- 3.10 20/01805/F & 20/01806/LBC Planning application for the extension and refurbishment of The Royal Alfred Seafarers' Society; to reorganise and enlarge the first floor bedroom suits by extending two areas of the first floor over existing single storey ground floor areas. Small additional garden room at ground floor of 14m². All existing and proposed use class will remain as C2 and there will be no change to total bedroom numbers. Granted 30/10/2020
- 3.11 21/01187/S73 Planning application for the extension and refurbishment of The Royal Alfred Seafarers' Society; to reorganise and enlarge the first floor bedroom suits by extending two areas of the first floor over existing single storey ground floor areas. Small additional garden room at ground floor of 14m². All existing and proposed use class will remain as C2 and there will be no change to total bedroom numbers. Granted 18/08/2021

4.0 Proposal and Design Approach

- 4.1 This is a full planning application and listed building consent for a proposal to extend the building at first floor level in two locations, alongside the addition of a small garden room at ground floor level. The building is mainly two storeys, with one single storey section to the north-west corner consisting of 14m² of new built area. The proposal will provide improved accommodation for residents by providing en-suite bathrooms to all bedroom accommodation on the first floor. There would be no increase in overall room numbers. The extensions would be designed to match the host building in terms of overall design and roof pitch.

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4.2 A design and access statement has been submitted as part of the proposal. It should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:

Assessment;
Involvement;
Evaluation; and
Design.

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

Assessment	The character of the surrounding area is assessed as being home to many detached, family homes of mixed style and size. Mostly built in the twentieth century with styles ranging from Edwardian to contemporary. The roof styles are predominantly traditional pitched with small areas of flat roof often to later additions. To the east lies Woodmansterne Park Recreation Ground.
	It is noted that any proposed extensions are best suited within the existing footprint at first floor, above the various single storey areas. Furthermore, the extensions should be located as far away from the listed building as possible to minimise any potential impact on the setting of the listed building
Involvement	Community views were not sought by the applicants.
Evaluation	No other development options were considered by the applicants.
Design	The applicant’s reasons for choosing the proposal from the available options were based on the location of the site within the green belt, and the nearby listed building.

4.4 Further details of the development are as follows:

Site area	5.80 ha
Existing use	Residential care provider for the elderly (C2 care home)
Proposed use	Residential care provider for the elderly (C2 care home)
Existing parking spaces	40
Proposed parking spaces	40
Parking standard	1 per room + 8 (re-provision) – Total 40
Net increase in dwellings/bedrooms	0

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5.0 Policy Context

5.1 Designation

Metropolitan Green Belt

5.2 Reigate and Banstead Core Strategy

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

5.3 Reigate and Banstead Development Management Plan 2019

DES1 (Design of New development)
CCF1 (Climate Change Mitigation)
NHE5: Development within the Green Belt
NHE9: Heritage assets
TAP1: Parking and Servicing

5.4 Other Material Considerations

National Planning Policy Framework
National Planning Practice Guidance
Supplementary Planning Guidance

Surrey Design Guide
Reigate & Banstead Borough
Council Local Character &
Distinctiveness Design Guide
Supplementary Planning Document,
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:

- Impact upon the openness of the greenbelt
- Design appraisal / Impact upon the Listed Building
- Neighbour amenity
- Highway matters
- Community Infrastructure Levy

Impact upon the openness of the greenbelt

- 6.2 The National Planning Policy Framework (NPPF) attaches great importance to the Metropolitan Greenbelt, stating under paragraph 133 that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.
- 6.3 Policy NHE5 of the Council's Development Management Plan 2019 (DMP) states further that:
1. Extensions or alterations to buildings in the Green Belt will be permitted where:
 2. a. the host building is lawful and permanent
 3. b. in the case of dwellings and ancillary buildings, the extensions would not result in accommodation readily capable of conversion into a separate dwelling(s)
 4. c. the design respects the original form and appearance of the existing building and the character of the area; and
 5. d. the extensions, in combination with any other additions, would not be disproportionate compared to the original building (being that as originally built, or as existed on 1 July 1948, whichever is later) taking account of:
 - i. The additional footprint and floor area created by the alteration(s).
 - ii. The massing and bulk of the proposed alteration(s) and resultant building.
 - iii. The height of the proposed alteration(s) and overall height of the resultant building.
 - iv. The location, positioning and visual prominence of the proposed alteration(s).
- 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 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 matters which may need to be considered 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 – considering 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."
- 6.6 Spatially, the proposal would result in an increase in the amount of built form on the site. Since 1999, cumulative extensions to The Royal Alfred

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Seafarers Society have resulted in a volume increase of 54.78% more than the original building on the site. The proposal, as set out by the applicant in the attached Design and Access statement would result in a further overall volume increase of 8.44%. In terms of increase to floor area, the total existing gross internal area of the estate is 5132m². The 372m² extension to north wing at the ground floor represents a relatively modest floor space increase of 11%. The first-floor extensions as approved under 20/01805/F & 20/01806/LBC, & 21/01187/S73 add an additional 327m², at first floor level only. There would therefore be a reduction to the openness of the site, as a result of the increased built form.

- 6.7 Visually, it was considered under the 2020 scheme that the first-floor additions took careful steps to integrate with the form of the existing building, in terms of the building materials, the bulk, massing and positioning of the extensions. The height did not exceed that of the highest point of the building, and visibility from nearby vantage points, such as the residential dwellings on Woodmansterne Lane was low. In the absence of any significant changes to green belt planning policy, this view remains unchanged.
- 6.8 The ground floor extension would read as a continuation of the existing northern wing. It would be stepped in from both existing side flanks, and as such would carry limited visibility from southern, eastern and western vantage points. The land to the north comprises open green belt land, and there would be views of the proposal from this direction. However, the extension has been designed and detailed to match the approach and form of the existing building. The use of high-quality matching materials and a matching roof pitch, following amended drawings would further allow for appropriate integration with the existing building. In terms of height, as a single storey addition adjoining the existing double-storey height of the northern wing, it would by nature appear lesser in height and bulk than the existing wing.
- 6.9 The NPPG refers to the duration of the development, and its remediability – considering any provisions to return land to its original state or to an equivalent (or improved) state of openness. In this case, the proposal would be a permanent structure 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.
- 6.10 With regard to the degree of activity, the proposal would not provide any facilities for additional residents, instead focussing on the repair and upgrade of the existing facilities. The application is therefore not considered to generate a greater number of vehicle movements than the site in its existing form. In this regard, it is considered that the proposed development would have a neutral impact upon activity.
- 6.11 When taken together, and combined with previous extensions to the site since 1948, the extensions are considered to be disproportionate to the

original buildings, reducing the openness of the site; and so constitute inappropriate development. Inappropriate development should only be permitted where very special circumstances exist to outweigh the harm caused. In support of the proposal, the applicant states that the need for the stems from an exponential increase in the number of seafarers and their dependants relying on the Society for support as life expectancy increases whilst illnesses such as Dementia and Alzheimers disease require longer term care. It is further contended that Belvedere House can only survive as a private resource by responding to the demands of the care home industry, and at present, the facilities offered by the site are beginning to fall short of market expectation. Furthermore, the elderly population, particularly in the borough is projected to increase, thus requiring this type of facility and the services it provides. It has already been noted in addition that the proposal would not increase the number of residents but seeks to improve and enhance the existing facilities.

- 6.12 In this case, owing to the limited visual and spatial impacts, it is considered that the benefit of providing improved facilities, to bring the living accommodation up to modern standards by provision of full bathroom facilities to each bedroom, is sufficient to demonstrate very special circumstances and the additions are therefore acceptable in the green belt on this basis.

Design appraisal / Impact upon the Listed Building

- 6.13 The proposal seeks to carry out works to a Listed Building. The National Planning Policy Framework 2018 requires local planning authorities to have regard to any impact that a proposal may have on the character and setting of an identified heritage asset. As such the particular significance of the heritage assets in question needs to be assessed. Great weight should be afforded to the assets conservation and the more important the heritage asset the greater that weight should be. Any harm to, or loss of, the significance of these heritage assets would require clear justification to be made. Harm to Grade II listed buildings should be exceptional. Within the local policy framework, Policy CS4 of the Core Strategy requires development to be designed sensitively to respect, conserve, and enhance the historic environment, including heritage and their settings. Policy NHE9 of the Council's Development Management Plan states that development will be required to protect, preserve, and wherever possible enhance, the Borough's designated and non-designated heritage assets and historic environment including special features, area character or settings of statutory and locally listed buildings.
- 6.14 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,

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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.

- 6.15 The acceptability in principle of the first-floor additions to the north and east of the building has been established following applications 20/01805/F & 20/01806/LBC, & 21/01187/S73. This part of the scheme has been considered previously to respond to and respect the design of the existing building in terms of appearance, dimensions and materials. It is not considered that these additions would result in harm toward the grade II Listed Building.
- 6.16 The ground floor northern wing extension would accommodate ten en-suite rooms and a day space facility. It would be arranged with five rooms to the east and west of the feature, centrally positioned day-room. It would have a flat sedum roof above the bedrooms, with a 35-degree pitch above the day space. It would measure 11m in maximum depth, when measured from the rear wall with a depth of 7m to the bedrooms. It would measure 48m in width, set in from the existing flank walls by 3m on the western side, and 4m on the eastern side.
- 6.17 In design terms, this element is considered to preserve and enhance the original design features of this wing, and the wider site including the grade II listed building. The roof pitch would match that of the existing building. The overall bulk and massing would also be appropriate and subservient given the size of the existing building. In terms of materials, a detailed schedule has been put forward by the applicant to demonstrate that these would match those of the existing finished materials. This will additionally be secured by way of condition.
- 6.18 The Council's Archaeological Consultant and the Council's Conservation Officer were consulted in respect of the scheme. Following the amended roof pitch to the northern extension, neither have raised concerns, subject to conditions to control matching materials and ensuring equally sized window casements in order to preserve sightlines.
- 6.19 It is therefore considered that the proposed development would be of appropriate scale and design and would not be detrimental to the setting of the Listed Building, nor the or the character of the wider locality. It is considered to comply with the provisions of policies DES1, NHE9 and the NPPF.

Neighbour amenity

- 6.20 The nearest residential properties outside the application site are in excess of 100m from the location of the proposed landscaping works. It is considered that there would not be impact on the amenity of these properties. The proposal therefore complies with policy DES1 and the Householder Extensions and Alterations SPG in regards to impact on neighbour amenity.

Highway matters

- 6.21 The proposal would not result in the formation of any further rooms, and as such it is not proposed to amend the current access and parking provision. The County Highway Authority did not provide a response within the 21-day consultation period. Notwithstanding this, taking the above into account, it is unlikely that the proposal would materially impact the public highway.
- 6.22 Policy DES8 of The Council’s Development Management Plan requires all developments to be managed in a safe and considerate manner. Through the use of conditions, the Council may require Construction Management Statements to be agreed and implemented on a case by case basis. These may be required for minor and major developments creating new homes and/or commercial space. On this basis, a condition to require a construction transport management plan will be recommended. Following this, No objection is raised with regard to highway matters.

Community Infrastructure Levy (CIL)

- 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, road, public transport and community facilities which are needed to support new development. This development would be CIL liable although the exact amount would be determined and collected after the grant of planning permission.

CONDITIONS - Application A: 21/01602/F

- 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.

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

Plan Type	Reference	Version	Date Received
Location Plan	ELP_2021_026AL(0)002 A		14.06.2021
Location Plan	ELP_2021_026AL(0)001 A		14.06.2021
Proposed Block Plan	ELP_2021_026AL(0)013 A		14.06.2021
Existing Block Plan	ELP_2021_026AL(0)003 B		19.07.2021
Elevations	ELP_026_AL(0)045A		27.07.2021
Elevations	ELP_026_AL(0)044A		27.07.2021

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Elevations	ELP_026_AL(0)041C	18.08.2021
Elevations	ELP_026_AL(0)040D	18.08.2021
Elevations	ELP_026_AL(0)042C	08.09.2021
Section	ELP_2021_026AL(0)043 A	14.06.2021
Section	ELP_026_AL(0)043C	08.09.2021
Existing Plans	ELP_026_AL(0)004B	19.07.2021
Existing Plans	ELP_026_AL(0)005B	19.07.2021
Existing Plans	ELP_026_AL(0)006B	19.07.2021
Existing Plans	ELP_026_AL(0)007B	19.07.2021
Proposed Plans	ELP_2021_026AL(0)014 A	14.06.2021
Proposed Plans	ELP_2021_026AL(0)015 A	14.06.2021
Proposed Plans	ELP_026_AL(0)016B	27.07.2021
Proposed Plans	ELP_026_AL(0)017B	08.09.2021

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.

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 a similar appearance to those used 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 and the Grade II Listed building with regard to Reigate and Banstead Development Management Plan 2019 policies DES1 & NHE9

4. All windows shall have equal casements to ensure equal sightlines

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 and the Grade II Listed building with regard to Reigate and Banstead Development Management Plan 2019 policies DES1 & NHE9

5. No development shall commence until a Construction Transport Management Plan, to include details of:
 - (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) programme of works (including measures for traffic management)
 - (e) measures to prevent the deposit of materials on the highway
 - (f) provision of boundary any hoarding behind visibility zones
 - (g) vehicle routing
 - (h) measures to prevent the deposit of materials on the highwayhas been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

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

INFORMATIVES - Application A: 20/01805/F

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

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

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

4. The applicant is advised that the essential requirements for an acceptable communication plan forming part of a Method of Construction Statement are viewed as: (i) how those likely to be affected by the site's activities are identified and how they will be informed about the project, site activities and programme; (ii) how neighbours will be notified prior to any noisy/disruptive work or of any significant changes to site activity that may affect them; (iii) the arrangements that will be in place to ensure a reasonable telephone

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response during working hours; (iv) the name and contact details of the site manager who will be able to deal with complaints; and (v) how those who are interested in or affected will be routinely advised regarding the progress of the work. Registration and operation of the site to the standards set by the Considerate Constructors Scheme (<http://www.ccscheme.org.uk/>) would help fulfil these requirements.

5. The submission of information not in accordance with the specifics of the planning conditional wording can lead to delays in discharging conditions, potentially result in conditions being unable to be discharged or even enforcement action should the required level of evidence/information be unable to be supplied. All relevant information should be formally submitted to the Local Planning Authority and not direct to Environmental Health.
6. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
7. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice.
8. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing 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.

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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. SGN Has a high pressure pipeline in the vicinity. It is essential that the restrictions below are complied with. A SGN representative must be contacted before any works commence:

- No mechanical excavation is allowed within 3 metres either side of the pipeline
- No plant or storage of equipment shall be made within any easement strip
- If any metallic pipes or cables are being laid in proximity to gas pipelines then interference testing will be required the cost of which to be borne by the promoter of the works. A minimum clearance of 600m is required.
- All precautions stated within publication SGN/WI/SW/2 (Safe Working in the Vicinity of High-Pressure Gas Pipelines) shall be fully complied with in all respects. Acceptance of SGN/WI/SW/2 shall be acknowledged by the responsible site person signing and returning the form Appendix A (back page) to the SGN representative contacted in (7).
- No thrust boring shall take place within 3 metres of the pipeline
- All planting within the easement strip should comply with "Notes for Guidance on Tree Proximity"
- Before commencing work on site you must contact our Pipeline Maintenance Section on the number above at least 7 days before work commences. A Southern Gas Networks Representative will then contact you to arrange to visit site. Details of working near to high-pressure gas pipelines can then be discussed.
- Pipeline sections that are planned and agreed by SGN to be permanently covered (i.e., by road surface will require a coating survey. SGN will repair any indicated coating defects free of charge. The survey costs will be borne by the promoter of the works. Prior to any surface cover cathodic protection coupons and reference cells will require installation at no cost to SGN.
- Intrusive construction methods will require an agreed method statement prior to work starting
- Any extended period of SGN site supervision may incur charges to you. These will be charged based on visiting times, materials and occurrences. You will be informed when these come into effect and be invoiced direct.
- Any piling or boreholes within 15 metres of the pipeline may require vibration monitoring. No piling or bore holing may take place within 3 metres of the pipeline.

CONDITIONS - Application B: 20/01806/LBC

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

Agenda Item 6

Planning Committee
29th September 2021

Agenda Item: 6a & 6b
21.01602.F & 21.01603.LBC

Reason: To comply with Section 18(1)(a) of the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended by Section 52 (4) of the Planning and Compulsory Purchase Act 2005.

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

Plan Type	Reference	Version	Date Received
Location Plan	ELP_2021_026AL(0)001 A		12.08.2021
Location Plan	ELP_2021_026AL(0)002 A		12.08.2021
Proposed Block Plan	ELP_2021_026AL(0)013 A		12.08.2021
Existing Block Plan	ELP_2021_026AL(0)003 B		12.08.2021
Elevations	ELP_026_AL(0)042C		08.09.2021
Elevations	ELP_026_AL(0)041C		18.08.2021
Elevations	ELP_2021_026AL(0)045 A		12.08.2021
Elevations	ELP_2021_026AL(0)044 A		12.08.2021
Elevations	ELP_026_AL(0)040D		18.08.2021
Section	ELP_026_AL(0)043C		08.09.2021
Section	ELP_2021_026AL(0)043 A		16.06.2021
Existing Plans	ELP_2021_026AL(0)007 B		12.08.2021
Existing Plans	ELP_2021_026AL(0)004 B		12.08.2021
Existing Plans	ELP_2021_026AL(0)005 B		12.08.2021
Existing Plans	ELP_2021_026AL(0)006 B		12.08.2021
Proposed Plans	ELP_2021_026AL(0)017 B		08.09.2021
Proposed Plans	ELP_2021_026AL(0)016 B		12.08.2021
Proposed Plans	ELP_2021_026AL(0)015 A		12.08.2021
Proposed Plans	ELP_2021_026AL(0)014 A		12.08.2021

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.

3. No 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 a similar appearance to those used 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 and the Grade II Listed building with regard to Reigate and Banstead Development Management Plan 2019 policies DES1 & NHE9

4. All windows shall have equal casements to ensure equal sightlines

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 and the Grade II Listed building with regard to Reigate and Banstead Development Management Plan 2019 policies DES1 & NHE9

INFORMATIVES - Application B: 21/01603/LBC

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

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

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

4. The submission of information not in accordance with the specifics of the planning conditional wording can lead to delays in discharging conditions, potentially result in conditions being unable to be discharged or even enforcement action should the required level of evidence/information be unable to be supplied. All relevant information should be formally submitted to the Local Planning Authority and not direct to Environmental Health.
5. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.

Agenda Item 6

Planning Committee
29th September 2021

Agenda Item: 6a & 6b
21.01602.F & 21.01603.LBC

6. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice.
7. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
8. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
9. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.
10. SGN Has a high pressure pipeline in the vicinity. It is essential that the restrictions below are complied with. A SGN representative must be contacted before any works commence:
 - No mechanical excavation is allowed within 3 metres either side of the pipeline
 - No plant or storage of equipment shall be made within any easement strip
 - If any metallic pipes or cables are being laid in proximity to gas pipelines then interference testing will be required the cost of which to be borne by the promoter of the works. A minimum clearance of 600m is required.
 - All precautions stated within publication SGN/WI/SW/2 (Safe Working in the Vicinity of High-Pressure Gas Pipelines) shall be fully complied with in all respects. Acceptance of SGN/WI/SW/2 shall be acknowledged by the

- responsible site person signing and returning the form Appendix A (back page) to the SGN representative contacted in (7).
- No thrust boring shall take place within 3 metres of the pipeline
 - All planting within the easement strip should comply with “Notes for Guidance on Tree Proximity”
 - Before commencing work on site you must contact our Pipeline Maintenance Section on the number above at least 7 days before work commences. A Southern Gas Networks Representative will then contact you to arrange to visit site. Details of working near to high-pressure gas pipelines can then be discussed.
 - Pipeline sections that are planned and agreed by SGN to be permanently covered (i.e., by road surface will require a coating survey. SGN will repair any indicated coating defects free of charge. The survey costs will be borne by the promoter of the works. Prior to any surface cover cathodic protection coupons and reference cells will require installation at no cost to SGN.
 - Intrusive construction methods will require an agreed method statement prior to work starting
 - Any extended period of SGN site supervision may incur charges to you. These will be charged based on visiting times, materials and occurrences. You will be informed when these come into effect and be invoiced direct.
 - Any piling or boreholes within 15 metres of the pipeline may require vibration monitoring. No piling or bore holing may take place within 3 metres of the pipeline.

Applications A & B

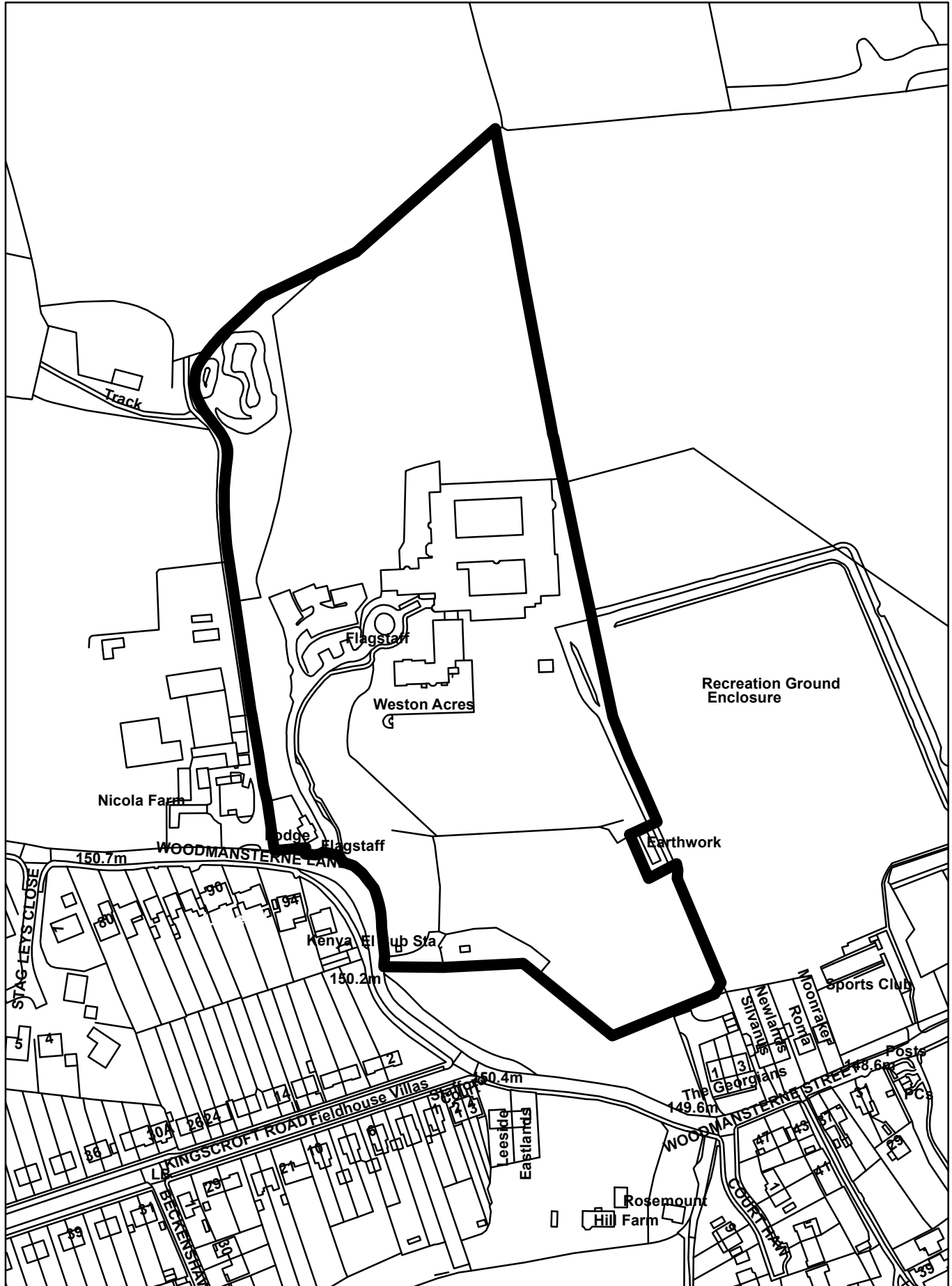
REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies CS1, CS2, CS4, CS10, CS11, CS12, DES1, TAP1, CCF1, NHE3, NHE5, NHE9 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

Proactive and Positive Statements

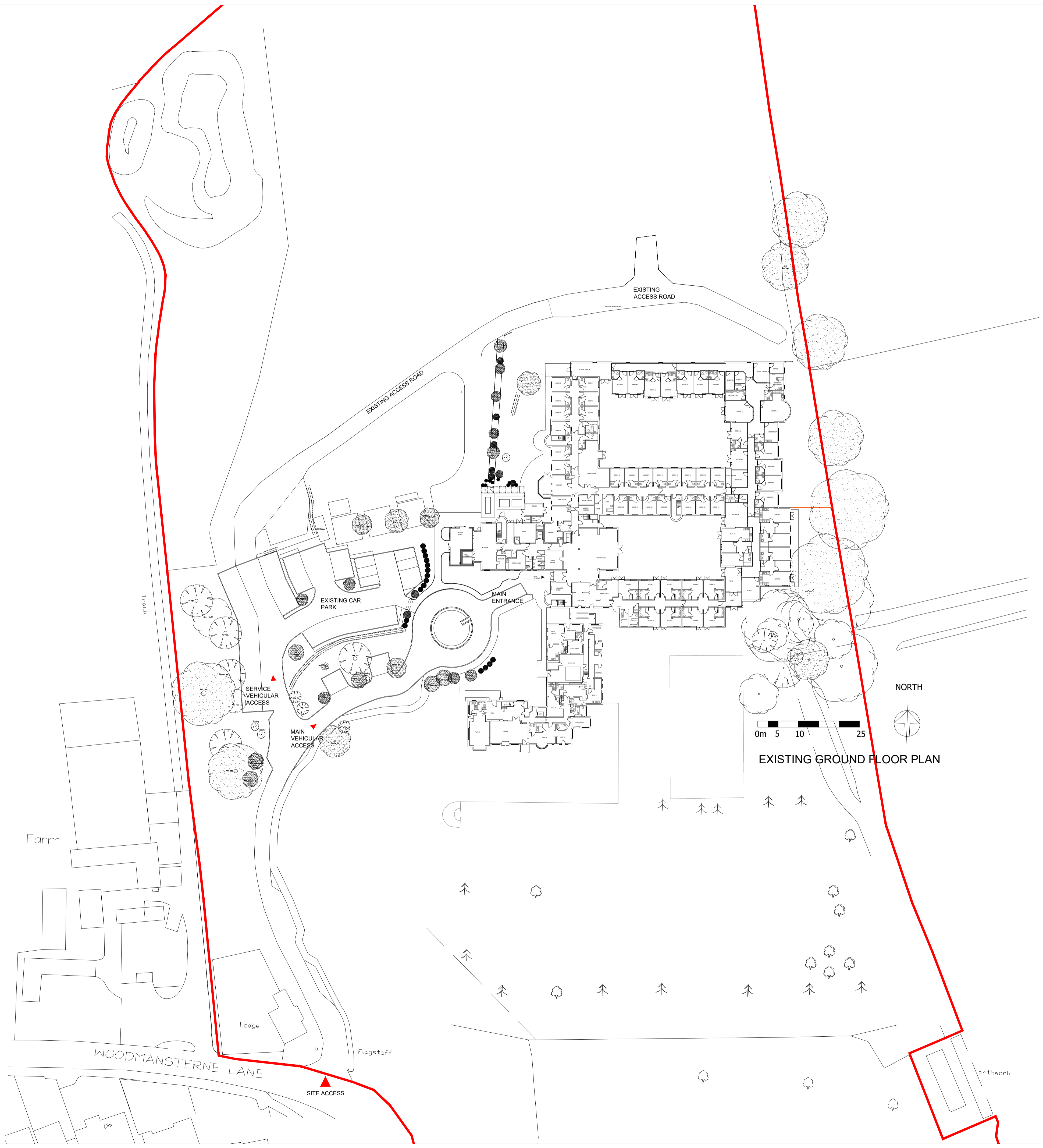
The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in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

Agenda Item 6
21/01602/F - Royal Alfred Seafarers Society, Belvedere House,
Weston Acres, Woodmansterne Lane, Woodmansterne



Notes
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REV	DATE	REVISION	INITIALS	CHECK
A	30/04/20	Planning submission	EL	SEL
B	14/07/20	Revised to show existing building	EL	SEL



DRAWING STATUS

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AS-BUILT	<input type="checkbox"/>
FOR-CONSTRUCTION	<input type="checkbox"/>
FOR TENDER	<input type="checkbox"/>
FOR COORDINATION	<input type="checkbox"/>
FOR PLANNING	<input checked="" type="checkbox"/>
FOR DISCUSSION	<input type="checkbox"/>

Edmund Lattimore
 Planning and Architectural Design

Client
Royal Alfred Seafarers Society

Project
 Ground floor modernisation and extension of The Royal Alfred Seafarers' Society

Drawing Title
 Existing Block Plan
 General Arrangement

Scale: **1:500 @ A1** Date: **30.04.2021**

Drawn by: **EL** Checked by: **SCM**

Job No. **ELP_2021_026 AL(0)003** Drawing No. **B0**

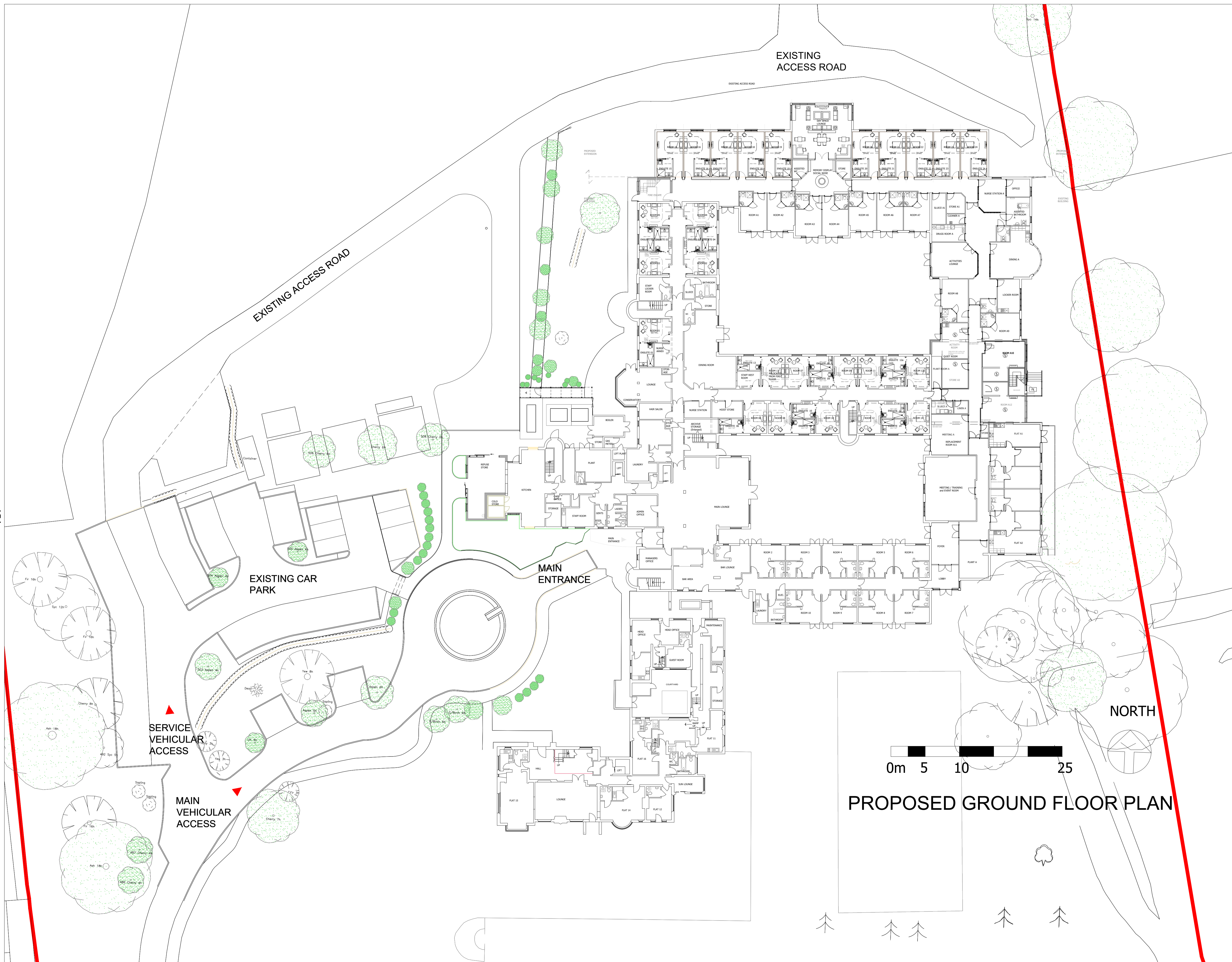
Agenda Item B0

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REV	DATE	REVISION	INITIALS	CHECK
A	30/04/20	Planning submission	EL	SEL

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FOR COORDINATION	<input type="checkbox"/>
FOR PLANNING	<input checked="" type="checkbox"/>
FOR DISCUSSION	<input type="checkbox"/>



Client
Royal Alfred Seafarers Society

Project
 Ground floor modernisation and extension of The Royal Alfred Seafarers Society

Drawing Title
 Proposed Site Plan
 General Arrangement

Scale: 1:250 @ A1 Date: 30.04.2021

Drawn by: EL Checked by: SCM

Job No. ELP_2021_026 AL(0)014 Drawing No. Rev. A



Notes
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REV	DATE	REVISION	INITIALS	CHECK
A	30/04/20	Planning submission	EL	SEL

DRAWING STATUS

- AS-RECORDED
- AS-BUILT
- FOR-CONSTRUCTION
- FOR TENDER
- FOR COORDINATION
- FOR PLANNING
- FOR DISCUSSION



Client
Royal Alfred Seafarers Society

Project
 Ground floor modernisation and extension of The Royal Alfred Seafarers' Society

Drawing Title
Proposed Block Plan General Arrangement

Scale: **1:500 @ A1** Date: **30.04.2021**

Drawn by: **EL** Checked by: **SCM**

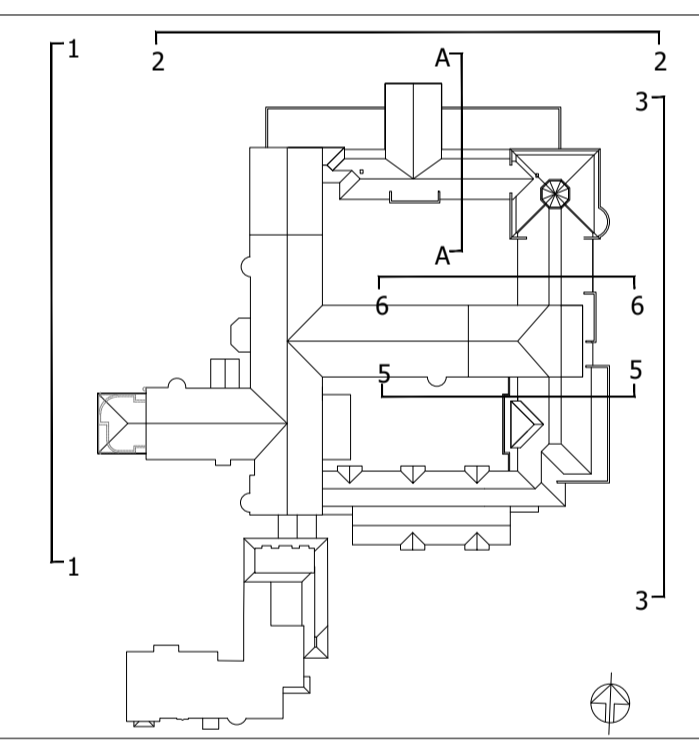
Job No. **ELP_2021_026** Drawing No. **AL(0)013**

Notes
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REV	DATE	REVISION	INITIALS	CHECK
A	30/04/20	Planning submission	EL	SEL
B	14/07/20	Revised to show existing building	EL	SEL
C	03/09/21	Pitched roof of extension revised to match main roof	EL	SEL

DRAWING STATUS

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FOR TENDER	<input type="checkbox"/>
FOR COORDINATION	<input type="checkbox"/>
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Client
Royal Alfred Seafarers Society

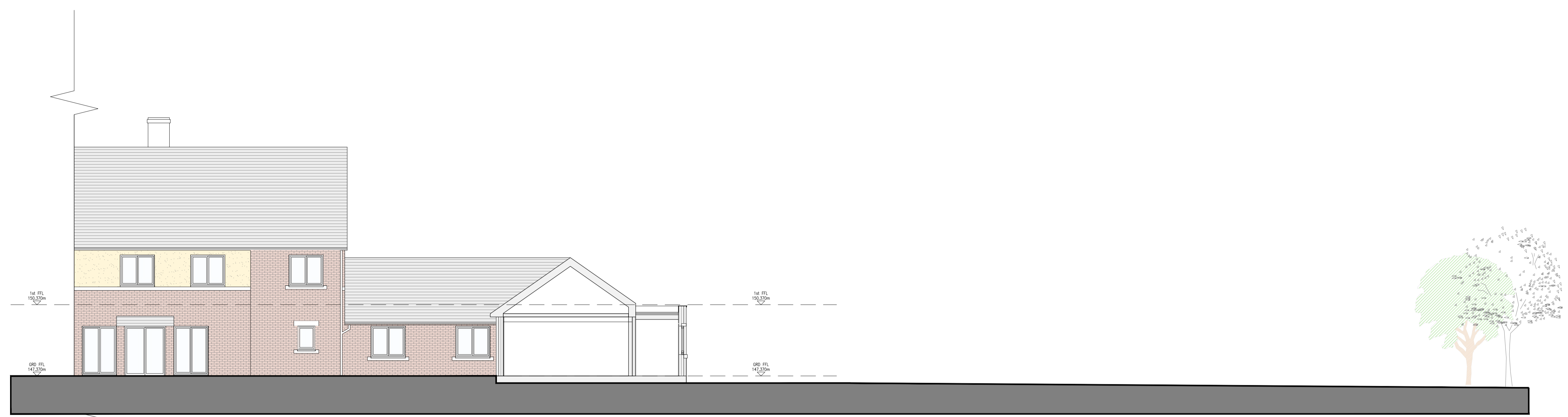
Project
 Ground floor modernisation and extension of the Royal Alfred Seafarers Society

Drawing Title
 Existing and Proposed Section AA General Arrangement

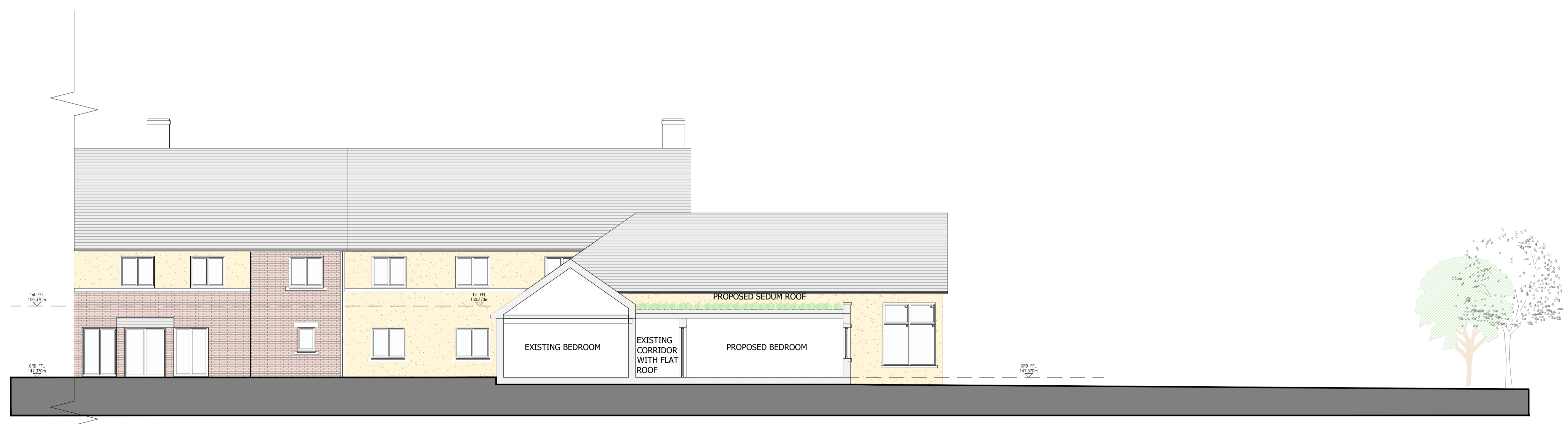
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Drawn by: **EL** Checked by: **SCM**

Job No. **ELP_2021_026 AL(0)043** Drawing No. **AL(0)043** Rev. **C**



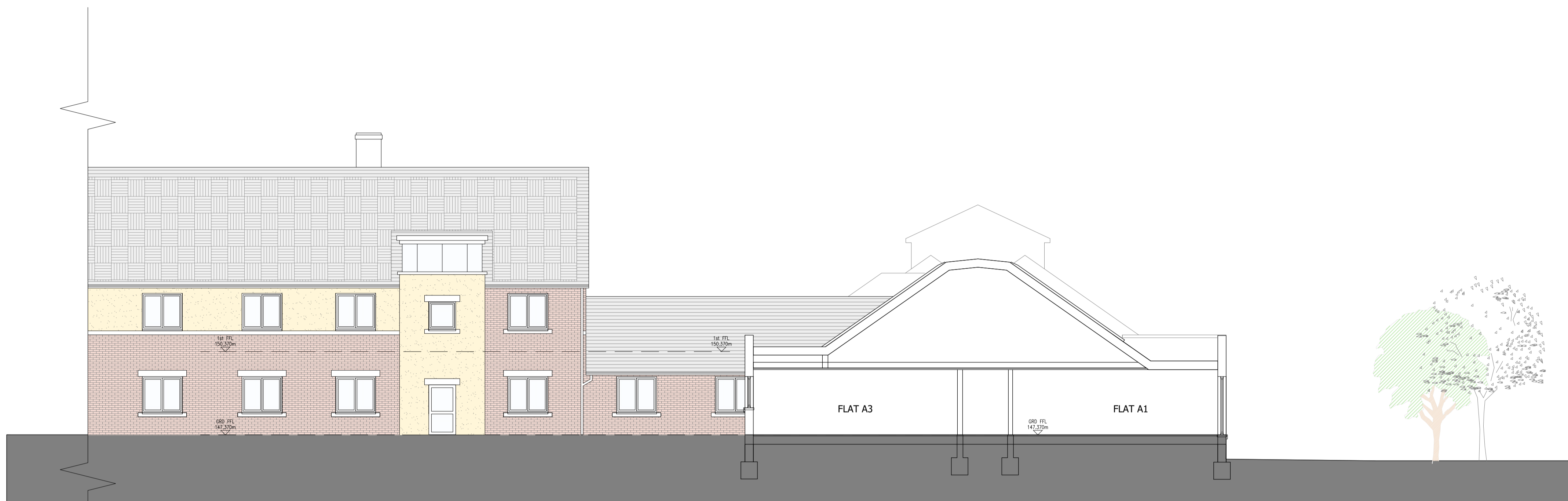
SECTION A - A - EXISTING



SECTION A - A - PROPOSED

Notes
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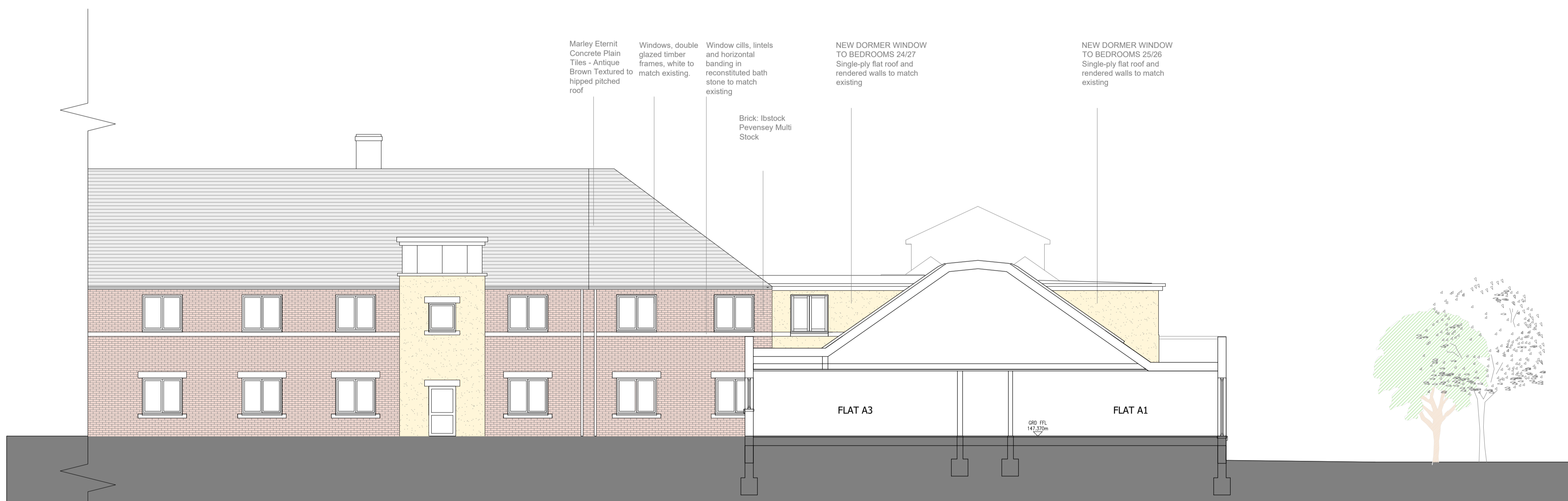
REV	DATE	REVISION	INITIALS	CHECK
A	26/07/21	Planning submission	EL	SEL



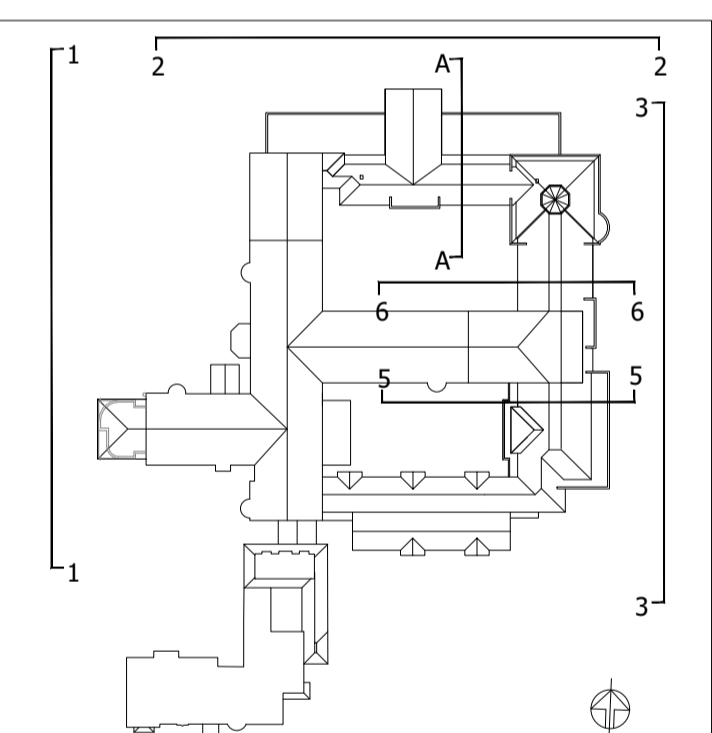
ELEVATION 5 - EXISTING

DRAWING STATUS

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FOR-CONSTRUCTION	<input type="checkbox"/>
FOR TENDER	<input type="checkbox"/>
FOR COORDINATION	<input type="checkbox"/>
FOR PLANNING	<input checked="" type="checkbox"/>
FOR DISCUSSION	<input type="checkbox"/>



ELEVATION 5 - PROPOSED



Edmund Lattimore
 Planning and Architectural Design

Client
**Royal Alfred Seafarers
 Society**

Project
 Ground floor modernisation and
 extension of the Royal Alfred
 Seafarers' Society

Drawing Title
 Existing and Proposed
 Elevation 5
 General Arrangement

Scale **1:100 @ A1** Date **26.07.2021**

Drawn by **EL** Checked by **SCM**

Job No. **ELP_2021_026 AL(0)044** Drawing No.

Agenda Item 6

Notes
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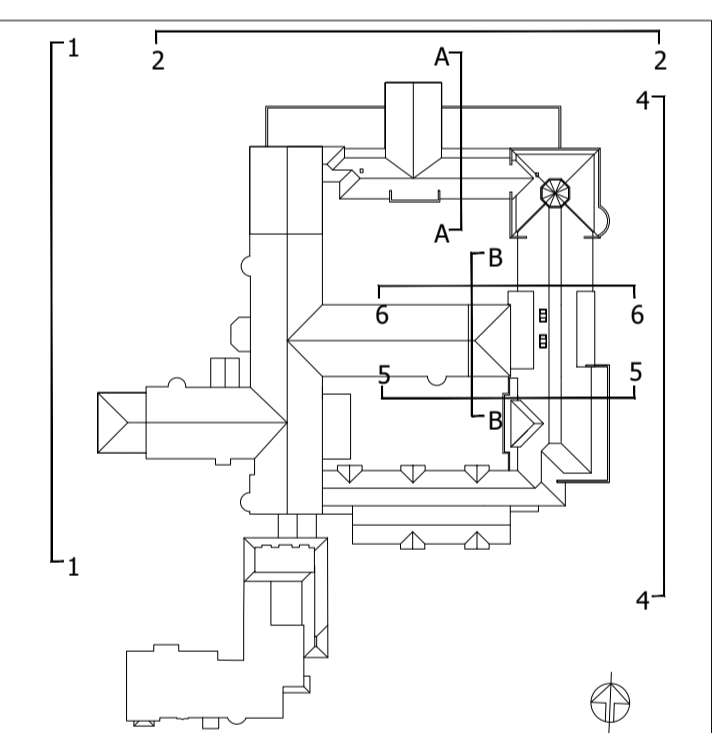
REV	DATE	REVISION	INITIALS	CHECK
A	30/04/21	Planning submission	EL	SEL
B	14/07/21	Revised to show existing building	EL	SEL
C	28/07/21	Revised to show existing building	EL	SEL
D	17/08/21	Pitched roof of extension revised to match main roof	EL	SEL



ELEVATION 1 - EXISTING

DRAWING STATUS

AS-RECORDED	<input type="checkbox"/>
AS-BUILT	<input type="checkbox"/>
FOR-CONSTRUCTION	<input type="checkbox"/>
FOR TENDER	<input type="checkbox"/>
FOR COORDINATION	<input type="checkbox"/>
FOR PLANNING	<input checked="" type="checkbox"/>
FOR DISCUSSION	<input type="checkbox"/>



Client
Royal Alfred Seafarers Society

Project
 Ground floor modernisation and extension of The Royal Alfred Seafarers Society

Drawing Title
 Existing and Proposed Elevation 1
 General Arrangement

Scale: **1:100 @ A1** Date: **30.04.2021**

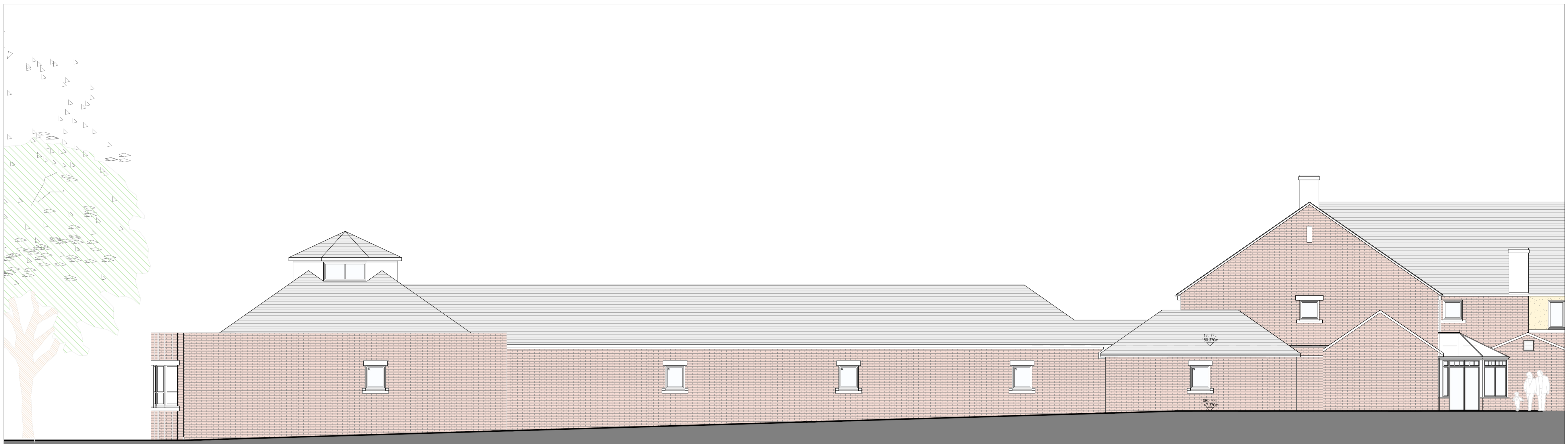
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Job No. **ELP_2021_026 AL(0)040** Drawing No. **AL(0)040** Rev. **D**

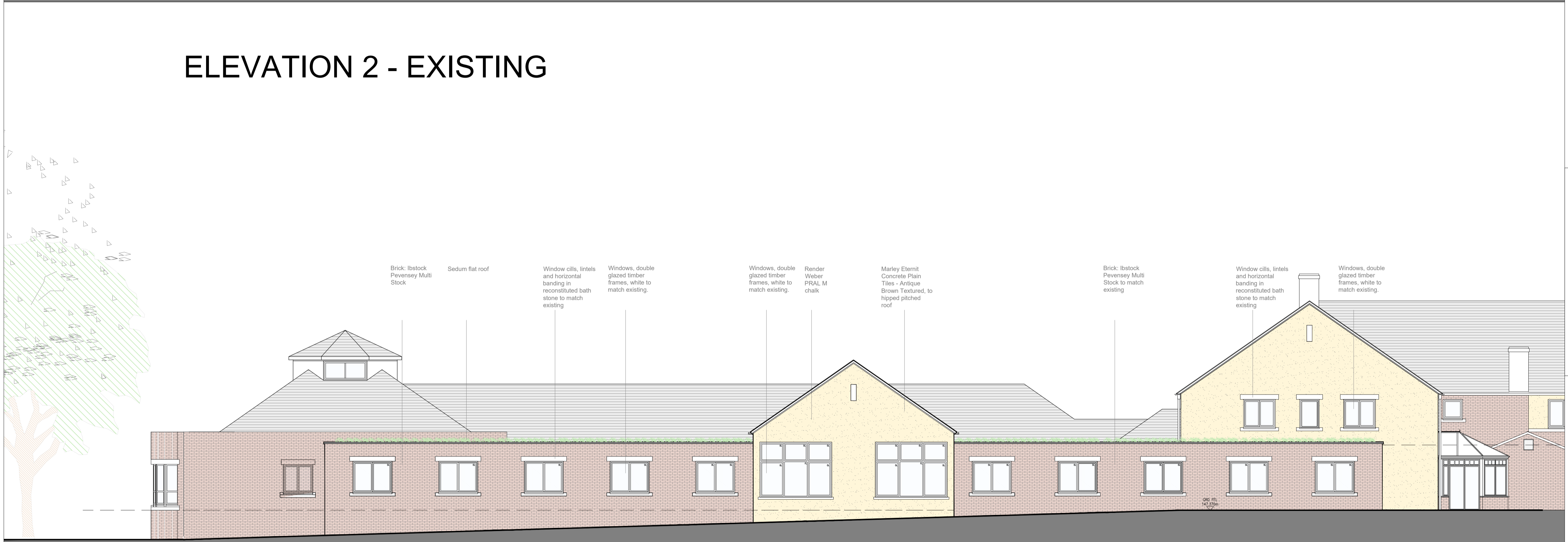
Windows, double glazed timber frames, white to match existing.
 Render Weber PRAL M chalk
 Marley Eternit Tiles - Antique Brown Textured to pitched roof
 Sedum flat roof
 Brick: Ibstock Pevensy Multi Stock



ELEVATION 1 - PROPOSED



ELEVATION 2 - EXISTING



ELEVATION 2 - PROPOSED

Notes

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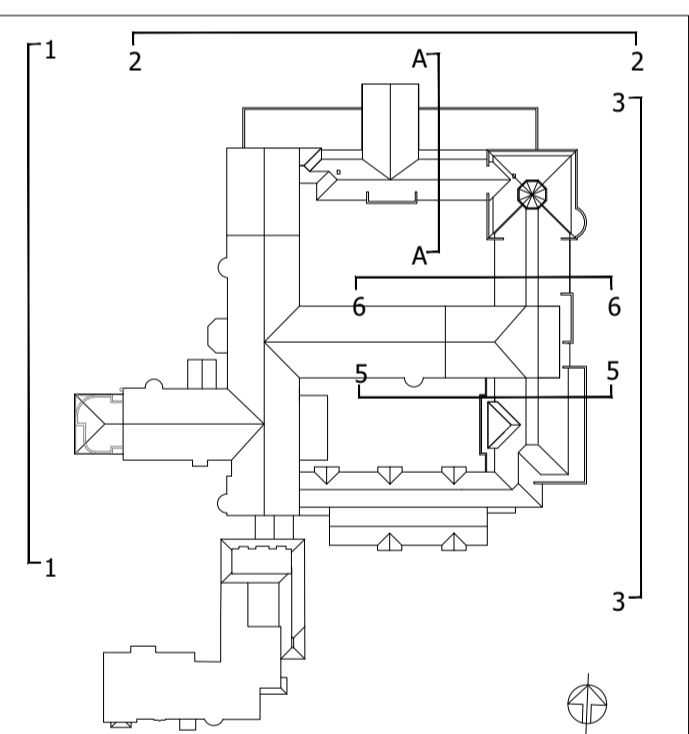
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REV	DATE	REVISION	INITIALS	CHECK
A	30/04/20	Planning submission	EL	SEL
B	14/07/20	Revised to show existing building	EL	SEL
C	17/08/21	Pitched roof of extension revised to match main roof	EL	SEL

DRAWING STATUS

AS-RECORDED	<input type="checkbox"/>
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FOR TENDER	<input type="checkbox"/>
FOR COORDINATION	<input type="checkbox"/>
FOR PLANNING	<input checked="" type="checkbox"/>
FOR DISCUSSION	<input type="checkbox"/>



Edmund Lattimore
Planning and Architectural Design

Client
Royal Alfred Seafarers Society

Project
Ground floor modernisation and extension of The Royal Alfred Seafarers Society

Drawing Title
Existing and Proposed Elevation 2
General Arrangement

Scale
1:100 @ A1

Date
30.04.2021

Drawn by
EL

Checked by
SCM

Job No.
ELP_2021_026 AL(0)041

Drawing No.

Notes
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REV	DATE	REVISION	INITIALS	CHECK
A	30/04/20	Planning submission	EL	SEL
B	14/07/20	Revised to show existing building	EL	SEL
C	03/09/21	Pitched roof of extension revised to match main roof	EL	SEL

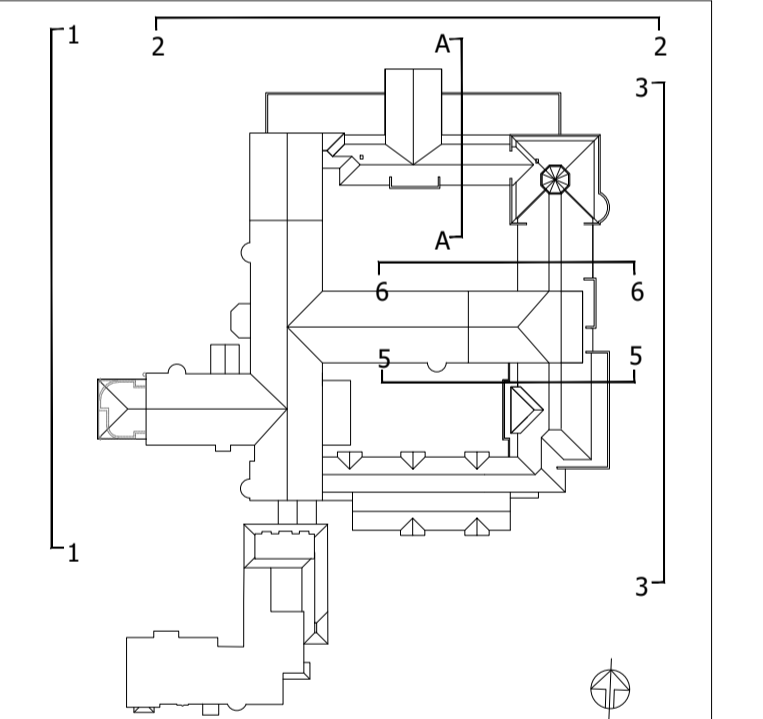


ELEVATION 4 - EXISTING



DRAWING STATUS

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FOR-CONSTRUCTION	<input type="checkbox"/>
FOR TENDER	<input type="checkbox"/>
FOR COORDINATION	<input type="checkbox"/>
FOR PLANNING	<input checked="" type="checkbox"/>
FOR DISCUSSION	<input type="checkbox"/>



ELEVATION 4 - PROPOSED



Edmund Lattimore
 Planning and Architectural Design

Client
Royal Alfred Seafarers Society

Project
 Ground floor modernisation and extension of the Royal Alfred Seafarers' Society

Drawing Title
 Existing and Proposed Elevation 3
 General Arrangement

Scale: **1:100 @ A1** Date: **30.04.2021**

Drawn by: **EL** Checked by: **SCM**

Job No. **ELP_2021_026 AL(0)042** Drawing No. **AL(0)042** Rev. **C**

Notes
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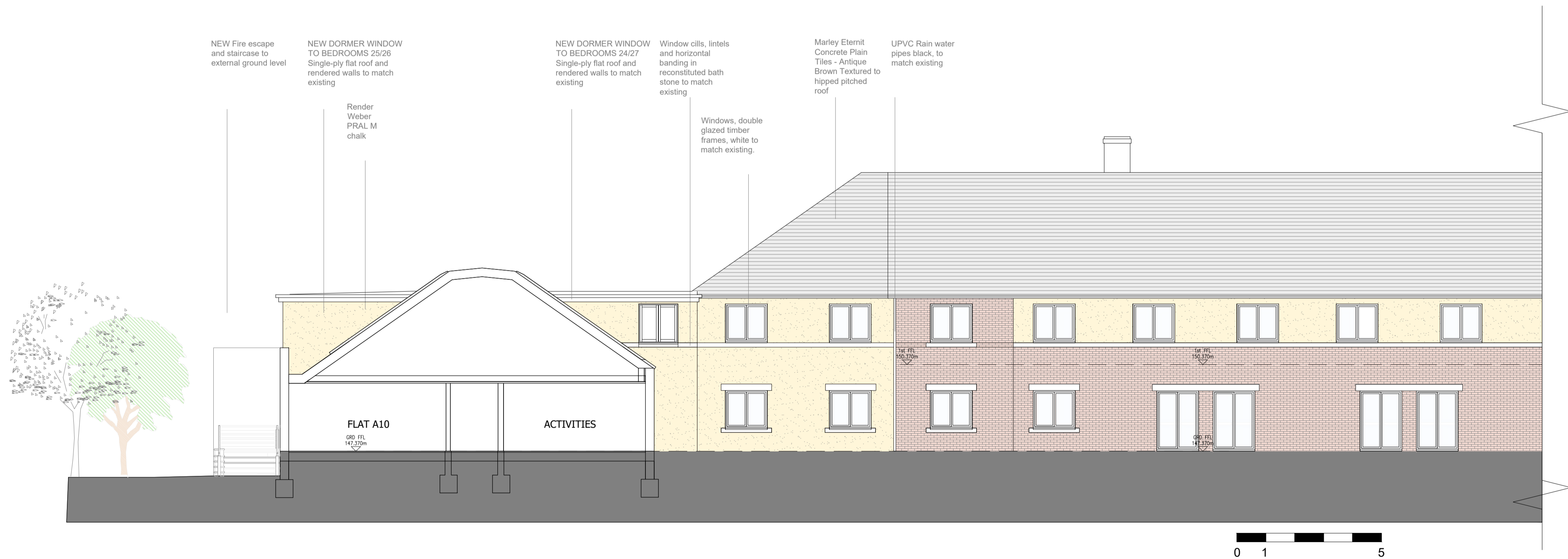
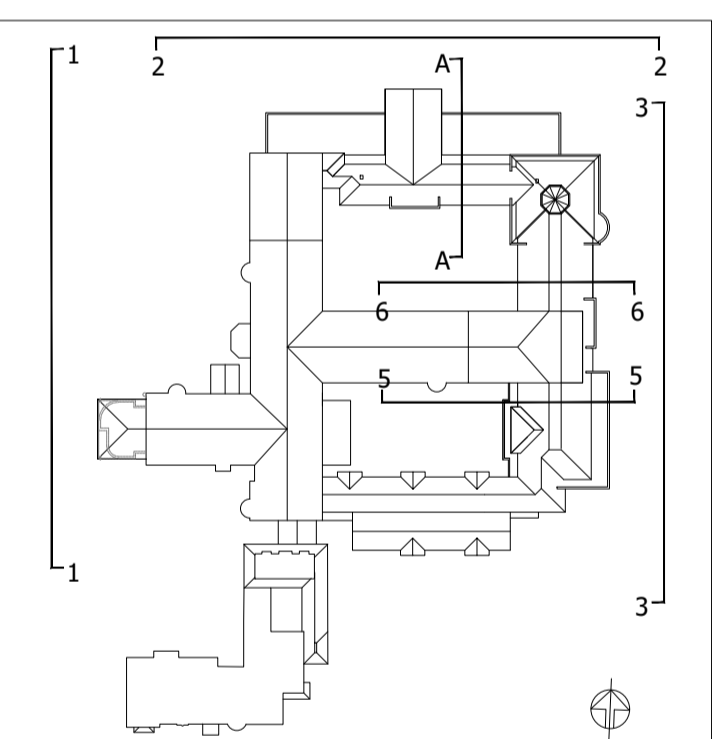
REV	DATE	REVISION	INITIALS	CHECK
A	26/07/21	Planning submission	EL	SEL



ELEVATION 6 - EXISTING

DRAWING STATUS

AS-RECORDED	<input type="checkbox"/>
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FOR TENDER	<input type="checkbox"/>
FOR COORDINATION	<input type="checkbox"/>
FOR PLANNING	<input checked="" type="checkbox"/>
FOR DISCUSSION	<input type="checkbox"/>



ELEVATION 6 - PROPOSED

- NEW Fire escape and staircase to external ground level
- NEW DORMER WINDOW TO BEDROOMS 25/26 Single-ply flat roof and rendered walls to match existing
- NEW DORMER WINDOW TO BEDROOMS 24/27 Single-ply flat roof and rendered walls to match existing
- Window cills, lintels and horizontal banding in reconstituted bath existing
- Marley Eternit Concrete Plain Tiles - Antique Brown Textured to hipped pitched roof
- UPVC Rain water pipes black, to match existing
- Render Weber PRAL M chalk
- Windows, double glazed timber frames, white to match existing

Edmund Lattimore
 Planning and Architectural Design

Client
Royal Alfred Seafarers Society

Project
 Ground floor modernisation and extension of the Royal Alfred Seafarers' Society

Drawing Title
 Existing and Proposed Elevation 6
 General Arrangement

Scale **1:100 @ A1** Date **26.07.2021**

Drawn by **EL** Checked by **SCM**

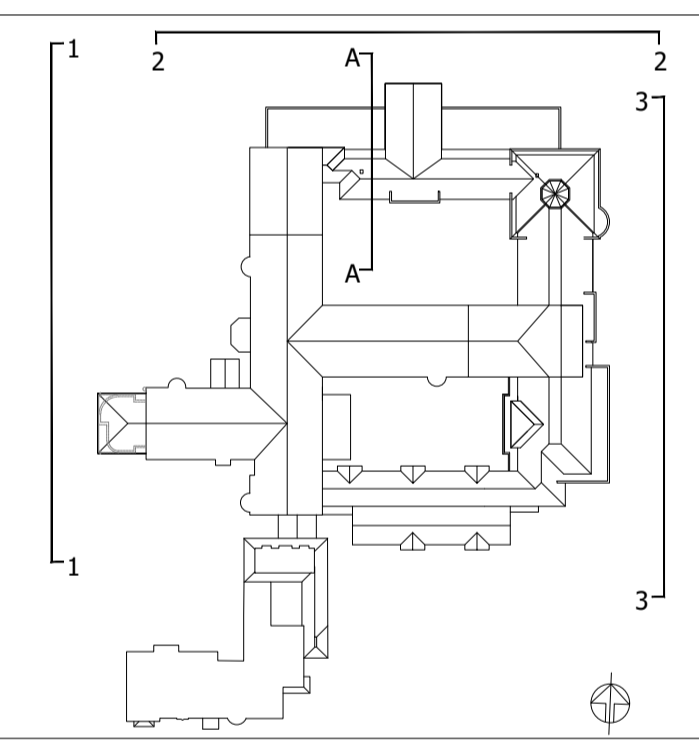
Job No. **ELP_2021_026 AL(0)045** Drawing No. **AL(0)045**

Notes
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 All dimensions to be verified on site prior to the commencement of any work or the production of any shop drawing. All discrepancies to be reported to the Architect.
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REV	DATE	REVISION	INITIALS	CHECK
A	30/04/20	Planning submission	EL	SEL

DRAWING STATUS

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FOR-CONSTRUCTION	<input type="checkbox"/>
FOR TENDER	<input type="checkbox"/>
FOR COORDINATION	<input type="checkbox"/>
FOR PLANNING	<input checked="" type="checkbox"/>
FOR DISCUSSION	<input type="checkbox"/>



Edmund Lattimore
 Planning and Architectural Design

Client
Royal Alfred Seafarers Society

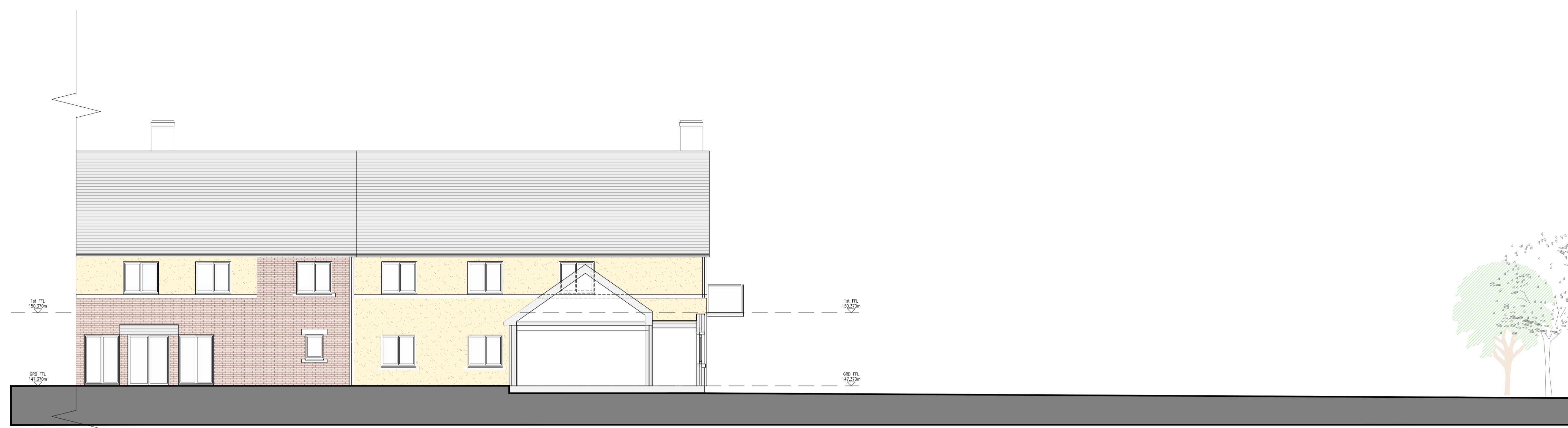
Project
 Ground floor modernisation and extension of the Royal Alfred Seafarers Society

Drawing Title
 Existing and Proposed Section AA General Arrangement

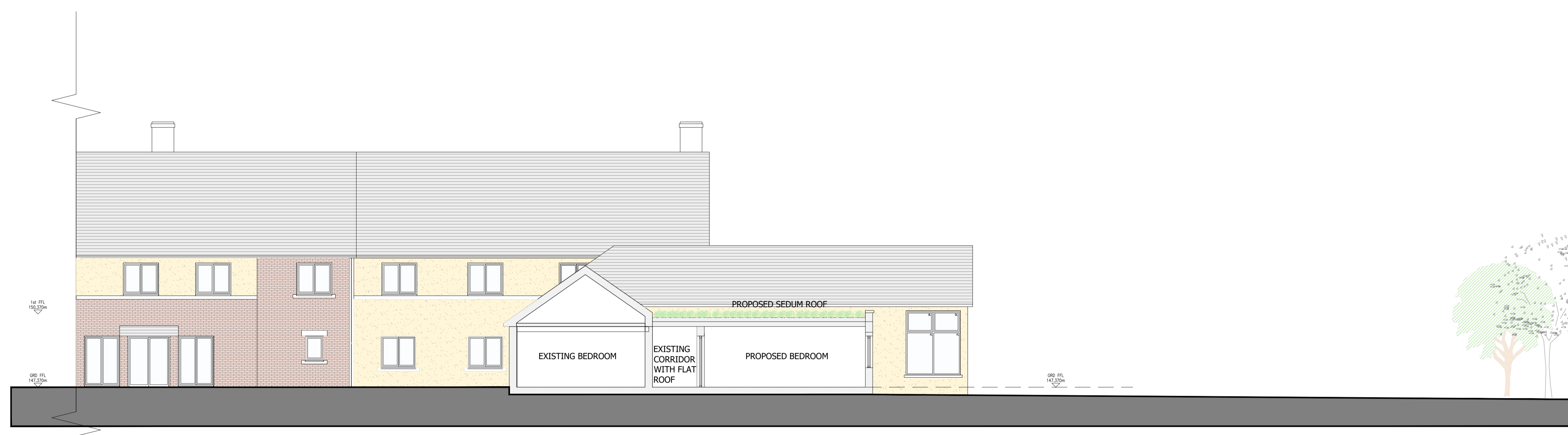
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Drawn by: **EL** Checked by: **SCM**

Job No. **ELP_2021_026 AL(0)043** Drawing No. **AL(0)043** Rev. **A**



SECTION A - A - EXISTING (as permitted under application Ref: 20/01805/F)



SECTION A - A - PROPOSED

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Agenda Item 7

Planning Committee
29th September 2021

Agenda Item: 7
21/01992/HHOLD

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE	
	DATE:	29 September 2021	
	REPORT OF:	HEAD OF PLANNING	
	AUTHOR:	Matthew Lambert	
	TELEPHONE:	01737 276659	
	EMAIL:	Matthew.Lambert@reigate-banstead.gov.uk	
AGENDA ITEM:	7	WARD:	Meadvale & St. Johns

APPLICATION NUMBER:	21/01992/HHOLD	VALID:	02 August 2021
APPLICANT:	Mr & Mrs Cook	AGENT:	The Michael Blacker Partnership
LOCATION:	7 ARBUTUS CLOSE, RH1 6NP		
DESCRIPTION:	Proposed single storey rear extension and first floor side extension above an existing single storey side extension and front porch.		
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.			

This application is referred to Committee in accordance with the Constitution as the planning agent is a Borough Councillor.

SUMMARY

The proposed development seeks permission for the erection of a first-floor side extension, a single storey rear extension and a front porch.

The proposal seeks consent for three main additions to the dwelling. These would all be constructed using matching materials and would all be subservient in size and scale to the dwelling, reflecting its original design approach.

The porch addition would carry the most visibility from the streetscene. However, it would conform with The Council's design guidance for this type of addition. There is also some variation of the sizes and designs of porches in the road. It would therefore be acceptable.

To the rear of the site, it is proposed to erect a single storey rear extension. This addition would have a flat roof, and glazed doors and windows both rear facing. It would comply with the SPG guidance in terms of depth, and would not be visible from the streetscene. It is therefore not objectionable with regard to design nor amenity.

To the side, the existing single storey extension would be increased to two-storey height. Internally, an additional bedroom and bathroom would be provided. The footprint would not change. The design and pitch of the roof has been amended during the course of the application following initial concerns raised by officers. Initially a 'dummy pitch' was proposed which was considered out of keeping with the character of the dwelling but this has been changed to a hipped roof. Whilst this would not match the gable it adjoins, it would also be set-back and so would not appear harmful.

In summary, 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 24 August 2021. No representations have been received.

1.0 Site and Character Appraisal

1.1 The application site lies within a residential cul-de-sac in Redhill, and is occupied by a mid-twentieth century semi-detached dwelling house. An area of Ancient Woodland lies to the east and north of the site. No significant trees would appear to be impacted by the proposal. The site levels rise from south to north and from east to west.

1.2 The surrounding area consists of residential properties of a similar age and slightly varying styles; a number of properties have been extended, typically to the side, front, loft and the rear.

2.0 Added Value

2.1 Improvements secured at the pre-application stage: It was recommended that the roof pitch of the first floor side extension be amended.

2.2 Improvements secured during the course of the application: Amendments to the roof pitch of the first-floor side extension.

2.3 Further improvements to be secured: Materials as specified

3.0 Relevant Planning and Enforcement History

3.1 None

4.0 Proposal and Design Approach

4.1 This is a householder planning application for first floor side, single storey rear and front porch extensions to the dwelling.

4.2 The proposed additions would be built out of matching materials and would be designed to match the existing form and appearance of the dwelling.

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.

6.4 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.

6.5 The first-floor extension is considered acceptable in terms of design. It would occupy the same footprint as the existing single storey side element, 7.4m (d) x 2.8m (w) and would be set-back from the front building line of the dwelling by 2.8m. During the course of the application, amended plans were requested and received, replacing the initially proposed false-pitch roof with a roof that is fully dual-pitched, yet set-down and therefore subservient to the main form of the dwelling. The walls, windows and roof tiles proposed would match those of the existing dwelling, and this would be further secured by condition. The Council's SPG recommends that this type of addition should demonstrate a set-in of 1m from the boundary with the neighbouring side.

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Spacing of 2m would be provided at the frontage, but this would reduce to 0.3m at nearest, as the site boundary tapers inward, away from the neighbouring dwelling no.8. Given that this neighbour is positioned away from the application site, and for the most part, the separation distance remains over 1m, there would not be any introduction of a terracing effect, and on balance it is acceptable in this instance for exception to be made.

- 6.6 Considering the design approach, the modest size and variation of other first floor additions in the immediate locality, this part of the scheme would be appropriate given the context of the street and would accord with the requirements of policy DES1 of The Council's Development Management Plan.
- 6.7 From a design viewpoint, the proposed single storey rear extension is also acceptable. It would be of an unconventional shape; in that it would follow the staggered boundary on the south side of the site. It would also have a flat roof, which is generally discouraged by The Council's design guidance. Notwithstanding this, it would fall below the maximum recommended depth limit of 3.3m, and given a suitably modest height, it would appear subservient. Furthermore, given the positioning of the dwelling, and the side addition considered above, it would have very little visibility from the highway. As such, its overall impact upon the character and appearance of the area would be negligible and no objection to this part of the scheme is therefore raised.
- 6.8 Thirdly, it is proposed to add a front porch to the dwelling. In terms of dimensions, this addition would measure 2.18m (w), 3.30m (h), 1.12m (d). Given the location of this addition, it would carry high levels of visibility from the streetscene. The Council's Householder Extensions and Alterations SPG recommends that porches should reflect the appearance of the existing property, especially in style, proportions, and materials. The size of the porch should also reflect the size of the property, and should use the same roof design and, where possible, the same roof pitch as the main property.
- 6.9 Proportionally, the porch would appear suitably subservient to the overall scale of the dwelling. As noted above, the materials would match those of the existing dwelling. Whilst the roof design would not be a direct match with the gable roof of the dwelling, it is acknowledged that such an approach to this type of addition would likely appear overly bulky and out of character with other similar development in the road. Given that many properties in the cul-de-sac have benefitted from front porch additions, and there is no particular uniformity with regard to design, no objection is raised in terms of design with regard to this element.
- 6.10 In summary, the proposal is acceptable with regard to its impact upon the design and character of the dwelling and wider locality. It would comply with the requirements of policy DES1 of the Council's Development Management Plan and no objection is raised.

Neighbour amenity

- 6.11 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 north-west, no.8 Arbutus Close, and the adjoining neighbour to the south, no.6. Each element of the scheme will be considered in turn.
- 6.12 The single storey rear extension would project to a maximum depth of 3.10m when measured from the rear building line. It would span the width of the dwelling, reaching a maximum height of 2.75m. Given that it would lie inside the maximum depth recommendation as set out within the SPG for this property type, the impact upon both neighbours is acceptable. The rear windows of no.6 the adjoining property would not be intersected at their central points by the relevant vertically and horizontally measured 45-degree lines. In the absence of any side-facing windows, this part of the scheme would also not give rise to any overlooking or privacy concerns. As such, whilst the existing relationship would be subject to some change by virtue of the increased massing and built form, the result would not be harmful and no objection on amenity grounds is raised with regard to the rear extension.
- 6.13 The first-floor addition would occupy the same footprint as the ground floor addition currently in-situ. It would be set-away from the boundary with no.8, although this distance would decrease throughout the depth of both plots. This addition would project modestly beyond the rear building line, and as such would be visible from the adjoining neighbour no.6. However, it would be set a reasonable distance away, and would not therefore give rise to any overbearing impact or overlooking. The impact toward no.8 would be greater. This property features a similar single storey side extension to the existing addition at no.7. This was approved under 02/02235/F. A 25° (as outlined in the adopted SPG) assessment was undertaken and in the case of a twin-casement side-facing window to the ground floor of no.8, the 25-degree line of sight from these windows would be breached. There would therefore be some loss of light to this room.
- 6.14 Despite this, following a visit to this room within no.8, it is apparent that it is served by three aspects; double casement windows to the front and rear, alongside the side. The front and rear windows are east and west facing, allowing for sunlight to enter this room throughout the day. Consequently, the overall loss of light to this room would be within the limits of acceptability, and there would not be reasonable grounds to recommend refusal on this basis. It is not proposed to add additional side-facing fenestration to either side. As such, there would not be any additional overlooking or privacy issues on this side.
- 6.15 The dimensions and positioning of the porch toward the centre of the front elevation of the dwelling would be such that no undue loss of light, overshadowing, nor privacy issues would be generated from this part of the scheme.

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- 6.16 In summary, 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 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.

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
Location Plan	4654-SK01		22.07.2021
Block Plan	4654-SK02		22.07.2021
Existing Elevations	4654-PL02		22.07.2021
Existing Floor Plan	4654-PL01		22.07.2021
Proposed Floor Plan	4654-PL03A		23.08.2021
Proposed Combined Plan	4654-PL04A		23.08.2021
Proposed Elevations	4654-PL05A		23.08.2021

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

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

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.
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. Should any development be proposed on or near the boundary then a party wall notice may be required under the Party Wall Act etc 1996.
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.

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

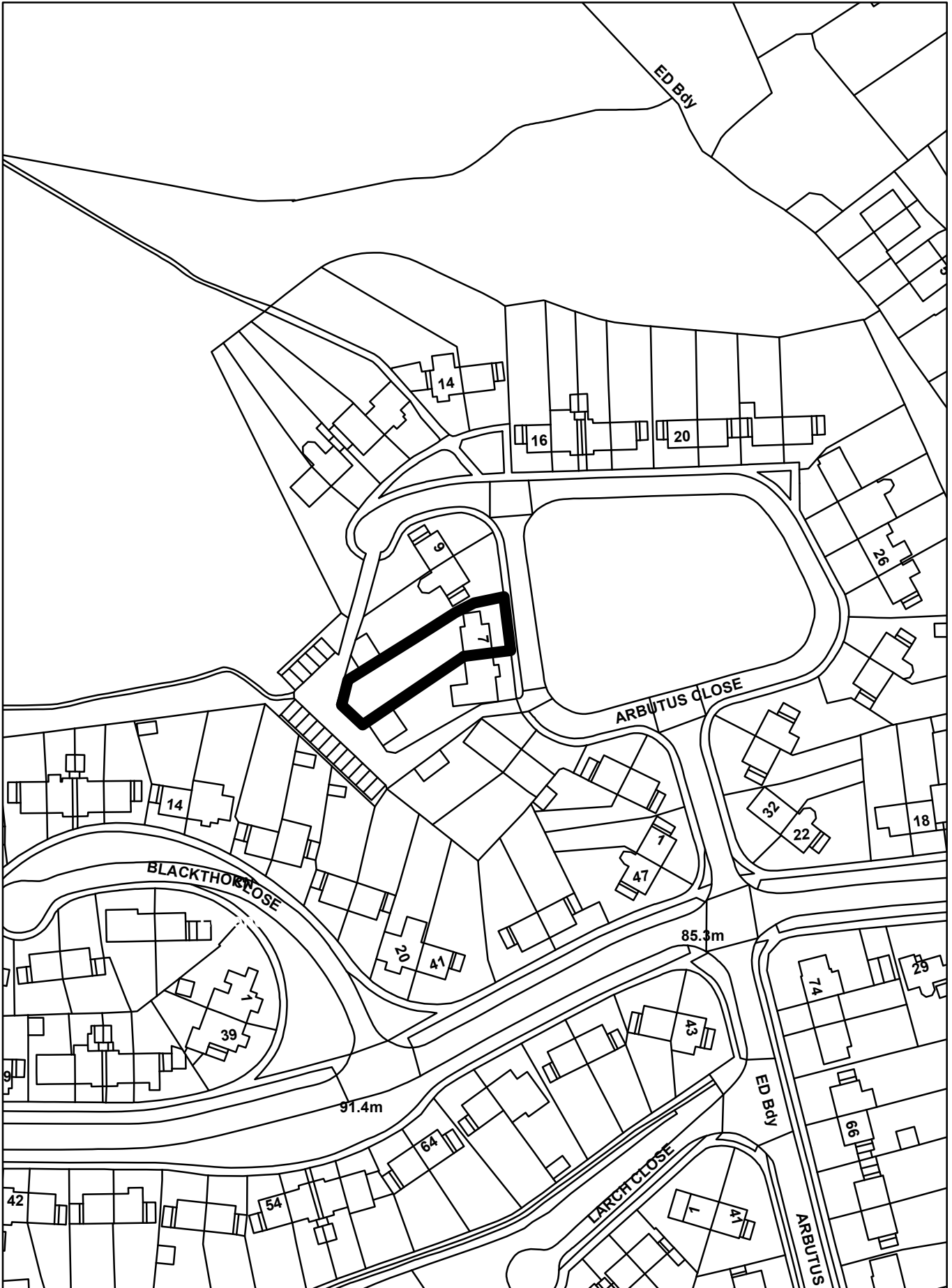
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plan and there are no material considerations that justify refusal in the public interest.

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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Michael Blacker *Partnership*

Michael S. Blacker C.Eng. F.I.Struct.E. Andrew Blacker B.Sc.(Hons) C.Eng. M.I.C.E.
CONSULTING STRUCTURAL & CIVIL ENGINEERS

No 1 MARK STREET,
REIGATE, SURREY RH2 0BL
TELEPHONE 01737 244886 FACSIMILE 01737 224556

PROJECT 7 ARBUTUS CLOSE REDHILL
SURREY RH1 6NP

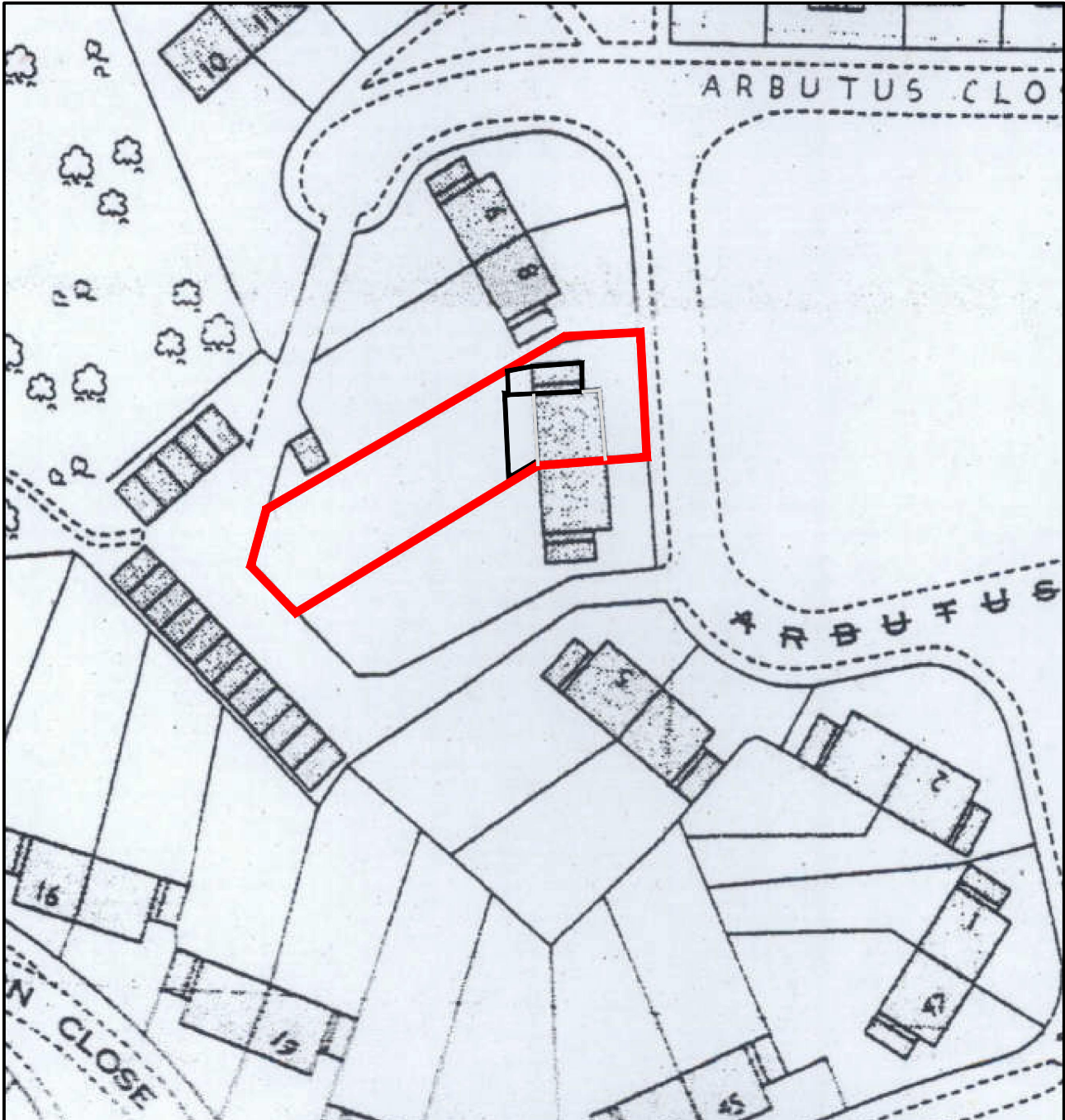
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DRG No. 4654 / SK02

SHT No. SK02

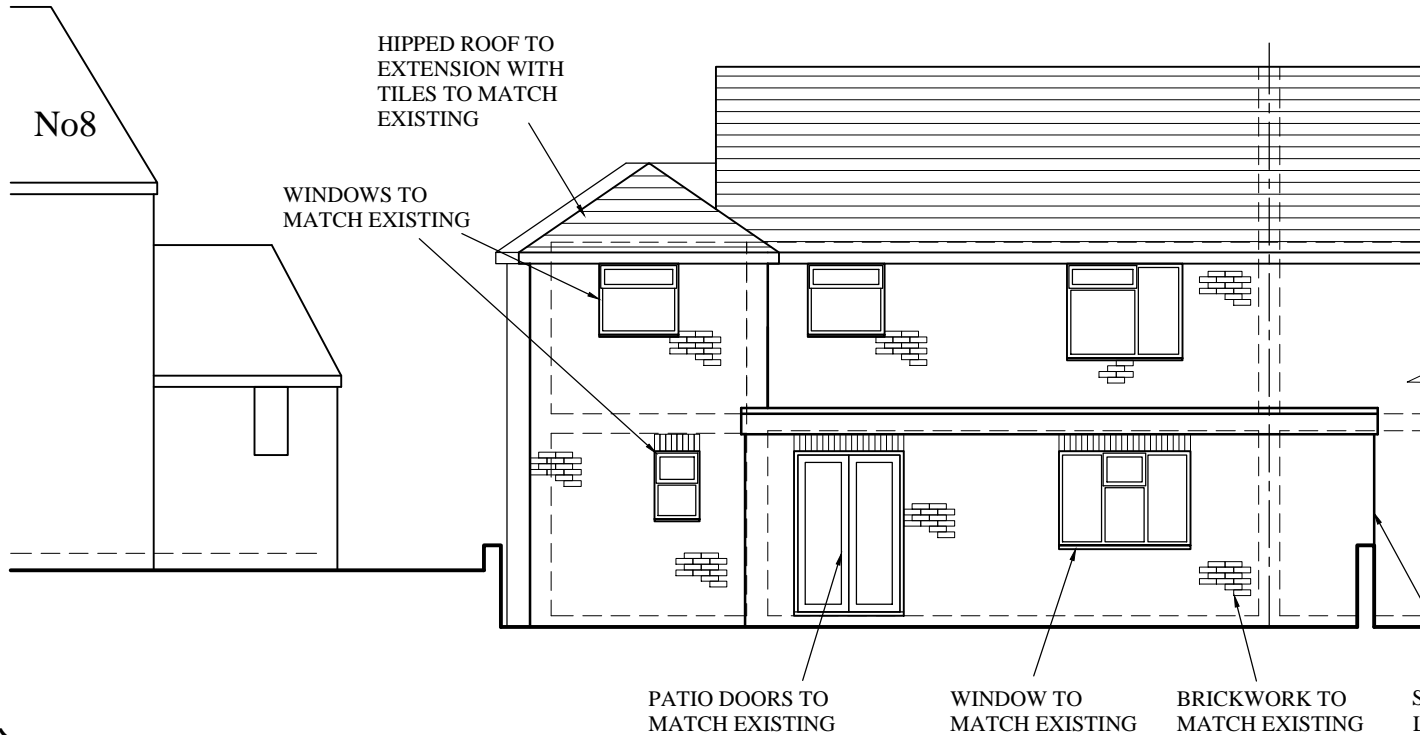
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DATE APR 21

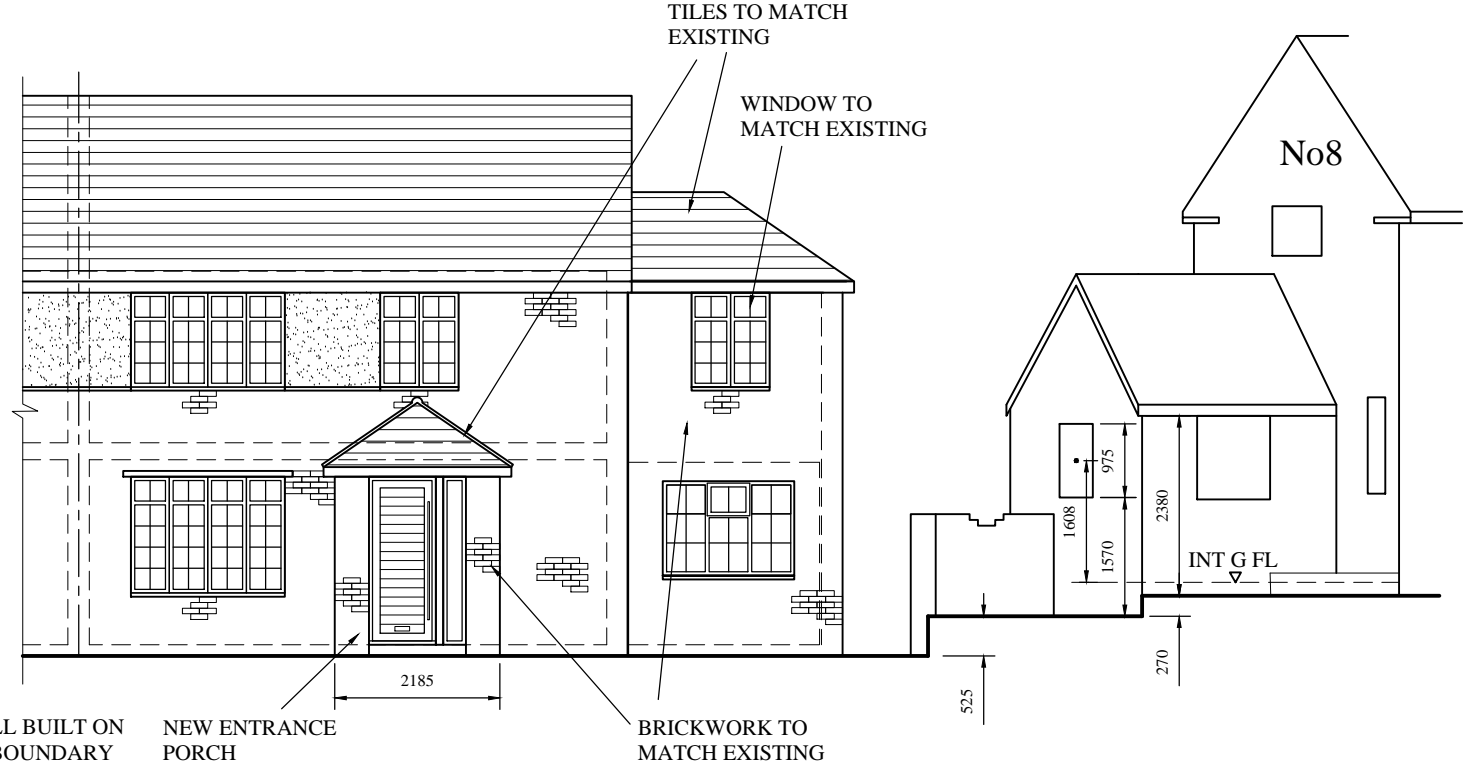


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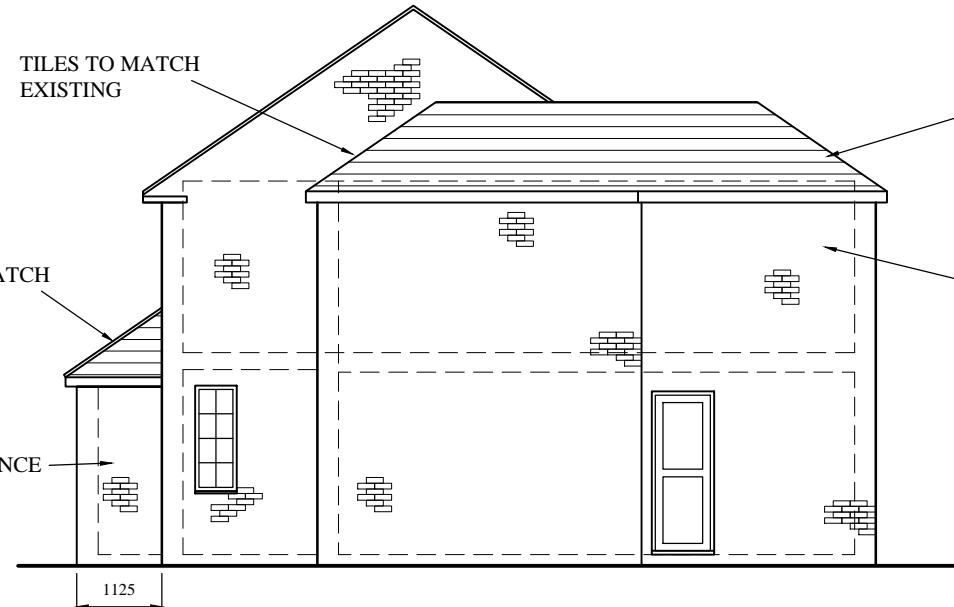




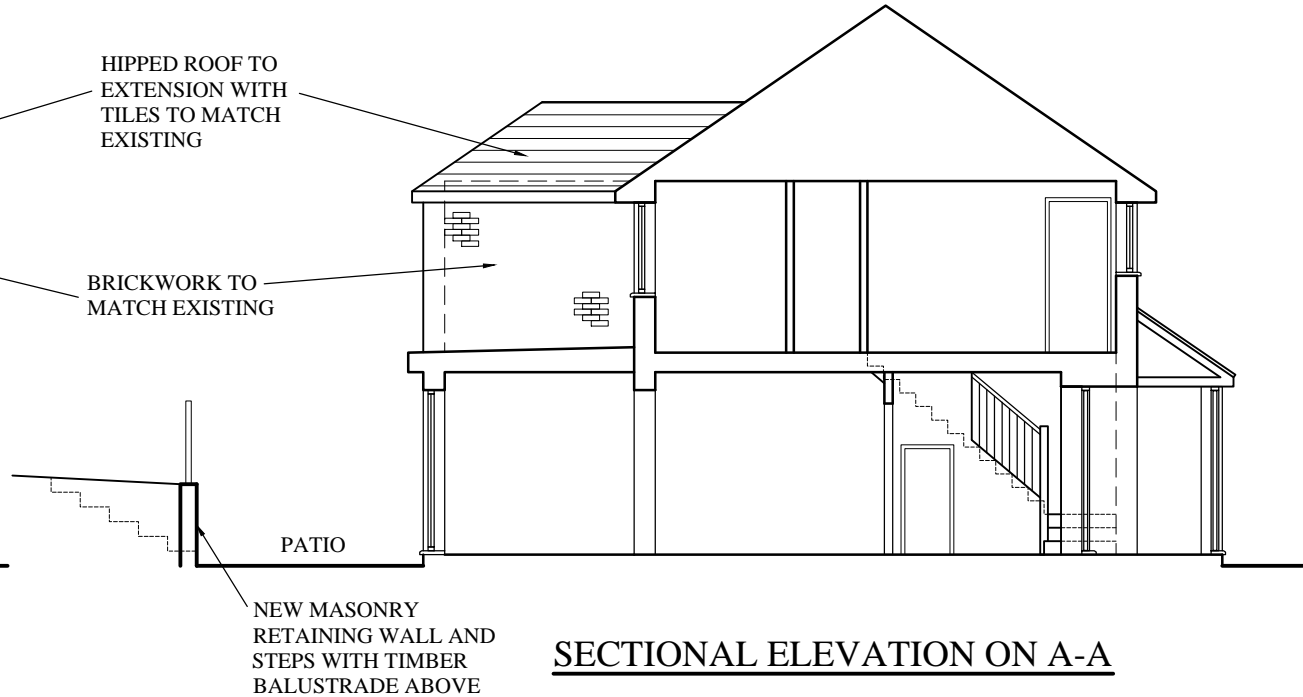
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FRONT ELEVATION

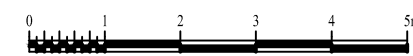


RIGHT HAND SIDE ELEVATION



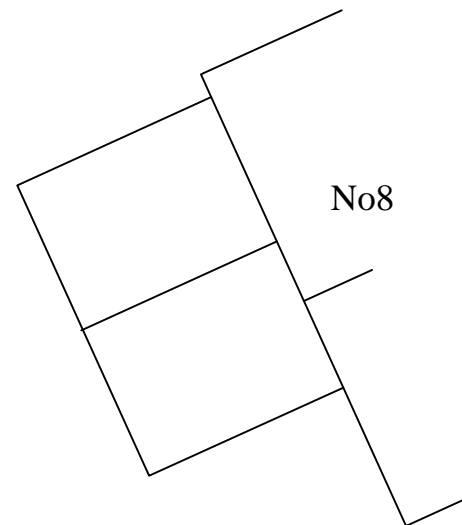
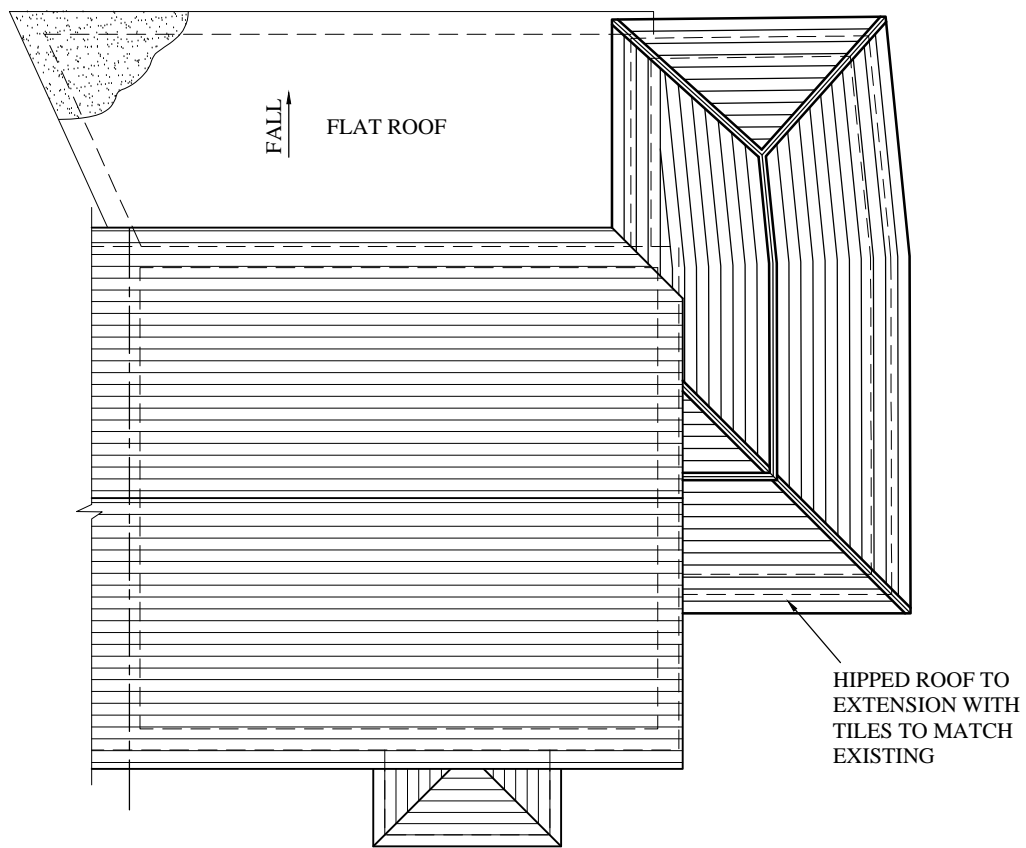
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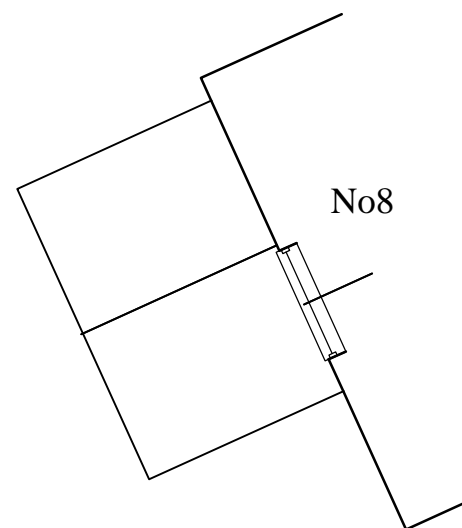
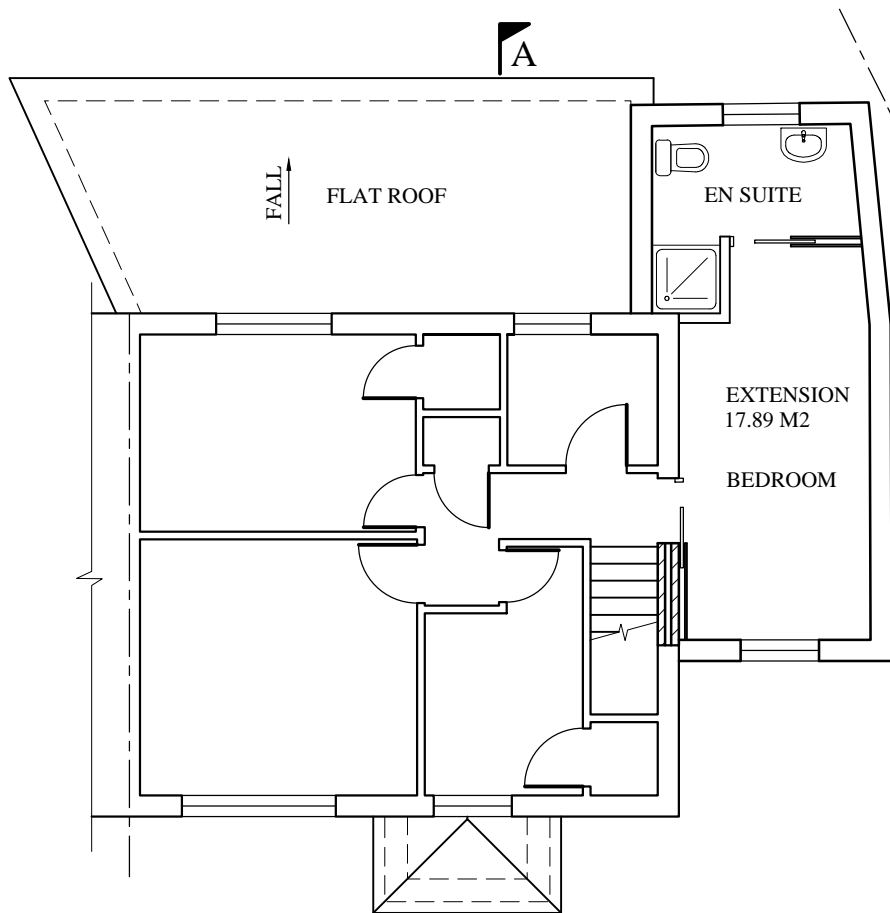


REVISION	DATE	DESCRIPTION
A	12.08.21	EXTENSION ROOF ALTERED.
Drawing		
<u>PROPOSED ELEVATIONS</u>		
Project		
7 ARBUTUS CLOSE REDHILL SURREY		
Client		
<u>MR. & MRS. COOK</u>		
Architect		
Michael Blacker		
<small>Michael Blacker C.Eng. F.I.Struct.E. Andrew Blacker B.Sc.(Hons) C.Eng. M.I.C.E.</small>		
CONSULTING STRUCTURAL & CIVIL ENGINEERS		
<small>No 1 MARK STREET, REDGATE, SURREY RH2 0BL TELEPHONE 01737 244896 FACSIMILE 01737 224556 e-mail : eng@blacker.co.uk</small>		
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ROOF PLAN



FIRST FLOOR PLAN




REVISION	DATE	EXTENSION ROOF ALTERED.
A	12-08-21	
Drawing		
PROPOSED FIRST FLOOR & ROOF PLANS		
Project		
7 ARBUTUS CLOSE REDHILL SURREY		
Client		
MR. & MRS. COOK		
Architect		
Michael Blacker Partnership <small>Michael A. Blacker C.Eng. P.Eng. M.I.E.E. Andrew Blacker B.Sc. (Hons) C.Eng. M.I.E.E.</small> CONSULTING STRUCTURAL & CIVIL ENGINEERS No 1 MARK STREET, REDGATE, SURREY RH2 0BL TELEPHONE 01737 244888 FACSIMILE 01737 224556 e-mail : eng@blacker.co.uk		
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Date	Job No.	Drng. No.
JULY 2021	4654	PL04
		Rev
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Agenda Item 8

Planning Committee
29th September 2021

Agenda Item: 8
Walton on the Hill Conservation Area

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE	
	DATE:	29 September 2021	
	REPORT OF:	HEAD OF PLANNING	
	AUTHOR:	John McNally	
	TELEPHONE :	01737 276204	
	EMAIL:	john.mcinally@reigate-banstead.gov.uk	
AGENDA ITEM:	8	WARD:	Lower Kingswood, Tadworth and Walton Sidlow

SUBJECT:	To report the results of the public consultation on Walton the Hill Conservation Area boundary changes and consider the designation of the proposed changes to Walton on the Hill Conservation Area boundary.
PURPOSE OF THE REPORT:	This report recommends the designation of the changes to the Walton on the Hill Conservation Area.
RECOMMENDATION:	
1. It is recommended that the boundary changes to Walton on the Hill Conservation Area are designated, as delineated on the attached plans in pursuance to the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1990 and that the appropriate statutory procedures be undertaken.	
Planning Committee has authority to determine the recommendations.	

1.0 BACKGROUND

1.1 The Borough currently has 23 Conservation Areas. They are defined by the legislation as areas of special architectural or historic interest, which are desirable to preserve or enhance. The Council has a statutory duty to regularly review designations and boundaries and draft conservation area appraisals have recently been undertaken. Walton on the Hill Conservation Area was designated in 1973 and extended in 1990. The draft Walton on the Hill Conservation Area Appraisal suggested a number of boundary changes and these were subject to consultation with the residents of these areas and amenity societies by letter in March 2020 and by virtual meeting in 2021. Designation gives greater powers to facilitate appropriate development and consider the existing buildings in the context of the character of the area.

2.0 STATUTORY PROVISION

2.1 Public attitudes in favour of the retention and enhancement of local character and distinctiveness within the built environment are reflected in statutory legislation and guidance. Historic buildings and conservation areas are, therefore, vitally important to the environmental quality of life in this country. Consequently, local planning authorities have a duty under the Planning (Listed Buildings and Conservation Areas) Act 1990, to

determine and review which parts of their area are of special architectural or historical interest, the character or appearance of which it is desirable to preserve or enhance, and to designate such areas as conservation areas.

3.0 CONSULTATION RESULTS AND CHARACTER ASSESSMENT OF THE PROPOSED BOUNDARY CHANGES

3.1 Comments were received from 6 households in relation to the boundary changes. Two requesting deletions, one supporting a deletion and three objecting to inclusion in the Conservation Area. Comments were also received from the Tadworth and Walton Residents Association.

3.2 Egmont Park Road
Recommendation : Retain in the Conservation Area

One household requested removal of Egmont Park Road from the Conservation Area as they considered that it consisted of mostly new houses. Officers consider that Egmont Park Road should remain part of the Conservation Area for the following reason. The Holly hedge lined estate road of 1908 has a particularly distinctive character. There are three significant houses of substantial size within the road by notable arts and crafts architects include Guy Dawber, Stanley Crosbie and Arthur Geen. Whilst there has been infill, this has generally been respectful of the existing character, the road is still of considerable character and should be retained within the Conservation Area.

3.3 2 Greenways
Recommendation : Retain in the Conservation Area

One household requested the removal of 2 Greenways from the Conservation Area as it is a modern house. Officers consider the property should be retained in the Conservation Area as it is within the setting of adjacent period properties, Heath Cottage and Pintmere, and contains trees and hedges that contribute to the Conservation Area, and is embedded in a sensitive location fronting the heath.

3.3 Proposed removal of 15 to 57 (odd) Sandlands Road and 27 to 31 (odd) and 26 to 40 (even) Meade Court

Recommendation: Removal of properties from the Conservation Area designation

This is a proposal by officers. In regard to the west side of Sandlands Road, the officer proposal is to amend the boundary in this area by removal of certain houses, as the houses on the contribution to the Conservation Area is mainly as a distant views from Walton Street and general planning controls seem sufficient to ensure that that setting is maintained. One household supported the removal of the west part of Sandlands Road from the Conservation Area. Whilst parts of the east side of Sandlands Road lack architectural interest, the east side need to be retained as they form a prominent backdrop and silhouette to Walton Pond and uncontrolled roof alterations and extensions would impact on the setting of the village pond. The properties at the back of Mead Court are proposed for removal from the Conservation Area as this a modern development hidden from the Conservation Area and a third of the Court already lies outside the Conservation Area. It is proposed to retain Pond Farm Close in the Conservation Area as is within the setting and grounds of Ebenezer Cottage, a grade II listed building and its barn. It is therefore considered that 15 to 57 (odd) Sandlands Road and 27 to 31 (odd) and 26 to 40 (even) Meade Court should be excluded from the Conservation Area.

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Walton on the Hill Conservation Area

3.4 Proposed addition of Chequers Corner, Chequers Corner Cottage, Tudor Cottage, the White Cottage and Tressady Cottage, Heath Drive and part of the land south of the Grange, Hurst Drive off Chequers Lane

Recommendation : Inclusion of the properties and land in the Conservation Area.

Chequers Corner is a substantial arts and crafts building of 1914 by the architects Trehearne & Norman with a Lodge of 1924 by the architect Stanley Crosbie. Adjacent is the timber framed Tudor Cottage of 1926 by the architect B De C Jackson of George Crawley & Partners and opposite is Tressady and the White Cottage in an arts and crafts style with pantile roof by the architect George Crawley, of 1920. The land in Chequers Lane is the remains of the garden of the Grange, was laid in 1921 by the landscape gardener Alfred Luff, and still includes original rhododendrons, azaleas, Japanese maples and other shrubs as well as specimen trees. The owners of Tressady and the White Cottage object to the inclusion of their properties. They consider the properties are too altered to include. The Tadworth & Walton Resident's Association have said that consideration should be given to exclude those properties given the objections, but support the inclusion of the other properties. The officers have considered these objections but are of the view that the properties are of some character and have retained their original appearance from Heath Drive and should be included. It is therefore considered that the above properties contribute to the arts and crafts character of this part of Walton and should be included in the Conservation Area.

3.5 Proposed addition of 3 and 5 Breech Lane

Recommendation : inclusion in the Conservation Area

This is an officer proposal. These are arts and crafts style lodges to Little Chesters, a grade II listed building and by the same architects, Nicholls & Hughes of 1927. They are included for group value with the main house and their contribution to the arts and crafts character of the Conservation Area. The Tadworth & Walton Resident's Association support the inclusion of these properties.

3.6 Proposed addition of 35 and 35a Walton Street, Petersmead, Monellan, Bracknell 39, 37 and 35 Meadow Walk

Recommendation : inclusion in the Conservation Area

This is an officer proposal. Petersmead is an arts and crafts house of 1913 by the local arts and crafts architect L Stanley Crosbie for his residence and 35 & 35a Walton Street and Bracknell, both of 1909 are also by him. 35 & 37 of 1911 by the architect Morley Horder, known for designing Lloyd George's house and the cottages are illustrated in Sir Lawrence Weaver's "Cottages ; Their planning, design and materials" (1926). An objection was received by the owner of 37 Meadow Walk to the inclusion of 37 & 39 stating it was heavily modified and they wished to extend the house. The officer's view is that the original form of the house is recognisable from the front and contributes to the group of arts and crafts houses, and its inclusion would not preclude rear extensions if they meet the general planning design criteria. It is therefore considered that the above properties should be included in the Conservation Area as they contribute to the arts and crafts character of the area. The Tadworth & Walton Resident's Association support the inclusion of these properties.

3.7 Duffield Road and 8 to 18 and 38 to 52 (even) Meadow Walk

Recommendation : Not to include in Conservation Area at this stage

The Tadworth & Walton Resident's Association have suggested the inclusion of these properties. Officers have considered the properties but having regard to the architecture of the dwellings, consider that current controls are sufficient and therefore not recommending inclusion at this stage.

3.8 Emerald Place, Deans Lane, Walton

Recommendation : include in Conservation Area

This is an arts and crafts house of 1931 by Seely & Paget, best known for their work at Eltham Palace and contributes to the group of arts and crafts houses in the area. Officers recommend its inclusion in the Conservation Area.

3.9 Lane End, Chucks Lane, Walton

Recommendation : include in Conservation Area

This is a house originally by the arts and crafts architect Percy Morley Horder of 1907 which was remodelled with tile hanging by the notable architect Sir Mervyn McCartney in 1924 for Baron Russell of Killowen family once they had left Tadworth Court. Officers recommend its inclusion in the Conservation Area as an arts and craft house by important architects.

3.10 Howard Close

Recommendation : Not to include at this stage

Tadworth and Walton Residents Association suggested inclusion of this area as they considered it has architectural cohesion and charm. Officers have researched the estate and their view is as follows. It was designed by the architect Arthur Kenyon, in 1937 and the houses match some of those he designed at Welwyn Garden City, which are included in the Conservation Area for the garden city. Unfortunately at Walton only 1 of the 58 houses has its original windows and there is no realistic possibility of reinstating the original configuration. The ornate dormer cornices have also been removed in the majority of cases. However the Flemish bond brickwork and proportions survive and the roofscape survives at the present with some degree of unity. There is a danger that further changes particularly to the roofscape without a more ordered approach could result in a considerable deterioration in the appearance of the estate. It is therefore considered that the merits of an Article 4 Direction or Conservation Area designation need to be further explored.

4.0 RESOURCE IMPLICATIONS

- 4.1 Whilst heritage resources are limited, the greater certainty in the development management process will considerably reduce time spent on negotiation and discussion of proposals.

5.0 LEGAL IMPLICATIONS

- 5.1 The local planning authority has a duty under the Planning (Listed Buildings and Conservation Areas) Act 1990 to review the exercise of their functions in respect of the designation of conservation areas, and to consider the designation of further parts of their area as conservation areas. The legal status of Conservation Areas is not expected to change in the near future.

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6.0 CONCLUSIONS

6.1 It is considered that the revised boundary to include additional buildings is worthy of designation as a Conservation Area, as the additional buildings contribute significantly to the identity and character of the area. It is also considered that the areas to be removed from the Conservation Area are sufficiently controlled at this present time not to affect the Conservation Area or its setting. It is recommended that the Committee approve designation of the revised boundary of the Conservation Area.

6.2

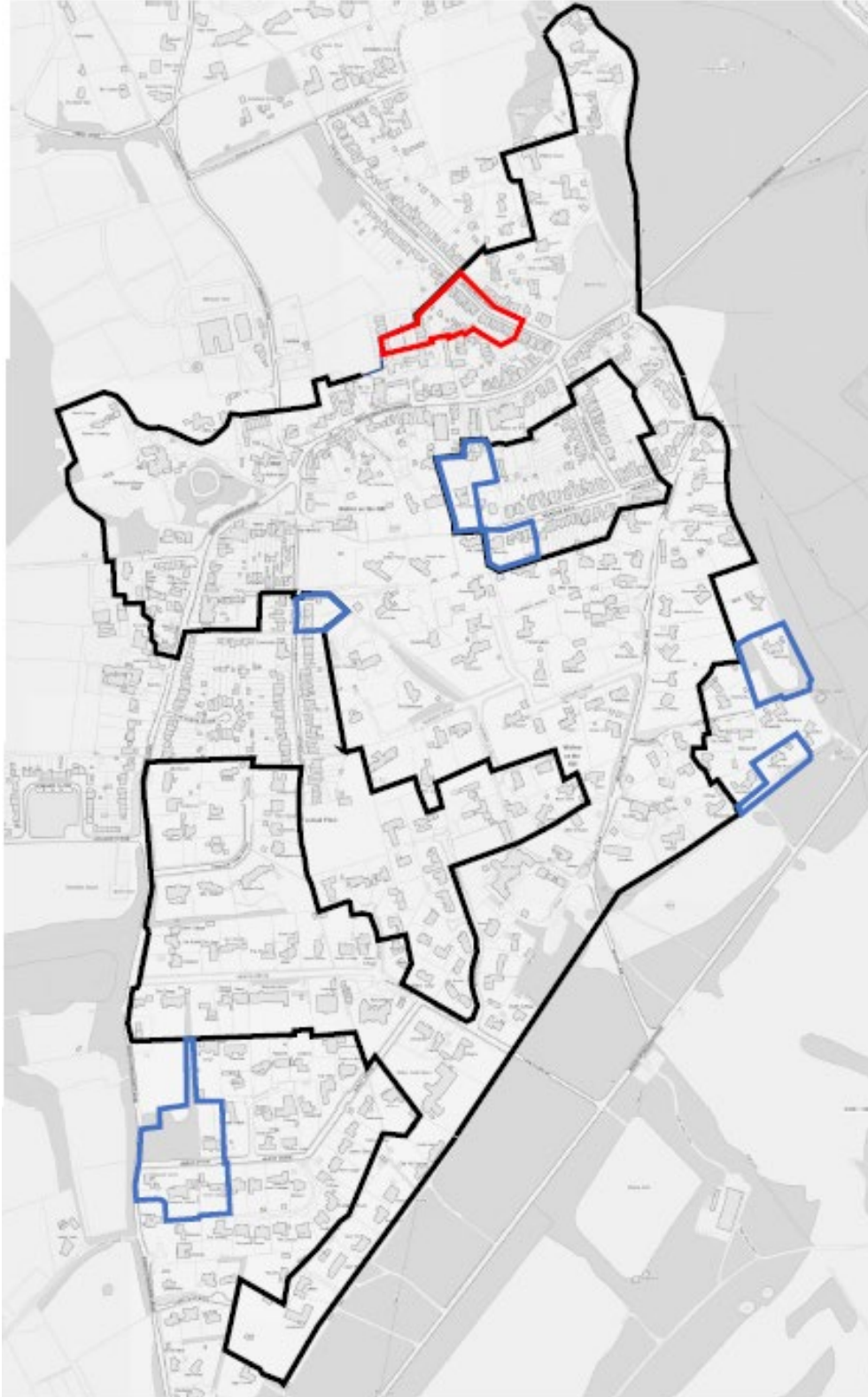
It is recommended that the revised boundaries of Walton on the Hill Conservation Area as delineated on the plans in Appendix 1 be designated as a Conservation Area, under sections 69 and 70 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and that the appropriate statutory notifications be undertaken.

Background Papers: None

Appendix 1.

Walton on the Hill Conservation Area as existing

Walton on the Hill Conservation Area proposed boundary changes



Key : Additions Blue Deletions Red

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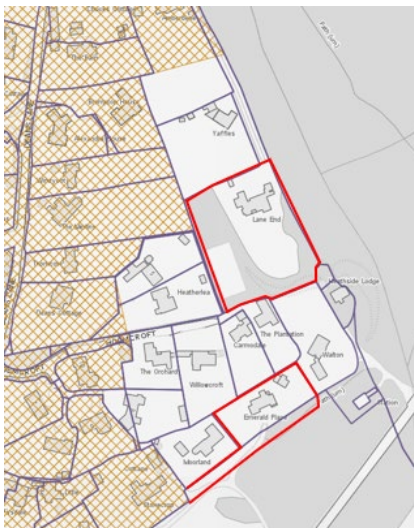
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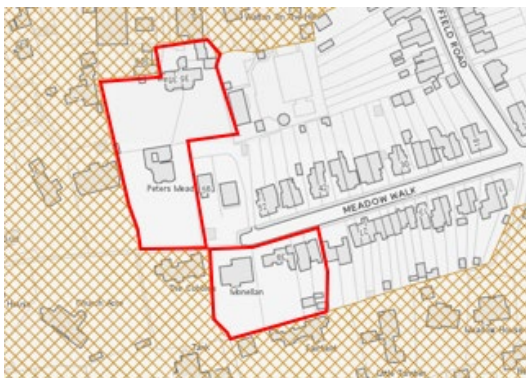
Proposed Additions to Walton on the Hill Conservation Area (outlined in red, existing Conservation hatched)



Proposed addition of Chequers Corner, Chequers Corner Cottage, Tudor Cottage, the White Cottage and Tressady Cottage, Heath Drive and part of the land south of the Grange, Hurst Drive off Chequers Lane (outlined in red, existing Conservation hatched)



Emerald Place, Deans Lane, Walton and Lane End, Chucks Lane, Walton (outlined in red, existing Conservation hatched)



Proposed addition of 35 and 35a Walton Street, Petersmead, Monellan, Bracknell 39, 37 and 35 Meadow Walk (outlined in red, existing Conservation hatched)

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Proposed Addition of 3 and 5 Breech Lane (outlined in red, existing Conservation hatched)

Proposed deletion from the Conservation Area



Proposed deletions from Walton on the Hill Conservation Area
15-57 (odd) Sandlands Road Walton on the Hill
27-31 (odd) and 28-40 (even) Meade Court Walton on the Hill
(outlined in red, existing Conservation hatched)

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Appendix 2 Illustrations for proposed additions and deletions from Walton on the Hill Conservation Area boundary

Proposed Additions to Walton on the Hill Conservation Area (outlined in red, existing Conservation hatched)

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Proposed addition of Chequers Corner, Chequers Corner Cottage, Tudor Cottage, the White Cottage and Tressady Cottage, Heath Drive and part of the land south of the Grange, Hurst Drive off Chequers Lane (outlined in red, existing Conservation hatched)



Chequers Corner, substantial arts and crafts building of 1914 by the architects Trehearne & Norman

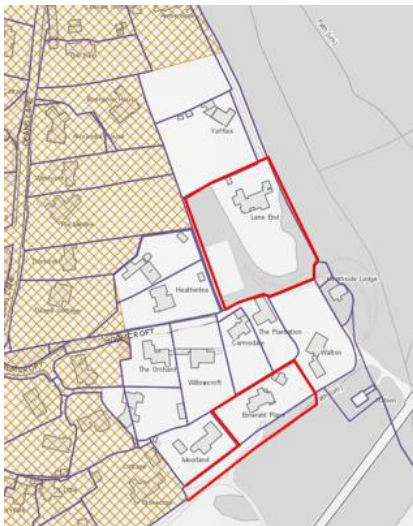
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Tressady and the White Cottage in an arts and crafts style with pantile roof by the architect George Crawley, of 1920



Emerald Place, Deans Lane, Walton and Lane End, Chucks Lane, Walton (outlined in red, existing Conservation hatched)

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House of 1907 by arts and crafts architect Percy Morley Horder which was remodelled with tile hanging by the notable architect Sir Mervyn McCartney in 1924 for Baron Russell of Killowen family

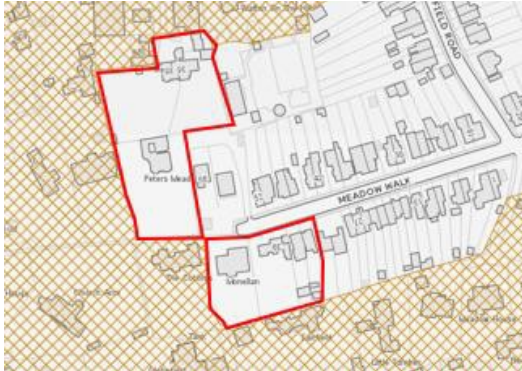


Arts and crafts house of 1931 by Seely & Paget

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Proposed addition of 35 and 35a Walton Street, Petersmead, Monellan, Bracknell 39, 37 and 35 Meadow Walk (outlined in red, existing Conservation hatched)



Petersmead 1913 by the local arts and crafts architect L Stanley Crosbie for his residence



35 and 35a Walton Street 1909 by L Stanley Crosbie

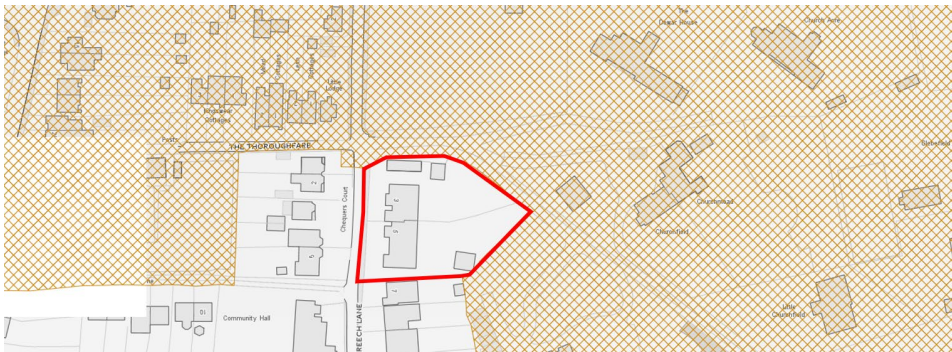
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37 and 35 (pair of cottages on left) on by the architect Morley Horder and Bracknell 39 (on the right) by the architect L Stanley Crosbie, Meadow Walk



Proposed Addition of 3 and 5 Breech Lane to Walton on the Hill Conservation Area



3 & 5 Breech Lane are Arts and crafts style lodges to Little Chesters, a grade II listed building and by the same architects, Nicholls & Hughes of 1927

Proposed deletion from the Conservation Area



Proposed deletions from Walton on the Hill
Conservation Area 15-57 (odd) Sandlands Road
Walton on the Hill
27-31 (odd) and 28-40(even) Meade Court Walton
on the Hill (outlined in red, existing Conservation
hatched)



The houses in Sandlands Road to be deleted from the Conservation Area


View of Sandlands Road from Walton Street showing the houses to be deleted in the distance.



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 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE	
	DATE:	29 September 2021	
	REPORT OF:	HEAD OF PLACES AND PLANNING	
	AUTHOR:	John McNally	
	TELEPHONE	01737 276204	
EMAIL:	john.mcinally@reigate-banstead.gov.uk		
AGENDA ITEM:	9	WARD:	Lower Kingswood, Tadworth and Walton Sidlow

SUBJECT:	To report the results of the public consultation on Tadworth Conservation Area designation and consider boundary changes to Tadworth Conservation Area.
PURPOSE OF THE REPORT:	This report recommends public consultation on additions to the boundary of Tadworth Conservation Area.
RECOMMENDATION:	<p>1. It is recommended that public consultation takes place on the proposed boundary changes to Tadworth Conservation Area, as delineated on the attached plans in pursuance to the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1990 and reported back to Planning Committee for consideration.</p>
Planning Committee has authority to determine the recommendations.	

1.0 BACKGROUND

- 1.1 The Borough currently has 23 Conservation Areas. They are defined by the legislation as areas of special architectural or historic interest, which are desirable to preserve or enhance. The Council has a statutory duty to regularly review designations and boundaries. In 2018 the Planning Committee designated the centre of Tadworth a Conservation Area and formally consulted on the designation of the centre of Tadworth as a Conservation Area.
- 1.2 The 2018 designation only specifically looked at the village centre of Tadworth and was not intended to be a wider review at the time. However a review is now currently taking place in regard to Conservation Area boundaries within the Borough which has identified potential designations of other areas and extensions of existing boundaries as part of the regular review process. This has identified a wider area of Tadworth for inclusion in the Tadworth Conservation Area. The Tadworth and Walton Residents Association supported the original designation but have also suggested designation of a wider area. No other comments were received in the consultation process.

2.0 STATUTORY PROVISION

2.1 Public attitudes in favour of the retention and enhancement of local character and distinctiveness within the built environment are reflected in statutory legislation and guidance. Historic buildings and conservation areas are, therefore, vitally important to the environmental quality of life in this country. Consequently, local planning authorities have a duty under the Planning (Listed Buildings and Conservation Areas) Act 1990, to determine and review which parts of their area are of special architectural or historical interest, the character or appearance of which it is desirable to preserve or enhance, and to designate such areas as conservation areas.

3.0 CHARACTER ASSESSMENT OF THE PROPOSED BOUNDARY CHANGES

3.1 In the 18th century the settlement of Tadworth was centred on the Tadworth Street area, Chapel Road, the Hoppety and the windmill. In the early 19th century, the area now known as Tadworth green was developed as Banstead Newton. These areas have the typical character of cottages around former country lanes and common land enclosures. Little further development occurred until the arrival of the railway in 1900. Development at first was generally of the Victorian style but after the arrival of Lord Riddell, the publisher of Country Life and new owner of Walton Golf Club, in the area from 1904, buildings were increasingly in the Arts and Crafts style. Tadworth attracted government and city figures who wished to be near Walton Golf Club but within easy walking distance to the railway and trains to London.

3.2 The proposed Conservation Area extension can be described as containing the following elements, described in an anticlockwise direction;

- 1) The group of arts and crafts houses in The Avenue by notable architects such as Dawber.
- 2) Chinthurst School by the arts and crafts architect Lionel Bethel.
- 3) Houses in Tower Road of the early 20th century and the Victorian Water Tower.
- 4) Shops and houses of early 20th century date in the High Street of an arts and crafts style.
- 5) The Baptist Chapel and Victorian houses and cottages in Chapel Road.
- 6) The Mill House of 17th century date with arts and crafts alterations, the arts and crafts Tudor Close, the grade II listed Millfield, an arts and crafts house and Tadworth Windmill.
- 7) The Green on Dorking Road, formerly a settlement known as Banstead Newton, with buildings dating from the early 19th century onwards, including Tadworth Green Hall, a former Victorian school.
- 8) Edwardian villas between Dorking Road and Chapel Road, some with turrets.
- 9) Hunters Hall, a grade II listed timber framed house and Holly Cottage, a locally listed 17th century cottage.
- 10) The Hoppety including Meare Close House, a grade II listed timber framed house, Meare Pond and Proffits Cottages, designed by the notable architect CHB Quinnell for Lord Riddell in 1914.
- 11) The 18th century locally listed Tadworth Cottage in Tadworth Street and a group of Edwardian houses with well detailed joinery.
- 12) Epsom Lane South, a hedge lined lane terminating in a group of houses at Cross Road including Edwardian houses with turrets and a corner house by the notable architect Morley Horder.

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4.0 RESOURCE IMPLICATIONS

- 4.1 Whilst heritage resources are limited, the greater certainty in the development management process will considerably reduce time spent on negotiation and discussion of proposals.

5.0 LEGAL IMPLICATIONS

- 5.1 The local planning authority has a duty under the Planning (Listed Buildings and Conservation Areas) Act 1990 to review the exercise of their functions in respect of the designation of conservation areas, and to consider the designation of further parts of their area as conservation areas. The legal status of Conservation Areas is not expected to change in the near future.

6.0 CONCLUSIONS

- 6.1 It is considered that the revised boundary to include additional buildings is worthy of designation as a Conservation Area, as the additional buildings contribute significantly to the identity and character of the area. It is recommended that the Committee approve public consultation on the proposed revised boundary of the Conservation Area with the results subsequently reported back to Committee for consideration of designation of the additional areas.

6.2

It is recommended that the proposed revised boundaries of Tadworth Conservation Area as delineated on the plans in Appendix 1 be subject to public consultation as a Conservation Area and the results reported back to Committee for consideration of designation of the additional areas.

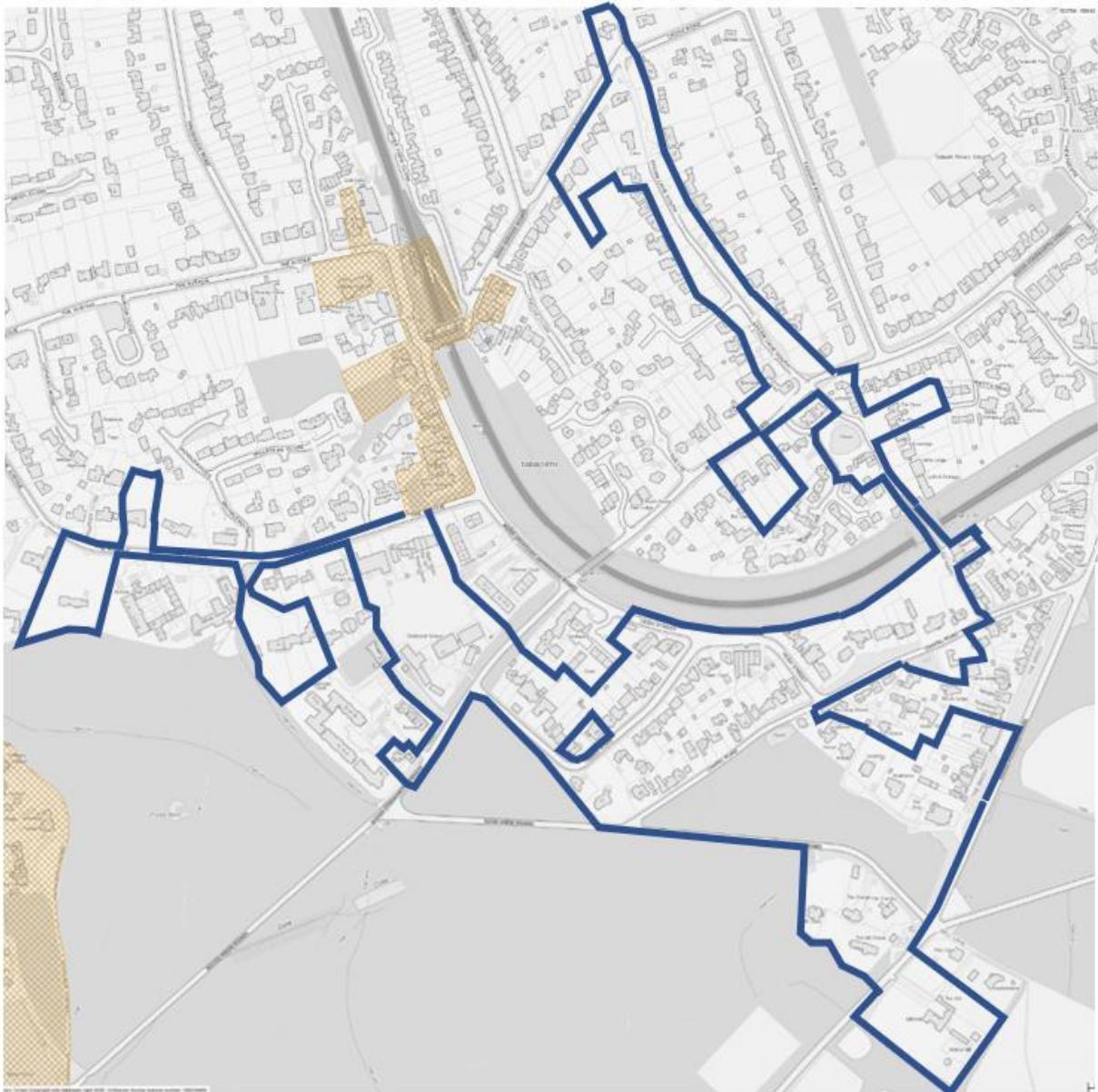
Background Papers: None

Appendix 1

Tadworth Conservation Area Proposed Boundary Extension

Existing Conservation Area hatched

Proposed Conservation lined



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Appendix 2

Illustrations of Tadworth Conservation Area extension

The proposed Conservation Area can be described as containing the following elements, described in an anticlockwise direction;

- 1) The group of arts and crafts houses in The Avenue by notable architects such as Dawber.



- 2) Chinthurst School by the arts and crafts architect Lionel Bethel.



- 3) Houses in Tower Road of the early 20th century and the Victorian Water Tower.



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- 4) Shops and houses of early 20th century date in the High Street of an arts and crafts style



- 5) The Baptist Chapel and Victorian houses and cottages in Chapel Road.





- 6) The Mill House of 17th century date with arts and crafts alterations, the grade II listed Millfield, an arts and crafts house and Tadworth Windmill.



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- 7) The Green on Dorking Road, formerly a settlement known as Banstead Newton, with buildings dating from the early 19th century onwards, including Tadworth Green Hall, a former Victorian school.





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- 8) Edwardian villas between Dorking Road and Chapel Road, some with turrets.



- 9) Hunters Hall, a grade II listed timber framed house and Holly Cottage, a locally listed 17th century cottage.



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- 10) The Hoppety including Meare Close House, a grade II listed timber framed house, Meare Pond and Proffits Cottages, designed by the notable architect CHB Quinnell for Lord Riddell in 1914.



- 11) The 18th century locally listed Tadworth Cottage in Tadworth Street and a group of Edwardian houses with well detailed joinery.



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- 12) Epsom Lane South, a hedge lined lane terminating in a group of houses at Cross Road including Edwardian houses with turrets and a corner house by the notable architect Morley Horder.



