

Agenda

Planning Committee

Wednesday, 1 November 2023 at 7.30 pm

New Council Chamber, Town Hall, Reigate



This meeting will take place in the Town Hall, Castlefield Road, Reigate. Members of the public, Officers and Visiting Members may attend remotely or in person.



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Members:

S. Parnall (Chair)

M. S. Blacker

J. S. Bray

P. Chandler

Z. Cooper

P. Harp

K. Fairhurst

J. Hudson

S. A. Kulka

S. McKenna

K. Sachdeva

C. Stevens

J. Thorne

D. Torra

M. Tary

For enquiries regarding this agenda;

Contact: 01737 276182

Email: democratic@reigate-banstead.gov.uk

Published 23 October 2023

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

Substitutes:

Conservatives:	J. Baker, G. Buttironi, J. Dwight and B. Green
Residents Group:	G. Adamson, R. Harper, N. D. Harrison and G. Hinton
Green Party:	J. Booton, V. Chester, J. C. S. Essex, S. Khan, A. Proudfoot, R. Ritter and S. Sinden
Liberal Democrats	M. Elbourne

Mari Roberts-Wood
Managing Director

1. Minutes (Pages 5 - 8)

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

2. Apologies for absence

To receive any apologies for absence.

3. Declarations of interest

To receive any declarations of interest.

4. Addendum to the agenda (To Be Tabled)

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

PLANNING APPLICATIONS:

NOTES:

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

To consider the following applications :

5. 23/00822/F - Land at Partridge Mead, Banstead (Pages 9 - 60)

Demolition of existing buildings and erection of 4 residential dwellings with associated parking and landscaping. As amended on 12/06/2023, 02/08/2023, 15/08/2023, 04/10/2023, 10/10/2023, 18/10/2023, 19/10/2023 and 20/10/2023.

6. 23/00821/F - Land at Hatch Gardens, Tadworth (Pages 61 - 100)

Demolition of existing buildings and erection of 2 residential dwellings with associated parking and landscaping. As amended 12/06/2023, 02/08/2023 06/09/2023 and on 04/10/2023, 12/10/2023 and on 13/10/2023.

7. 23/00816/F - Garage Block, Ferriers Way, Epsom Downs (Pages 101 - 136)

Demolition of existing buildings and erection of three residential dwellings with associated parking and landscaping. As amended on 12/06/2023, 02/08/2023, 06/09/2023 and on 04/10/2023.

8. 22/02772/F - F W Mays Honda, 105 - 115 Brighton Road, Redhill (Pages 137 - 178)

Full planning application for the demolition of existing buildings and structures and the erection of a 38-unit retirement living scheme (use class c3) with car parking, access, and associated landscaping. As amended on 01/09/2023, 07/09/2023, 11/09/2023 and on 03/10/2023.

9. Any other urgent business

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



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.

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Minutes of a meeting of the **Planning Committee** held at the **New Council Chamber - Town Hall, Reigate** on **Wednesday, 27 September 2023** at **7.30 pm**.

Present: Councillors S. Parnall (Chair); M. S. Blacker (Vice-Chair), J. S. Bray, P. Chandler, Z. Cooper, P. Harp, K. Fairhurst, J. Hudson, S. A. Kulka, S. McKenna, C. Stevens, J. Thorne and M. Tary

36 Minutes

RESOLVED that the minutes of the previous meeting held on 30 August 2023 be approved as a correct record.

37 Apologies for absence

Apologies for absence had been received from Councillors Sachdeva and Torra.

Councillor Stevens joined the meeting at 8.00pm and therefore did not vote on planning application relating to the White Lion Public House, 40 Linkfield Street, Redhill.

38 Declarations of interest

Councillor McKenna stated that he had neither a pecuniary nor a non-pecuniary interest in item 5 (22/02444/F & 22/02460/LBC - White Lion Public House, 40 Linkfield Street, Redhill) however it was noted that he was named in the marketing report relating to this item.

39 Addendum to the agenda

RESOLVED that the addendum be noted.

40 22/02444/F & 22/02460/LBC - White Lion Public House, 40 Linkfield Street, Redhill

The Committee considered an application for the change of use of existing from public house to single dwelling and the erection of two semi-detached houses. As amended on 24/08/2023.

Jonathan White, a local resident, spoke in objection to the application stating that he was speaking as a member of the Friends of the White Lion, a community group set up in 2019 when the previous application had been submitted. The application had received 136 online public comments opposing it and 13 in support. The report highlighted the 18 month marketing exercise and that concluded that the requirements had been met to demonstrate “that there is no reasonable chance of the building being bought back into use as a pub or other such community facility”. The report explained

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that “Whilst a number of enquiries were made for public house use, with a number of internal viewings, ultimately these were not pursued either because the asking price was not met, or the potential difficulties and potential expenditure required to take on a Grade II listed building”. It was felt that the report lacked any discussion of the asking price. Demand was a function of price, and it was clear that the problem was not the pub but it’s price and at the right price the pub would be viable. From the Friends’ perspective, the plans they had to make a community-use purchase were rendered complete non-starters by the amount of money the applicant wanted. The property was bought by the applicant in 2018 for £525,000 and, post covid, without the benefit of any capital improvements or additional planning permissions but with the drawback of an ongoing and worsening process of dilapidation, the price selected for the “marketing exercise” was £575,000, an increase of nearly 10% on the purchase price. Furthermore, considering the responses of prospective buyers as set out in the report, the applicant potentially overpaid when buying the property. There was disagreement by the public speaker with the officer’s report, with the assertion that the applicant had satisfied the requirements of policy INF2 and Annex 3 of the Development Management Plan and that their marketing exercise was an entirely false construct and therefore put that forward as a reason for refusal of the application. It was felt that the applicant was seeking to monetise history for their private financial gain.

Alexi Rea, a local resident, spoke in objection to the application stating, that this building was said to be the oldest building in continuous use as a licenced premises in the borough. The public house has an 16th century core, and a detailed overview of the pub’s internal history was given. The public speaker had viewed the property a couple of years ago to be hugely dismayed by the state of the building. It had clearly been used as an HMO with no regard to the interior. When it was on the market the current owners made it extremely difficult to purchase, with no intent to return it to the state it was bought in. An estimate to bring the pub back into use was at a cost of at least £30,000. It was not purchased by the applicant to be an ongoing venture to serve the community. It was solely bought to develop and make a profit and concern was raised regarding some of the brewery’s business decisions whilst it was operating as a public house. An explanation of how the pub had been used over the decades was given and it was questioned why this historical pub could not be made available for all to enjoy.

Mark Sennitt, the Agent, spoke in support of the application, stating that the two main issues that were raised by the public speakers related to the listed building and design. In respect of the listed building the best way to preserve a building was to make sure that it is used. As the previous speakers acknowledged the building was starting to fall into a state of disrepair and the application provided the opportunity to refurbish, occupy and bring the building back to life. The proposals represented an improvement on the previous application for 3 flats, not least as it allowed for minimal alterations to the listed building and allowed for the majority, if not all, of its qualities and features to be retained. In terms of viability, the site had been marketed for 18 months, well in excess of the minimum 6-month marketing period required by policy. Whilst there have been a number of viewings of the site, this has not been reflected in firm offers. Those that have been made lacked substance and could not be backed up financially and were not proceedable. The application was supported by a marketing report that demonstrated that the continued use as a pub was not viable. This report had been prepared by a fully qualified local surveyor with many years’ experience of working with this local authority. The format of the report was standardised and would have been reviewed by Council officers to confirm its robustness.

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A vote was taken on applications 22/02444/F and 22/02460/LBC and it was **RESOLVED** that planning permission be **GRANTED** subject to conditions as per the recommendation and addendum.

41 23/00615/F - Kimberley Clark Europe, Douglas House, 40 London Road, Reigate

The Committee considered an application for the redevelopment of Douglas House (including demolition) to provide a replacement office building (use class e) with associated car parking and landscaping works. As amended on 21/06/2023, 20/07/2023, 01/09/2023 and on 08/09/2023.

RESOLVED that planning permission be **GRANTED** subject to conditions as per the recommendation and addendum (to include a Section 106 agreement as per the report).

42 23/00822/F - Land at Partridge Mead, Banstead

The Committee considered an application for the demolition of existing buildings and erection of 4 residential dwellings with associated parking and landscaping. As amended on 12/06/2023, 02/08/2023 and on 15/08/2023.

Alex Lyne, a local resident, spoke in objection to the application, stating that he was a resident of Parkwood Road, and these houses would tower over his property. There had been many months where residents had expressed their concerns and been looking for answers on important related factors. There was concern regarding safety, application inaccuracies, community impacts as well as ensuring a healthy and balanced community. Although there were a number of conditions there were still a number of concerns outlined as follows:

- The access road to this site was not suitable. This was a side alley, not suitable for four houses worth of traffic, whether vehicular or foot. No pathways were required or street lighting for circa 12 children as suggested in the proposal of 5 person households.
- This same access road, once refuse was considered, measured only 2.7m in width at its narrowest point due to trees owned by the neighbouring property.

This raised serious safety concerns with regards to emergency vehicles and did not consider foot traffic and concern was raised regarding the safety of children walking to school.

- Regarding the refuse, the solution did not consider the government guidelines, which stated that "Where the location for storage is publicly accessible or open, an enclosure should be considered." Placing the refuse in an enclosure, as recommended, then further reduced this width access to circa 2.6M.

The furthest bin to the furthest house was not 35m, but 47m. This did not align with Council or Government guidelines. The traffic report was taken outside of vital school hours. Asbestos sits on every single garage roof has not been considered. No studies, tests, removal RAMS or prevention of nearby exposure have been submitted. Within the speaker's objection he proposed that the area could be turned into allotments which would satisfy the community and promote eco living in the area. Privacy was also an important factor, and this proposal would take this away. There was an

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understanding of the need for affordable housing however this was an inappropriate site.

Charlotte Reason, a local resident, spoke in objection to the application stating that the site was unsuitable for the proposals due to potential road safety hazards and lack of fire services access. Concern was raised regarding the safety of residents, particularly children. There were asbestos related concerns associated with this site. This posed a significant health risk to anyone residing or working nearby. Local residents had not seen the plans as to how this would be dealt with. False drawings and misrepresented plans raised doubts about the project's transparency and integrity. The plans presented did not accurately reflect the site and approving inaccurate plans could lead to significant problems in the future. There was an ongoing legal challenge regarding boundaries and solicitors had suggested that the plans before the Committee for approval were unlawful. Concern was raised regarding access during construction as residents needed to be able to access their properties. It was also felt that the "no infilling rule" was being overlooked. Local residents empathised with councils trying to fulfil a government quota to build affordable housing. However, the issues around overlooking, safety issues, legal issues and general suitability raised significant concerns here.

Stephen Clements, Assistant Development Director for Raven Housing Trust, spoke in support of the application, stating that Raven was a Housing Association based within Borough, that currently owned about 6500 affordable homes, which they were looking to grow in borough by approximately 50-80 homes per year, aligning themselves to the Councils' task of delivering 100 new affordable homes each year. Raven were being proactive in investing in the delivery of more affordable rented accommodation. This was the second of a number of applications within the Borough that would see the transformation of sites that have come to the end of their useful life. The proposal was in keeping with that of Downland Close, which was approved by the Committee the previous month, providing four three bed properties. The Affordable Housing Supplementary Planning Document set this type and tenure as the second highest target, which reflected the demand for these properties and the ongoing housing need. They exceed national space standards and followed principles of inclusivity. They would achieve net zero carbon (in use) utilising Air Source Heat Pumps and PV panels, which would reduce energy bills for occupiers. The homes were 50% faster to build than traditional construction, which meant that disruption to surrounding residents would be significantly reduced and, these four houses could be occupied by Summer 2024 if permission was granted at this meeting.

Following a vote, it was **AGREED** that this application be **DEFERRED** to the next meeting to allow for a site visit, where the access road could also be measured.

43 Any other urgent business


There was none.

The meeting finished at 9.54 pm

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 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE	
	DATE:	1 November 2023	
	REPORT OF:	HEAD OF PLANNING	
	AUTHOR:	Michael Parker	
	TELEPHONE:	01737 276339	
	EMAIL:	Michael.Parker@reigate-banstead.gov.uk	
AGENDA ITEM:	5	WARD:	Nork

APPLICATION NUMBER:	23/00822/F	VALID:	10/5/2023
APPLICANT:	Raven Housing Trust And Edaroth	AGENT:	Hgh Consulting
LOCATION:	LAND AT PARTRIDGE MEAD BANSTEAD SURREY SM7 1LW		
DESCRIPTION:	Demolition of existing buildings and erection of 4 residential dwellings with associated parking and landscaping. As amended on 12/06/2023, 02/08/2023, 15/08/2023, 04/10/2023, 10/10/2023, 18/10/2023, 19/10/2023 and 20/10/2023		
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 application was deferred from the Planning Committee meeting of 27 September 2023. The item was deferred for a Members site visit to measure width of access road.

Following the deferral additional information has been provided from the applicant to clarify the situation in terms of access works and ownership and officers have carried out a visit to the site to measure the access. This has been explored as far as can be expected through the planning application process, given planning cannot be used to determine detailed boundary disputes and the information is correct as far as can reasonably be assessed. Land ownership is generally not, after all, a material planning consideration.

Additional information

Transport Technical Note (ref. TN01 Revision A): the applicant's Transport Consultants have reviewed the case and provided a response to the concerns raised. The full note is appended to this report at **Appendix A**. To summarise:

- Reiteration that the access plans were informed by a measured topographical survey of the site.
- Photos included within the third party submission of the site access are therefore based on the existing situation, with no allowance for the proposed widening that is identified within the submitted TS.

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- The proposed bin holding area results in the removal of the tree that is located on the western side of the access road.
- Where the proposed bins are to be placed, with the access widening having been delivered, the clear access width in front of the bin holding area will be a minimum of 3.1m wide. This is the minimum recommended width needed for a fire tender to travel straight through a gateline and is therefore achievable for fire tender access to the site.

Updated arboricultural information and site plans:

During the committee debate and third party representations it became apparent that the status of the tree in terms of its location and ownership was unclear.

To address this the applicant has reviewed the ownership issue and submitted arboricultural report and plans and provided an updated report.

With regard to ownership the applicant has advised that:

*"In respect of ownership, there is no dispute about the ownership of land at the boundaries between Raven and the neighbouring property at 35 Partridge Mead. The existing fence is the boundary line - the remainder of the land (pathway, verge and tree) is owned by Raven Housing Trust.....the topographical measured survey demonstrates where the ownership line is and where the tree is located (within Ravens ownership). This is further confirmed by the attached slides 1 and 2 that show the fence line and the location of the tree in relation to number 35." The referred to slides are at **Appendix B**.*

On the issue of servicing and refuse the applicant has advised:

"The concrete posts have no bearing on ownership and do not impact the proposed servicing strategy. As shown in slide 3 (attached) If a straight line were drawn through the post, it shows that the tree is within Ravens ownership and the width of the highway is 4.3m - which allows a 3.7m access route with an offset from the boundary.

Taking the temporary bin location into account (when in temporary use for the few hours in the morning until the bins are collected) this would leave a 3.1m wide route - which is the width required for a fire tender to access.

The above has all been corroborated by Markides Transport Consultants.

It should be noted that the bin location is a temporary area to be used for bin collection - there is no structure or enclosure there that would impede fire or emergency access."

The amended arboricultural documents now show the tree which along the access in the correct location, i.e. on the edge of the access road and within the site boundary. The report now identifies the tree for removal to allow for the bin collection area. No objection is raised to this as it is a Grade C tree which provides limited amenity value. What landowner permissions or agreements are in place or required for its removal are not a planning matter. The Markides transport addendum report (TN01 Revision A) has been updated to show the single tree in the

correct position, as well as the revised site plan, landscaping plan and proposed site plan (showing the tree to be removed).

All of the plans now reflect the arboricultural report. The tree (on all plans) is now positioned straddling the red line boundary and are all consistent in their position on/within the red line boundary and are within Raven's ownership.

Site visit

Having undertaken a site visit and taking in to account the additional information submitted officers are satisfied that the measurements set out within the Transport Statement (drawing 22364-MA-XX-DR-C-0001 Rev P01) and referred to in the Transport note, ref. TN01 revision A, adequately reflect the situation on site in terms of kerb to kerb distances and distances between the adjoining boundaries (fence to fence and wall to wall). Therefore officers are satisfied that the proposed access widening works and bin collection point can be accommodated within the application site.

Addendum changes from 27/9/2023 committee

As per the addendum for the 27 September Committee the CHA has provided some additional comments regarding their assessment of the application to aid members with their consideration of the application. These comments still stand.

“Further to my response of 28 July 2023 I have the following comments to support why I have recommended approving the application with my suggested conditions.

The proposed development is for four three bed dwellings with 9 car parking spaces which is the equivalent of 2.25 spaces per unit which is slightly more than the minimum of 2 car parking space per unit in this low accessibility area of Reigate and Banstead.

The application involves the demolition of 23 garages, 12 of which are let out according to the submitted Transport Statement. The developer has not carried out a survey of the garages at this site due to the absence of structures to secure observation camera so they have used another of their site's as a proxy. The proxy site is Ferriers Way where a survey identified that two garages (out of the 23 currently let out) were used for parking equating to a ratio of 8.69%. If this is applied to the Partridge Mead site the redevelopment of the site would cause one vehicles to be displaced onto the highway. As a result of this low level of displaced parking the developer has not carried out an on street parking survey arguing that the highway would be able to accommodate one vehicle.

I have read Manual for Streets which states from research that 45% of garages in Oxfordshire are used for parking. If this is applied to the

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application site then 6 vehicles could be displaced onto the highway because 6 out of the 12 let out garages would have been occupied by a vehicles.

Ideally the applicant should have carried out a parking survey. However having looked at the accident record for Partridge Mead and the roads that lead off it, there have been no reported accidents in the previous five years suggesting the asserted use of the garages is not causing a highway safety problem. As a result of this finding and the developer assertion that one vehicle would be displaced to park on the highway I did not ask the developer to carry out a parking survey.

In terms of the access route into the site, I note that a refuse collection point is proposed within 25 metres of the highway. The refuse collection point would reduce the width of the access route to 3.1 metres which would be suitable for a lorry to pass albeit with giving way according to Manual for Streets. If the bins are used as designed then there would be no obstruction to the access route.”

Update to committee report of 27/9/2023


Any changes to the original report are highlighted in the report in *italics and underlined*. The changes include the following:

- Paragraph 4.5 and 6.18, removal of reference to weatherboarding for the proposed materials as per the addendum as weatherboarding is not proposed and was referred to in error.
- Paragraph 6.46, as per the addendum it is highlighted that the sustainable of the dwellings (in-use Net Carbon Zero and an Energy Performance Certificate (EPC) rating of A) represents a benefit of the scheme which must be considered in the overall planning balance.
- Amended condition 1, to remove reference to the arboricultural plans and update the reference for the site plan and landscaping plan.
- Additional informative, no.12, regarding secured by design

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 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	27 September 2023
	REPORT OF:	HEAD OF PLANNING
	AUTHOR:	Michael Parker
	TELEPHONE:	01737 276339
	EMAIL:	Michael.Parker@reigate-banstead.gov.uk
AGENDA ITEM:	7	WARD: Nork

APPLICATION NUMBER:	23/00822/F	VALID:	10/5/2023
APPLICANT:	Raven Housing Trust And Edaroth	AGENT:	Hgh Consulting
LOCATION:	LAND AT PARTRIDGE MEAD BANSTEAD SURREY SM7 1LW		
DESCRIPTION:	Demolition of existing buildings and erection of 4 residential dwellings with associated parking and landscaping. As amended on 12/06/2023, 02/08/2023 and on 15/08/2023		

SUMMARY

This is a full application for the demolition of existing garages and erection of 4 dwellings with associated parking and landscaping.

The site comprises a rectangular piece of land that lies to the south east of Partridge Mead, Nork. The site is surrounded on all sides by the rear gardens of properties that front on to Partridge Mead, Park Wood Road to the north-east and Park Wood View south-east and south. To the north of the site, on the opposite side of the road, is Warren mead Infant School.

The site is accessed via a driveway off Partridge Mead, which runs between no. 33 and 35 Partridge Mead, and comprises a series of garages (24 in total) and hardstanding. The site slopes up significantly from the entrance up to the rear end of the site. The highest part is in the south-east corner and is approximately 5.75m higher than the ground level at the point where the access meets Partridge Mead. The properties in Partridge Mead to the north-west of the site are between approximately 2.3m and 4.6m lower than the existing application site. The site is within the designated urban area. The site is in Flood Zone 1 and is at low risk of surface water flooding. The site is also designated as having low accessibility for the purposes of parking standards.

The proposed dwellings would be a terrace row of 4 x 3 bed, 5 person two storey units. The applicant, Raven Housing Trust, is a registered provider and proposes all the properties as affordable rent. The scheme would therefore provide 100% affordable housing. The terrace row would be located at the south-eastern end of

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the site, running north east to south west, with the access road to the north-west and parking located at the north western end of the site.

The parking would include 9 spaces, 8 standard and 1 disabled space. The proposals will also allow for residential refuse collection to occur from on street, with a bin holding area provided immediately adjacent to the access road, where residents will move their bins on collection day. The houses would have a simple pitched roof gable end form and with brick elevations, weatherboard gable ends and dark roof tiles. All four units would benefit from their own private rear gardens.

The application site is within the urban area. As such there is no in principle objection to the redevelopment of this garage site to residential development.

It is understood from the submitted information that 12 of the 24 garages are currently let. In order to establish the potential impact from the loss of the garages the applicant has provided the following evidence:

- Details of how far renters are from the garages: which showed that only 1 garage occupant is within 300m distance.
- A proxy occupancy survey of another garage block: which demonstrates that the scheme would likely result in displacement of just 1 vehicle

The transport statement concludes that the displacement of 1 vehicle could be adequately accommodated within the surrounding roads. The submitted evidence has been reviewed by the County Highway Authority (CHA), with regard to highway safety, capacity and policy matters and they have not raised any concerns in relation to the impact of the loss of the garage. On this basis it is considered that the impact from the loss of the garage would not result in unacceptable levels of on street parking.

In terms of the proposed access the submitted Transport Statement demonstrates that the access is suitable for its proposed use and would provide adequate manoeuvrability and access for emergency services. The proposal would also provide on-site parking in excess of the Council's minimum parking standards.

In terms of design it is considered that the simple form, whilst not entirely in keeping with the form or architectural details of the surrounding dwellings and without more common features such as chimneys and larger overhanging eaves, would still make use of materials which are locally distinct in the area. The units would also include elevational brick detailing to add interest. The roof tiles would preferably be a lighter red/brown colour and this can be secured under finalised details were the application to be approved.

The proposed layout and density of the scheme, due to the brownfield nature of the development, would not strictly keep to the pattern of development of the surrounding area. The density would be higher than those of the surrounding area, but not significantly with the density only a relatively modest 31 dph. However this does not mean that the proposed layout and scale of the dwellings causes unacceptable harm. Whilst the proposed layout is still quite heavy in terms of extent of hardstanding with limited soft landscaping it must be remembered that the existing site is almost entirely made up of hardstanding or built form. The existing

garages whilst low level are poor in quality and design and contribute little to the character of the area. The dwellings would be visible from the surrounding houses and from the surrounding roads Partridge Mead, Parkwood Road and Parkwood View given the change in levels in the area and gaps between existing dwellings. However by being located at the rear part of the site, and not at its highest point (approx. 1 m lower than the rear most part of the site), and with spacing to the side boundaries (particularly to the western boundary) it is considered that the dwellings would not be overly prominent in the site and does not appear cramped and that impact on the wider character of the area is minimised. Given these factors it is considered that the impact would not be so detrimental that it causes unacceptable harm to the character of the site or surrounding area.

In terms of impact on neighbouring amenity due to the orientation, modest scale of the proposed dwellings and separation distances to the adjoining residential properties it is considered that the proposal would not result in an unacceptable loss of privacy or overbearing impact to the occupants of these dwellings. In terms of loss of light a daylight and sunlight an assessment has been submitted with the application. The report concludes that there would be no material loss of light (daylight and sunlight) to neighbouring properties and all garden areas meet the BRE test for overshadowing.

All of the units would exceed the relevant nationally described space standards, and would provide an adequate level of outlook and light for the future occupants. The garden sizes are considered adequate and not a reason to refuse the application

Conditions are recommended in relation to boundary treatment, external lighting, Air Source Heat Pumps, and construction management to ensure that the impact on neighbouring properties is acceptable.

The scheme would, subject to conditions, be acceptable with regard to the impact on trees and ecology, drainage, contamination and sustainable construction.

The scheme is more than likely to be providing 4 affordable houses. The tenure, affordable rent, and size of dwelling being provided is strongly supported by the Council's Housing Officer. However, as this is not a policy requirement, it would not be required through conditions/S106 but if delivered would be a likely benefit of the scheme.

RECOMMENDATION

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

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Consultations:

Surrey County Council Highway Authority: no objection subject to conditions securing implementation of access, car parking, Construction transport Management Plan, Travel Information pack, refuse collection and electric charging points

Contamination Officer: does not agree with conclusion of the submitted reports and note that it does not meet the relevant British Standards. Information can however be secured through appropriate planning conditions

Council's Affordable Housing Officer: "I've reviewed the affordable housing proposed on this application from Raven and am very supportive of the proposal.

The addition of four 3-bed houses for affordable rent would be a much valued addition to social housing stock in the borough. With low levels of delivery of new build affordable homes in the north of the borough, the proposal is particularly welcome.

Three bedroom 5 person affordable rent homes are much in demand. Current wait times on the Housing Register for three bedroom homes is around 3-4 years. The Affordable Housing SPD sets the second highest target on qualifying sites for three bedroom affordable home which reflects the on-going housing need. In addition the delivery of net zero homes with high energy efficiency very much supports the long-term affordability for future occupiers."

Council's Drainage Consultant: drainage strategy acceptable in principle but further investigation and detail required.

Representations:

To date 22 representations have been received, including 1 petition with 33 names, objecting to the proposal for the following reasons:

Issue	Response
Alternative location/proposal preferred	See paragraph 6.1
Crime fears	See paragraph 6.31
Health fears	See paragraph 6.29-6.30 and 6.43-6.44
Inadequate parking	See paragraph 6.3-6.16
Inconvenience during construction	See paragraph 6.32
Inadequate access	See paragraph 6.3-6.16
Increase in traffic and congestion	See paragraph 6.3-6.16
Hazard to highway safety	See paragraph 6.3-6.16

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Loss of/harm to trees	See paragraph 6.34-6.38
Loss of buildings	See paragraph 6.1
Noise and disturbance	See paragraph 6.29
Poor design	See paragraph 6.17-6.20
Harm to Green belt/countryside	Site is within urban area
Out of character with surrounding area	See paragraph 6.17-6.20
Overshadowing	See paragraph 6.28
Overdevelopment	See paragraph 6.17-6.20
Loss of private view	This is not a material planning consideration
Property devalue	This is not a material planning consideration
No need for development	Each case must be considered on its own merits. Also see paragraph 6.1
Overlooking and loss of privacy	See paragraph 6.24-6.27
Drainage/Sewerage capacity	See paragraph 6.42
Flooding	See paragraph 6.42
Impact on local services	See paragraph 6.49
Impact on existing legal access to rear gardens of neighbours	This is a private legal matter. It is not a material planning consideration but see paragraph 6.50
Ground stability	This is a matter for the applicant, their architects and building regulations. It is not a material planning consideration
Concern around accuracy of the plans	See paragraph 6.51

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Amended plans have not overcome original objections As above

1.0 Site and Character Appraisal

- 1.1 The site comprises a rectangular piece of land that lies to the south east of Partridge Mead, Nork. The site is surrounded on all sides by the rear gardens of properties that front on to Partridge Mead, Park Wood Road to the north-east and Park Wood View south-east and south. To the north of the site, on the opposite side of the road, is Warren mead Infant School.
- 1.2 The site is accessed via a driveway off Partridge Mead, which runs between no. 33 and 35 Partridge Mead, and comprises a series of garages (24 in total) and hardstanding. The garages are single storey and approximately 2.15m in height. The site slopes up significantly from the entrance up to the rear end of the site. The highest part is in the south-east corner and is approximately 5.75m higher than the ground level at the point where the access meets Partridge Mead. The properties in Partridge Mead to the north-west of the site are between approximately 2.3m and 4.6m lower than the existing application site. The site is within the designated urban area. The site is in Flood Zone 1 and is at low risk of surface water flooding. The site is also designated as having low accessibility for the purposes of parking standards.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: pre-application advice was provided under ref. PAM/22/00366
- 2.2 Improvements secured during the course of the application: Additional transport/garage information, drainage, tree and contamination information submitted. Amendment to site plan to allow continued access to address ownership issues.
- 2.3 Further improvements to be secured through conditions:
The following conditions are recommended to be attached to the permission:
 - Materials and design measures
 - Contamination
 - Drainage
 - Landscaping/boundary treatment
 - External lighting
 - Sustainability measures
 - Broadband
 - Highway conditions

3.0 Relevant Planning and Enforcement History

None

4.0 Proposal and Design Approach

- 4.1 This is a full application for the demolition of existing garages and erection of 4 dwellings with associated parking and landscaping.
- 4.2 The proposed dwellings would be a terrace row of 4 x 3 bed, 5 person two storey units. The applicant, Raven Housing Trust, is a registered provider and proposes all the properties as affordable rent. The scheme would therefore provide 100% affordable housing.
- 4.3 The terrace row would be located at the south-eastern end of the site, running north east to south west, with the access road to the north-west and parking located at the north western end of the site. The terrace row would be a rectangular block with no staggering.
- 4.4 The parking would include 9 spaces, 8 normal and 1 disabled space. The proposals will also allow for residential refuse collection to occur from on street, with a bin holding area provided immediately adjacent to the access road, where residents will move their bins on collection day.
- 4.5 The houses would have a simple pitched roof gable end form and with brick elevations and gable ends and dark roof tiles. All four units would benefit from their own private rear gardens.
- 4.6 A design and access statement (D&A) should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:
Assessment;
Involvement;
Evaluation; and
Design.
- 4.7 Evidence of the applicant’s design approach is set out below:

Assessment	The submitted Design and Access Statement at section 2 considers the site context including site observations, nature of surrounding development, including examples of recent development, access, land use and building heights
Involvement	The applicant submitted pre-application advice and according to the submitted documentation undertook two public exhibitions, one on 14 th March is Nork Community Hall and one on 15 th March in Merland Rise Church.
Evaluation	The Statement provides details at Section 3 of how the pre-application comments, public consultation and local context in terms of land uses, separation distances, building heights, planning constraints have been

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	considered to result in the currently proposal.
Design	The statement at Section 4 provides details of the proposed design including typical façade detail, roof type, material palette, amenity spaces and landscape, parking and access and refuse strategy

4.8 Further details of the development are as follows:

Site area	0.13 ha (1289.95 sqm)
Existing use	Garages
Proposed use	Residential (4 x 3 bed dwellings)
Existing parking spaces	24 garages (12 currently let)
Proposed parking spaces	9
Parking standard	8
Number of affordable units	4 (100%)
Net increase in dwellings	4
Proposed site density	31 dph
Density of the surrounding area	25 dph (2-16 Parkwood Road) 21 dph (35-47 Partridge Mead) 25 dph (29-33 Partridge Mead) 23 dph (2-14 Parkwood View)

5.0 Policy Context

5.1 Designation

Urban area, Low accessibility area.

5.2 Reigate and Banstead Core Strategy

CS1 (Sustainable Development)
CS10 (Sustainable Development),
CS11 (Sustainable Construction),
CS14 (Housing Needs)
CS17 (Travel Options and accessibility)

5.3 Reigate and Banstead Development Management Plan 2019

DES1 (Design of New development)
DES4 (Housing Mix)
DES5 (Delivering High Quality Homes)
DES8 (Construction Management)
DES9 (Pollution and Contaminated Land)
TAP1 (Access, Parking and Servicing)

CCF1 (Climate Change Mitigation)
CCF2 (Flood Risk)
NHE2 (Protecting and enhancing biodiversity)
NHE3 (Protecting trees, woodland areas and natural habitats)
INF3 (Electronic communication networks)

5.4 Other Material Considerations

National Planning Policy Framework
2023

National Planning Practice Guidance

Supplementary Planning Guidance

Surrey Design 2002
Local Distinctiveness Design Guide 2004
Local Character & Distinctiveness Design Guide SPD 2021
Climate Change and Sustainable Construction SPD 2021
SCC Vehicle and Cycle Parking Guidance 2018
SCC Transportation Development Planning Good Practice Guide 2016
Householder Extension & alterations SPG

Other

Human Rights Act 1998
Community Infrastructure Regulations 2010

6.0 **Assessment**

6.1 The application site is within the urban area. As such there is no in principle objection to the redevelopment of this garage site to residential development. It should also be noted that the site is previously developed land and that both the Council's Development Plan and the NPPF promote the efficient use of the urban area. The NPPF at paragraph 120 c) states that planning policies and decisions should; "give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land".

6.2 The main issues to consider are:

- Loss of garages and Highway matters
- Design appraisal
- Neighbour amenity
- Impact on trees and ecology
- Contamination
- Flood and drainage matters

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- Sustainable Construction
- Community Infrastructure Levy
- Other matters

Loss of garages and Highway matters

- 6.3 The site is an existing private garage block accommodating 24 individual garages.
- 6.4 It is understood from the submitted information that only 12 of the 24 garages are currently let. In order to establish the potential impact from the loss of the garages the applicant has provided the following evidence:
- Details of how far renters are from the garages; and
 - A proxy occupancy survey of another garage block
- 6.5 On the first point the evidence submitted shows that of the 12 let out 1 (8%) owner is within 300m of the site, 5 (42%) are between 300m and 1km, the remaining 6 (50%) are more than 1km away. The applicant argues it is reasonable to assume that garages let by tenants who live a long distance away (300m or more) are unlikely to use the garages for car parking. The applicant's Transport Consultant has confirmed that within transport planning, 200m is often adopted as an appropriate walk distance over which someone might be prepared to park away from their property, reflected in its use within the Lambeth Methodology to measure parking stress. On this basis looking at distances only 5 garage occupants are within 1 km and only 1 garage occupant is within the 200m distance.
- 6.6 The second method was to carry out a garage occupancy survey to establish how many of the garages are being used for parking. This was not carried out on the garages at Downland Close but at Ferriers Way, another site which is being considered for redevelopment ref. 23/00816/F. The Ferriers Way survey, undertaken over 5 days, found that 2 out of the 23 garages were being used for parking (8.69%). Applying this ratio to the subject site also equates to the likely displacement of 1 vehicle as a result of the removal of the garage units.
- 6.7 On querying why a survey was not done on this site the applicant has advised that the Ferriers Way site was the only site to have readily available vantage points to secure cameras. The Transport Consultants have also advised that Ferriers Way is similar in characteristic to the application site. They also advise that a proxy approach is not unusual in Transport Planning and is used in other aspects such as modelling/trip generation, with the latter being reliant on sample sites included within the TRICS database, where proxy sites are selected where they share similar characteristics to the subject site, an approach that has been followed here to estimate parking demand from garages. The Transport Consultants also detail other similar schemes they have experience dealing with where the parking surveys found occupancy to be between 0 and 6.7%. Their conclusion being that even if a site specific survey was carried out for this site it would likely reflect a pattern of low occupancy.

- 6.8 Therefore whilst there is a lack of a site specific garage occupancy survey the evidence from both the proxy survey and addresses of the occupants for the rented garages at this site indicate that only 1 garage is likely to be occupied for parking. It is understood that the garage occupants have also been offered alternative garage space in other Raven garage sites in the Banstead area. This assessment does not include the use of the garages for surface parking. During my site visit I observed 1 van using the site to park. It is also understood from representations made that the site is sometimes used by parents to park their cars during school drop off time. However it should be noted that the site is not a public car park and there is no right for this area to be used for surface parking.
- 6.9 In terms of the ability of the surrounding area to absorb the likely displacement of 1 car the applicant has not carried out a site specific parking stress survey. At paragraph 4.1.17 of the submitted Transport Statement it states *“The proposed displaced parking demand associated with the removal of the garages, which is estimated to be a single vehicle, is likely to be readily accommodated without materially impacting on parking stress.”*
- 6.10 In addition the applicant’s Transport Consultant has further advised that *“Furthermore, if there is to be any parking overspill caused by removing the garages at this site, a quick look at the environment surrounding the site shows us that this could be facilitated without any issues.*
- *Firstly, the vast majority of housing stock in the area have a driveway for them to park their cars*
 - *Secondly, a quick look on Google Maps shows that there is very little existing parking stress in this area. I also took from pictures from visiting the site on 30th November 2022, which further supports this point.*
- Therefore, if any overspill were to occur (which we don’t think it would), we do not consider that commissioning a survey would be a necessary or proportionate measure in order to confirm that it would not result in any issues.”*
- 6.11 The submitted evidence has been reviewed by the County Highway Authority (CHA), with regard to highway safety, capacity and policy matters and they have not raised any concerns in relation to the impact of the loss of the garage and have not requested any further surveys to be undertaken. In terms of the existing on street parking situation it is certainly the case that during school drop off and pick up that parking is stressed around the school and surrounding roads, but the road does have parking restrictions immediately around the school to prevent on street parking in dangerous locations. Outside of these times Partridge Mead to the west of the site appears to have good availability for on street parking. Taking all these matters into account and the fact that the CHA has not disputed the evidence that only 1 car is likely to be displaced it is considered that the impact from the loss of the garage would not result in unacceptable levels of on street parking.

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- 6.12 In terms of the access the Transport Statement (TS) proposes works to widen the access way to enable a consistent kerb to kerb width of 3.7m along the access to allow fire tender access. The TS acknowledges that the access road at 3.7m wide would not allow passing of vehicles but advises that the scale of the development would not generate a high level of vehicle movements and therefore there is low potential for conflicting vehicle movements. The TS states that fire appliances would be able to gain adequate access to the buildings by reversing into Bridgefield Close opposite and then entering Partridge Mead in forward gear, with the on-site parking court being of sufficient size for the fire tender to turn and leave within forward gear. The TS has also undertaken a trip generation assessment, which has confirmed that the scale of development will result in low levels of vehicle trips (2 vehicle trips during each of the AM and PM peaks), which will not have a material impact on the operation of the local highway network.
- 6.13 Again the CHA has assessed the submitted information and has raised no objection to the scheme on highway safety, capacity or policy matters.
- 6.14 In terms of parking the site is located in an area which is assessed as having a low accessibility rating. In such areas, the Council's adopted parking standards require the provision of 2 spaces for each of the 3 bedroom dwellings. Therefore with 9 spaces, the proposal is providing parking in excess of the minimum requirement of 8. Therefore no objection is raised to the proposed parking.
- 6.15 Cycle storage is proposed in the rear garden of each unit. A bin store is shown to the front of each unit. There is then a refuse collection point shown along the access road. Whilst this is not ideal the movement distances for the occupants would not be excessive (approx. 35m) and it enables the refuse collection teams to get within a reasonable distance of the bins without having to enter the whole site. The collection area shows space for 8 wheelie bins, on one collection week the Council would also collection food and card/paper. Therefore a condition is recommended to ensure that the collection area is large enough for this collection date.
- 6.16 Accordingly, it is considered that the proposals are acceptable from a highway point of view and accord with the provisions of DMP Policy TAP1. Conditions are recommended to secure a Construction Transport Management Plan, access works, parking, Travel Information Pack and electric car charging point.

Design appraisal

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

building siting, scale, massing, height, and roofscapes of the surrounding area, the relationship to neighbouring buildings, and important views into and out of the site.

- 6.18 The appearance of the buildings would be of simple gable end form with traditional brick facing walls and gables and dark tiled roofs. It is considered that the simple form whilst not entirely in keeping with the form or architectural details of the surrounding dwelling and without more common features such as chimneys and larger overhanging eaves would still make use of materials which are locally distinct in the area. The units would also include elevational brick detailing to add interest. The roof tiles would preferably be a lighter red/brown colour and this can be secured under finalised details were the application to be approved.
- 6.19 The proposed layout and density of the scheme, due to the brownfield nature of the development, would not strictly keep to the pattern of development of the surrounding area. As set out above the density would be higher than those of the surrounding area, but not significantly with the density only a relatively modest 31 dph. The set back nature of the garage site, surrounded by residential properties to all sides means that the dwellings are inevitably out of line with the adjoining properties around the site. However this does not mean that the proposed layout and scale of the dwellings causes unacceptable harm. Whilst the proposed layout is still quite heavy in terms of extent of hardstanding with limited soft landscaping it must be remembered that the existing site is almost presently entirely made up of hardstanding or built form. The existing garages whilst low level are poor in quality and design and contribute little to the character of the area. The dwellings would be visible from the surrounding houses and from the surrounding roads Partridge Mead, Parkwood Road and Parkwood View given the change in levels in the area and gaps between existing dwellings. However, by being located at the rear part of the site, and not at its highest point (approx. 1 m lower than the rear most part of the site), and with spacing to the side boundaries (particularly to the western boundary) it is considered that the dwellings would not be overly prominent in the site and does not appear cramped and that impact on the wider character of the area is minimised. Given these factors it is considered that the impact would not be so detrimental that it causes unacceptable harm to the character of the site or surrounding area.
- 6.20 Were the application to be approved conditions are recommended to secure finalised details of the proposed external materials, boundary treatments/means of enclosure and landscaping details to ensure a good quality finish.
- 6.21 DMP Policy DES6 relates to affordable housing and states that “The tenure mix of the affordable housing provided on each qualifying site should contribute (to the Council’s satisfaction) towards meeting the latest assessment of affordable housing needs.” As set out above the Council’s Housing Officer is supportive of the scheme advising that two-bedroom houses are much in demand and make up the largest needs group on the Housing Register.

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- 6.22 DMP Policy DES5 relates to the delivery of high quality homes and requires, *inter alia*, that as a minimum, all new residential development (including conversions) must meet the relevant nationally described space standard for each individual units except where the Council accepts that an exception to this should be made in order to provide an innovative type of affordable housing that does not meet these standards. In addition, the policy also requires all new development to be arranged to ensure primary habitable rooms have an acceptable outlook and where possible receive direct sunlight.
- 6.23 Each dwelling would have a floor area which is in excess of the relevant standard in the Nationally Described Space Standards. In terms of the size of the proposed garden space and quality of accommodation it is considered that the dwellings would have adequate levels of outlook and privacy and would not be impacted by unacceptable levels of noise from the surrounding area given the residential nature of the area. The rear of the properties would be south-east facing ensuring good access to daylight. The layout would provide plenty of space for storage. The garden areas are modest at around 9m deep but they are considered adequate and not a reason to refuse the application. It should be noted that smaller and comparable gardens were considered acceptable on a recent application at Downland Close which was granted at Planning Committee.

Neighbour amenity

- 6.24 In addition to the comments noted above DMP Policy DES1 also requires new development to provide an appropriate environment for future occupants whilst not adversely impacting upon the amenity of occupants of existing nearby buildings, including by way of overbearing, obtrusiveness, overshadowing, overlooking and loss of privacy.
- 6.25 The site adjoins residential properties in all directions. In terms of the properties to the north and north west of the site, as described earlier in the report there is a significant increase in ground level from these dwellings up to the application site. The proposed dwellings would therefore be at a higher ground level than these dwelling due to the existing level changes – approximately 3.5 metres (116.47 compared to approximately 112.95). However, the front of the proposed dwellings would be between 16 and 20 metres away from the rear boundaries of these properties and the proposed rear elevations would be beyond 20 metres away and at least 40 metres away from the rear most parts of the main dwellings. It is therefore considered that the distance would be adequate to ensure that there is not an unacceptable overbearing impact or loss of privacy to these properties. The proposed dwellings would be located a minimum of 25 metres away from the dwellings located to the west and south-west of the site. Given the separation distance, the side to rear relationship and the lack of any side facing windows the relationship is not considered to result in an unacceptable overbearing impact or loss of privacy. The separation of over 22 metres to the dwellings to the south and southeast and the higher ground level of these properties means that the proposal is not considered to have a detrimental

impact on the occupants from overbearing impact or loss of privacy. The dwellings to the east and north-east of the site are similar in ground level to the application site and therefore those immediately to the east would be at a similar level to the proposed dwellings and those to the north-east would be at a lower ground level. Given the side to rear relationship between the dwellings, the lack of any side facing windows and the separation distances to the dwelling to the east and north-east (a minimum of approximately 28 metres to the rear most part of the main dwellinghouses) it is considered that the impact would not be so significant as to result in an unacceptable overbearing impact or loss of privacy.

- 6.26 There are outbuildings located in a number of the rear gardens to the surrounding properties. Whilst it is acknowledged that some of these are used for ancillary uses such as personal office space or gyms none of the outbuildings face towards the proposed dwellings ensuring there would not be a material impact on these building from overlooking and overbearing impact and the level of weight afforded to these buildings is, due to their nature, much less than that given to the main dwellinghouses. The fact there are outbuildings close to the application site is therefore not a reason to refuse the application.
- 6.27 In terms of loss of light a daylight and sunlight review has been submitted. The assessment concludes that the proposal would not result in a material impact on daylight to any of the surrounding properties. In terms of overshadowing the report identifies two properties (35 and 37 Partridge mead to the north-west) which required further assessment in terms of impact on their rear gardens. The report concludes that both garden areas meet the BRE test. Therefore the report demonstrates that the proposal will not have a material impact on the daylight and sunlight and overshadowing of neighbouring properties.
- 6.28 It is noted that the use of appropriate boundary treatment around the site, particularly for 6 Parkwood Road due to continuation of access, is important to ensure that there is not an unacceptable impact on the adjacent properties. Conditions are recommended to secure further details.
- 6.29 In terms of the proposal and potential noise, disturbance and pollution given the historic use of the site as a garage area and the modest scale of the proposal it is considered that the proposals would not materially impact on the neighbouring residential properties with regard to noise, disturbance and pollution. Indeed the applicant has submitted a scoping report which concludes that the proposed development is not likely to produce any noise that could be deemed unacceptable risk or likely to cause adverse effects to any of the closest noise sensitive residences. The Council's noise consultants (RSS) agree with this conclusion. Concern has been raised regarding the impact of the bin collection area which is adjacent to 33 and 35 Partridge Mead due to noise and smells. Given the short term collection point nature of the area and the fact it would only serve 4 dwellings it is considered unlikely to result in an unacceptable impact. As the proposal would provide affordable

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housing and be managed by Raven the risk of the collection area becoming untidy and with bins left there permanently is considered to be limited. One area where further information is required is the proposed submission of air source heat pumps (ASHP). The Council's noise consultants have advised that the proposed location to the front of the units should be acceptable but this depends on the model type and installation. Therefore due to the possibility of these units causing noise impact further information is recommended to be secured by condition.

- 6.30 In terms of potential light pollution and nuisance it is considered that the extent of lighting proposed seems excessive for such a small scheme and no details have been provided in relation to light spill. Therefore a condition is recommended to secure an amended lighting proposal as well as further details of proposed light levels to ensure that neighbouring occupants are not impacted.
- 6.31 In terms of crime and potential such impacts the site is well surveyed by the surrounding properties and backs on to garden areas and some form of lighting would be provided. On this basis it is considered that the proposed development would at the very least not result in a greater risk of crime when compared to the existing garage development. If anything, the change to a site where houses are occupied is likely to result in a safer environment with more surveillance by virtue of the presence of the occupants.
- 6.32 In terms of inconvenience during the construction period. Whilst it is acknowledged there may be a degree of disruption during the construction phase, the proposal would not warrant refusal on this basis and statutory nuisance legislation exists to control any significant disturbance caused during the construction of the proposal. To ensure that the impacts of construction are reduced a condition is recommended to secure a method of construction statement.
- 6.33 In conclusion, the proposal would not have a significant adverse effect upon existing neighbouring properties and would accord with the provisions of DMP Policy DES1.

Impact on trees and ecology

- 6.34 The site is almost entirely covered by hardstanding or built form so the proposal would not result in the loss of trees from within the site. There are however trees along the boundaries and close to the boundary which could be impacted. It was noted during the site visit that T3 is no longer present on the neighbouring site however the other surveyed trees appeared to be correctly shown on the plans. The application is accompanied by an arboricultural report. The arboricultural impact assessment states that three trees should be removed (G4, T7 and T8). All of these have been graded as low quality grade C trees. Some works are proposed to the retained trees. The report concludes that "the principal arboricultural features within the site can be retained and adequately protected during development activities. No significant or important trees will be lost to facilitate the proposed scheme.

Subject to precautionary measures as detailed above, the proposal will not be injurious to trees to be retained.”

- 6.35 It is noted that there is some dispute between the applicant and neighbours regarding the ownership of G4. It would appear from the site visit that the trees related to G4 are across the boundary with the dwellings to the east. Ultimately the issue of ownership is a private matter and the parts of G4 which cross into the neighbouring property cannot be removed without consent. However, it is noted that G4 is low quality and there is no arboricultural reason to protect G4 and so its removal is not objected to.
- 6.36 The Council’s Tree Officer has considered the submission and has advised the following:
“My comments are based on a desk top of the arboricultural report submitted with this application. The trees affected by the development are off-site located at the end of the neighbouring gardens. One [B category] tree (T3) will need to be pruned back and the proposed works are not excessive. The information shown on the arboricultural impact assessment demonstrates there is sufficient space between the off-site trees and dwellings. Detailed tree protection information is required to ensure any excavation such as underground services are carried out without damaging any roots that may be within the site.” Following the amended site plan the Tree Officer has advised *“An updated arboricultural report has not been provided to show if any of the off-site trees will be affected by the revised layout. The condition attached to the original comments would address my concerns and should this application be submitted be attached to the notice.”*
- 6.37 As set out above the referenced T3 tree is no longer standing and so that B category tree is no longer a constraint. The tree officer has not raised any concerns regarding the loss of the category C trees. In terms of landscaping minimal information is shown at this time. Whilst the amount of space for soft landscaping is not extensive there is opportunity for planting to the front of the properties to the western side of the terrace and in the rear gardens. A detailed planting scheme can be secured by condition.
- 6.38 Therefore subject to the recommended condition to secure a finalised Tree Protection Plan and Arboricultural Method Statement and a soft landscaping scheme no concerns are raised with regard to impact on trees.
- 6.39 The site is located within the urban area and the site is covered in hardstanding with limited trees or vegetation within the site. It is therefore considered that the site is of low ecological value and the proposal is unlikely to result in harm to protected species. Nevertheless as part of the application submission the applicant has provided an Ecological Appraisal (EA) to ensure this is the case. The survey report confirms that no protected species or evidence of protected species were found on site at the time of the survey. The site was found to have negligible potential for badger, great crested newts (GCN) and reptiles due to lack of suitable habitat and connectivity. The garages had negligible potential for roosting bats due to lack of roosting features. The garage blocks and line of trees provide moderate potential for

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breeding birds due to ample features. No further surveys are recommended. A precautionary approach to works is however recommended in case of presence of birds, bats, badgers, reptiles and GCN.

- 6.40 The submitted EA also recommends a number of biodiversity enhancement measures at Section 4.4 Table 15 to ensure a gain for local wildlife including bat, bird and insect boxes, hedgehogs highways, swift nests and hedging.
- 6.41 Officers are therefore satisfied that the proposal would not result in unacceptable harm to protected species or habitats. Conditions are recommended to secure works in accordance with the mitigation measures and to secure details of landscaping and enhancement measures.

Flood and drainage matters

- 6.42 The site is not located within flood zone 2 and 3. As such no concern is raised with regard to fluvial flooding. The sewage capacity for the site would be assessed at building control stage. In terms of drainage a Flood Risk Assessment and Drainage Strategy has been submitted which has been considered by the Council's Drainage Consultant. They have advised that whilst the principle for the surface water strategy is correct there needs to be more detail and further investigation. Therefore in order to ensure that the drainage strategy will work correctly and meet the requirements of policy CCF2 a condition is recommended to secure further drainage details and a post completion verification report.

Contamination

- 6.43 The Council Contamination Officer has advised that typically when garages of this nature are redeveloped ground contamination and asbestos cement has been identified and remedial works are required. Having reviewed the submitted Phase 1 desktop study the officer does not agree with the conclusions of the report and advises that it does not meet the requirements of the Council's standard condition or British Standard BS10175.
- 6.44 On that basis they have recommended a number of conditions to cover further investigation and if necessary remediation prior to commencement of the development.

Sustainable Construction

- 6.45 DMP Policy CCF1 relates to climate change mitigation and requires new development to meet the national water efficiency standard of 110litres/person/day and to achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations.
- 6.46 The application planning statement states that the development achieves an in-use Net Carbon Zero and an Energy Performance Certificate (EPC) rating of A, which is achieved through the fabric-first approach as well as the use of

ASHPs which goes well beyond the Council's 19% requirement. *This represents a benefit of the scheme which must be considered in the overall planning balance.*

- 6.47 In any case following the recent changes to building regulations energy efficiency measures are now in excess of the 19% requirement. Therefore it is not considered reasonable or necessary to include a condition requiring the 19% improvement. The water efficiency measures are still however required. In the event that planning permission is to be granted, a condition would be imposed to secure further details of the water efficiency measures in order to comply with this element of DMP Policy CCF1.
- 6.48 A condition is also recommended to ensure that each dwelling is fitted with access to fast broadband services in accordance with policy INF3 of the DMP. As above a condition is also recommended to secure the implementation of electric car charging points throughout the site.

Community Infrastructure Levy (CIL)

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

Other matters

- 6.50 One issue which has been raised by third party representations relates to legal access to 6 Parkwood Road. Evidence has been provided that they have a right of access across the application site to their existing garage to the east of the site. The original plans blocked this access. Whilst legal matters such as access rights are not material planning considerations the applicant has amended the plans to now allow access to the garage. The proposed layout also provides space to the rear of the parking spaces to enable pedestrian access to the property's side access. As set out above a boundary treatment condition and finalised landscaping conditions is recommended and this can ensure that the hard landscaping, boundary fencing and planting does not impact on this access. It is noted that the neighbour still has concerns regarding the access. Even if permission is granted this does not override any existing legal agreements and both parties will need to overcome any disagreements prior to commencement.
- 6.51 Another concern raised is the accuracy of the plans and boundaries. Firstly it was noted during the site visit that a number of outbuildings are present in the rear gardens of neighbouring properties which are not shown on the submitted plans. Whilst not on the plans the impact on these buildings has been taken into account in the assessment of the application and does not

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prevent the determination of this application. It was also noted that one off site tree identified on the tree plans has been removed (T3). Again, this does not prevent the determination of the application. Concern has also been raised regarding the ownership of tree G4, as well as the accuracy of the boundary. On the site visit it was apparent that the tree G4 straddled the boundary with 10 Parkwood Road. Therefore the applicant will not be able to carry out any works to the part of the tree on the neighbour's side without their consent. The applicant has advised that the site plan has been drawn from the OS mapping and topographical survey and therefore they are as certain as they can be that the site boundaries are correctly drawn and the proposed terrace building would not be located closer to the boundary than shown on the submitted plans. Clearly if it becomes apparent that the plans are not correct it is the responsibility of the applicant to address this and if necessary submit a further application to amend the proposals.

6.52 Affordable housing provision – as set out above officers consider that the scheme is policy compliant. However it is worth noting at this stage that the scheme is providing 4 affordable houses. As set out above the tenure, affordable rent, and size of dwellings is strongly supported by the Council's Housing Officer due to the need for affordable housing in the borough. The site is within an established residential area which, as demonstrated in the submitted Transport Statement, is well located in terms of access to facilities such as schools, shops, community facilities and doctors' surgery. The site is also well served by bus services. The site is therefore a suitable place for affordable housing of this size and tenure.

6.53 Policy DES6(2) is clear that affordable housing is only required on qualifying developments which is either urban extension sites or developments providing 11 or more home. The other requirements of policy DES6 relate to these qualifying developments. The affordable housing provision therefore goes beyond the requirements of the Council's Development Plan. It is understood from the Council's Housing Officer that the applicant, Raven Housing Trust, as a social housing provider will receive Homes England grant funding on them. The scheme would then be added to the existing overarching nomination the Council has with Raven Housing Trust. The nomination agreement secures nomination rights to the Council of 100% nomination rights at first let and 75% of relets. Then once the units are within the nomination agreement, they stay in. It's a legal agreement so cannot simply be amended. If delivered as proposed the provision of affordable housing would therefore be a benefit of the scheme which would need to be taken in to account in the overall planning balance.

CONDITIONS

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

Plan Type	Reference	Version	Date
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			Received
<u>Site Layout Plan</u>	<u>5213970-ATK-06-00</u>		
	<u>-DRAR-021554</u>	<i>P3</i>	<u>23.10.2023</u>
<u>Landscaping Plan</u>	<u>5213970-ATK-06-00-</u>		
	<u>DRAR-021555</u>	<i>P3</i>	<u>23.10.2023</u>
Proposed Plans	5213970-ATK-06-ZZ-		
	DRAR-011551	<i>P2</i>	15.08.2023
Section Plan	5213970-ATK-06-XX		
	-DRAR-031555	<i>P1</i>	24.04.2023
Elevation Plan	5213970-ATK-06-XX		
	-DRAR-031554	<i>P1</i>	24.04.2023
Elevation Plan	5213970-ATK-06-XX-		
	DRAR-031553	<i>P1</i>	24.04.2023
Elevation Plan	5213970-ATK-06-XX-		
	DRAR-031552	<i>P1</i>	24.04.2023
Elevation Plan	5213970-ATK-06-XX		
	-DRAR-031551	<i>P1</i>	24.04.2023
Other Plan	5213970-ATK-06-00-		
	DRAR-021553	<i>P1</i>	24.04.2023
<u>Site Layout Plan</u>	<u>5213970-ATK-06-00-</u>		
	<u>DRAR-021552</u>	<i>P2</i>	<u>23.10.2023</u>
Location Plan	5213970-ATK-06-00-		
	DRAR-021551	<i>P1</i>	24.04.2023
Elevation Plan	5213970-ATK-04-ZZ		
	-DRAR-011510	<i>P1</i>	24.04.2023
Proposed Plans	5213970-ATK-04-ZZ		
	-DRAR-011508	<i>P1</i>	24.04.2023

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

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

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

3. No development shall commence until a Construction Management Statement, to include details of:
 - a) Prediction of potential impacts with regard to waste, noise and vibration, dust, emissions and odours. Where potential impacts are identified, mitigation measures should be identified to address these impacts.
 - b) Information about the measures that will be used to protect privacy and the amenity of surrounding sensitive uses; including provision of appropriate boundary protection.
 - c) Means of communication and liaison with neighbouring residents and businesses.
 - d) Hours of work.

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Has been submitted to and improved 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 is managed in a safe and considerate manner to help mitigate potential impact on the amenity and safety of neighbours and to accord with Reigate and Banstead Development Management Plan 2019 policy DES8.

4. No development shall commence until a Construction Transport Management Plan, to include details of:
 - (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) programme of works (including measures for traffic management)
 - (e) provision of boundary hoarding behind any visibility zones
 - (f) HGV deliveries and hours of operation
 - (g) vehicle routing
 - (h) measures to prevent the deposit of materials on the highway
 - (i) before and after construction condition surveys of the highway and a commitment (extent of surveys to be agreed with County Highway Authority) and a commitment to repair the highway to a standard agreed with the County Highway Authority
 - (j) on-site turning for construction vehicles

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

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2021 and Policy DES8 Construction Management of the Reigate and Banstead Local Plan Development Management Plan September 2019.

5. The development shall be carried out in accordance with the proposed ground levels and the proposed finished ground floor levels detailed on the approved plans.

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

6. No development shall commence including demolition and or groundworks preparation until a detailed, scaled finalised Tree Protection Plan (TPP) and the related finalised Arboricultural Method Statement (AMS) is submitted to and approved in writing by the Local Planning Authority (LPA). These shall include details of the specification and location of exclusion fencing, ground protection and any construction activity that may take place within the Root Protection Areas of trees (RPA) shown to scale on the TPP, including the

installation of service routings, type of surfacing for the entrance drive and location of site offices. The AMS shall also include a pre commencement meeting, supervisory regime for their implementation & monitoring with an agreed reporting process to the LPA. All works shall be carried out in strict accordance with these details when approved.

Reason: To ensure good arboricultural practice in the interests of the maintenance of the character and appearance of the area and to comply with British Standard 5837:2012 'Trees in Relation to Design, demolition and Construction – Recommendations' and reason: To ensure good landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies NHE3, DES1 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

7. No development shall commence until a strategy for the disposal of surface and foul water (surface water drainage scheme) is submitted to and approved in writing by the Local 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 and be based on the submitted FRA and Drainage Strategy submitted with the application. Details of drainage management responsibilities and maintenance regimes for the drainage system must also be included. The works shall be carried out in accordance with the approved details.

Reason: To ensure that the site is satisfactorily drained and in order to protect water and environmental quality with regard to Policy CS10 of the Core Strategy 2014, Policy CCF2 of the Development Management Plan 2019 and the NPPF.

8. 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.

Reason: To ensure the Drainage System is constructed to the National Non-Statutory Technical Standards for SuDs and the implemented drainage design does not increase flood risk on or off site in accordance with policy CCF2 of the Reigate and Banstead Borough Council Development Management Plan 2019.

9. The developer must either submit evidence that the building was built post 2000 or provide an intrusive pre-demolition and refurbishment asbestos survey in accordance with HSG264 supported by an appropriate mitigation scheme to control risks to future occupiers should asbestos be present onsite. The remedial mitigation scheme must be written by a suitably qualified person and shall be submitted to the LPA and must be approved in writing prior to commencement to the development. The scheme as submitted shall identify potential sources of asbestos contamination and detail removal or

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mitigation appropriate for the proposed end use. Detailed working methods are not required but the scheme of mitigation shall be independently verified to the satisfaction of the LPA prior to occupation. The development shall then be undertaken in accordance with the approved details.

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land before development commences and to make the land suitable for the development without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment with regard to the Reigate and Banstead Local Plan Development Management Plan 2019 and the NPPF.

10. Prior to commencement of development a written comprehensive environmental desktop study report is required to identify and evaluate possible on and off site sources, pathways and receptors of contamination and enable the presentation of all plausible pollutant linkages in a preliminary conceptual site model. The study shall include relevant regulatory consultations such as with the Contaminated Land Officer and be submitted to the Local Planning Authority and is subject to the approval in writing of the Local Planning Authority and any additional requirements that it may specify. The report shall be prepared in accordance with the Environment Agency's Land Contamination: Risk Management Guidance (2020) and British Standard BS 10175.

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to the Reigate and Banstead Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

11. Prior to commencement of development, in follow-up to the environmental desktop study, a contaminated land site investigation proposal, detailing the extent and methodologies of sampling, analyses and proposed assessment criteria required to enable the characterisation of the plausible pollutant linkages identified in the preliminary conceptual model, shall be submitted to the Local Planning Authority. This is subject to the written approval in writing of the Local Planning Authority, and any additional requirements that it may specify, prior to any site investigation being commenced on site. Following approval, the Local Planning Authority shall be given a minimum of two weeks written notice of the commencement of site investigation works. Please note this means a proposal is required to be submitted and approved prior to actually undertaking a Site Investigation.

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard the Reigate and Banstead Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

12. Prior to commencement of the development, a contaminated land site investigation and risk assessment, undertaken in accordance with the site investigation proposal as approved that determines the extent and nature of contamination on site and is reported in accordance with the standards of DEFRA's and the Environment Agency's Land Contamination: Risk Management Guidance (2020) and British Standard BS 10175, shall be submitted to the Local Planning Authority and is subject to the approval in writing of the Local Planning Authority and any additional requirements that it may specify. If applicable, ground gas risk assessments should be completed inline with CIRIA C665 guidance.

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard the Reigate and Banstead Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

13.
 - a. Prior to commencement of the development a detailed remediation method statement should be produced that details the extent and method(s) by which the site is to be remediated, to ensure that unacceptable risks are not posed to identified receptors at the site and details of the information to be included in a validation report, has been submitted to and approved in writing by the Local Planning Authority, and any additional requirements that it may specify, prior to the remediation being commenced on site. The Local Planning Authority shall then be given a minimum of two weeks written notice of the commencement of remediation works.
 - b. Prior to occupation, a remediation validation report for the site shall be submitted to and agreed in writing by the Local Planning Authority. The report shall detail evidence of the remediation, the effectiveness of the remediation carried out and the results of post remediation works, in accordance with the approved remediation method statement and any addenda thereto, so as to enable future interested parties, including regulators, to have a single record of the remediation undertaken at the site. Should specific ground gas mitigation measures be required to be incorporated into a development the testing and verification of such systems should have regard to CIRIA C735 guidance document entitled 'Good practice on the testing and verification of protection systems for buildings against hazardous ground gases' and British Standard BS 8285 Code of practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings

Reason: To demonstrate remedial works are appropriate and demonstrate the effectiveness of remediation works so that the proposed development will not cause harm to human health or pollution of controlled waters with regard to the Reigate and Banstead Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

14. Unexpected ground contamination: Contamination not previously identified by the site investigation, but subsequently found to be present at the site shall be reported to the Local Planning Authority as soon as is practicable. If

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deemed necessary development shall cease on site until an addendum to the remediation method statement, detailing how the unsuspected contamination is to be dealt with, has been submitted in writing to the Local Planning Authority. The remediation method statement is subject to the written approval of the Local Planning Authority and any additional requirements that it may specify.

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

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to the Reigate and Banstead Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

15. Notwithstanding the approved plans no development shall take place above slab level until written details of the elements listed below have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and all boundary treatment shall be completed before the first occupation of the development hereby permitted.
- a. materials to be used in the construction of the external surfaces of the buildings, including fenestration and roof
 - b. the finalised positions, design, materials and type of boundary treatment to be erected, including provisions for wildlife access where practical and feasible.

Reason: To preserve the visual amenity of the area with regard to the Reigate and Banstead Borough Reigate and Banstead Development Management Plan 2019 Policy DES1 and requirements of the NPPF.

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

If any of the new or existing tree/s or hedge/s, detailed and approved under this condition, are removed, die, or become significantly damaged or diseased within 5 years of completion, it/they shall be replaced before the expiry of one calendar year, to a planting specification agreed in writing by

the Local Planning Authority. The hedges detailed shall be retained at a minimum height of 1 metre, or if new, once grown to this height thereafter.

Reason: To ensure good landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies NHE3 and DES1 of the Reigate and Banstead Development Management Plan 2019.

17. Notwithstanding the approved plans no external lighting shall be installed on the buildings hereby approved or within the site until an external lighting scheme, which shall include indication of the location, height, direction, angle and cowling of lights, and the strength of illumination, accompanied by a light coverage diagram, has been submitted to and agreed in writing by the local planning authority.

The external lighting shall be implemented in accordance with the approved scheme and be retained thereafter and maintained in accordance with the manufacturer's instructions.

Reason: To protect the visual amenity of the area and neighbouring residential amenities with regard to Reigate and Banstead Core Strategy 2014 Policy CS10 and policy DES1, DES5, DES9 of the Reigate and Banstead Development Management Plan 2019.

18. No Air Source Heat Pumps shall be installed at the site until details of the final siting and positioning and model/make of the proposed Air Source Heat Pumps (ASHP) and an assessment, that demonstrates receiving windows at adjacent properties will be sufficiently far away that the noise output of the pumps will not result in an unacceptable noise level to the occupants, has been submitted to and approved in writing by the Local Planning Authority.

Thereafter, the ASHP shall be installed and maintained in accordance with the agreed details prior to the first occupation of that dwelling.

Reason: To protect the visual amenity of the area and neighbouring residential amenities with regard to Reigate and Banstead Core Strategy 2014 Policy CS10 and policy DES1, DES5, DES9 of the Reigate and Banstead Development Management Plan 2019.

19. The development shall be carried out in accordance with the mitigation measures set out within the Cherryfield Ecology Ecological Appraisal dated 05/04/2023 Section 4.3 and 4.4 Table 14.

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

20. No development above slab level shall commence until finalised details of the proposed biodiversity enhancement measures have been submitted to and

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approved in writing by the local planning authority (LPA). This should be designed alongside the soft landscaping proposals for the site and incorporate the recommended enhancement measures detailed in Section 4.4, Table 15 of the submitted Ecological Appraisal from Cherryfield Ecology dated 05/04/2023. The biodiversity enhancement measures approved shall be carried out and maintained in strict accordance with these details or as otherwise agreed in writing by the LPA, and before occupation of this development.

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

21. The development shall not be commenced unless and until the access road to Partridge Road has been modified in accordance with the approved Markides Associates Plan numbered 22364-MA-XX-DR-C-0100 P01 and 22364 MA XX DR C 7020 P04, (included within the Transport Statement), all to be permanently retained.

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 2021 and Policy TAP1 Parking, access, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

22. The development hereby approved shall not be first occupied unless and until space has been laid out in accordance with the approved plans for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated 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 Access, Parking, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019 and in order that the development promotes more sustainable forms of transport, and to accord with the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17.

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

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

24. The development hereby permitted shall not be occupied unless and until a Travel Information Pack containing information on employment, education, retail and leisure land uses within 2 km walking distance and 5km cycling distance of the site and details of public transport within 400 metres of the site and the destinations they serve including to the closest rail station to the site has been submitted to and approved in writing with the Local Planning Authority. The approved document shall be distributed to residents of the proposed development upon first occupation.

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 2021 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

25. Notwithstanding the approved plans the development shall not be occupied until a refuse collection point has been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. Thereafter the collection point shall be retained and maintained in accordance with the approved plans.

Reason: To ensure that the refuse collection point is correctly positioned to enable safe and efficient refuse collection and to safeguard the visual amenities of the locality with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

26. The development hereby approved shall not be first occupied unless and until a Water Efficiency Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall detail how the development will ensure that the potential water consumption by occupants of each new dwelling does not exceed 110 litres per person per day.

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

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

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

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

INFORMATIVES

1. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at www.firesprinklers.org.uk.
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions. Further information can be found on the Council website at : [Climate Change Information](#).
3. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, to contact the Council's Neighbourhood Services team to confirm the number and specification of recycling and refuse bins that are required to be supplied by the developer. The Council's Neighbourhood Services team can be contacted on 01737 276292 or via the Council's website at http://www.reigate-banstead.gov.uk/info/20085/planning_applications/147/recycling_and_waste_developers_guidance
4. You are advised that the Council will expect the following measures to be included and considered as part of the required Construction Management Statement (CMS) details during any building operations to control noise, pollution and parking:
 - (a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs Saturday and not at all on Sundays or any Public and/or Bank Holidays;
 - (b) The quietest available items of plant and machinery should be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels;
 - (c) Deliveries should only be received within the hours detailed in (a) above;
 - (d) Adequate steps should be taken to prevent dust-causing nuisance beyond the site boundary. Such uses include the use of hoses to damp down stockpiles of materials, which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of bowsers and wheel washes;
 - (e) There should be no burning on site;
 - (f) Only minimal security lighting should be used outside the hours stated above; and
 - (g) Building materials and machinery should not be stored on the highway and contractors' vehicles should be parked with care so as not to cause an obstruction or block visibility on the highway.

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

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

5. The applicant is advised that the Borough Council is the street naming and numbering authority and you will need to apply for addresses. This can be done by contacting the Address and Gazetteer Officer prior to construction commencing. You will need to complete the relevant application form and upload supporting documents such as site and floor layout plans in order that official street naming and numbering can be allocated as appropriate. If no application is received the Council has the authority to allocate an address. This also applies to replacement dwellings. If you are building a scheme of more than 5 units please also supply a CAD file (back saved to 2010) of the development based on OS Grid References. Full details of how to apply for addresses can be found [http://www.reigatebanstead.gov.uk/info/20277/street naming and numbering](http://www.reigatebanstead.gov.uk/info/20277/street_naming_and_numbering)
6. The applicant is expected to ensure the safe operation of all construction traffic in order to prevent unnecessary disturbance obstruction and inconvenience to other highway users. Care should be taken to ensure that the waiting, parking, loading and unloading of construction vehicles does not hinder the free flow of any carriageway, footway, bridleway, footpath, cycle route, right of way or private driveway or entrance. Where repeated problems occur the Highway Authority may use available powers under the terms of the Highways Act 1980 to ensure the safe operation of the highway.
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. Electric Vehicle Charging Points shall be provided in accordance with the Surrey County Council Vehicular, Cycle and Electric Vehicle Parking Guidance for New Development 2022. Where undercover parking areas (multi-storey car parks, basement or undercroft parking) are

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proposed, the developer and LPA should liaise with Building Control Teams and the Local Fire Service to understand any additional requirements. If an active connection costs on average more than £3600 to install, the developer must provide cabling (defined as a 'cabled route' within the 2022 Building Regulations) and two formal quotes from the distribution network operator showing this.

10. The use of landscape/arboricultural consultant is recommended to provide acceptable submissions in respect of the above arboricultural tree protection and landscaping conditions.
11. Environmental Health would like to remind the applicant of the specifics of the contaminated land conditional wording such as 'prior to commencement', 'prior to occupation' and 'provide a minimum of two weeks notice'. The submission of information not in accordance with the specifics of the planning conditional wording can lead to delays in discharging conditions, potentially result in conditions being unable to be discharged or even enforcement action should the required level of evidence/information unable to be supplied. All relevant information should be formally submitted to the Local Planning Authority and not direct to Environmental Health.
12. *The applicant is advised to contact the Surrey Police Secured by Design Officer: neil.clarke@surrey.police.uk Phone Number 01483 630809*

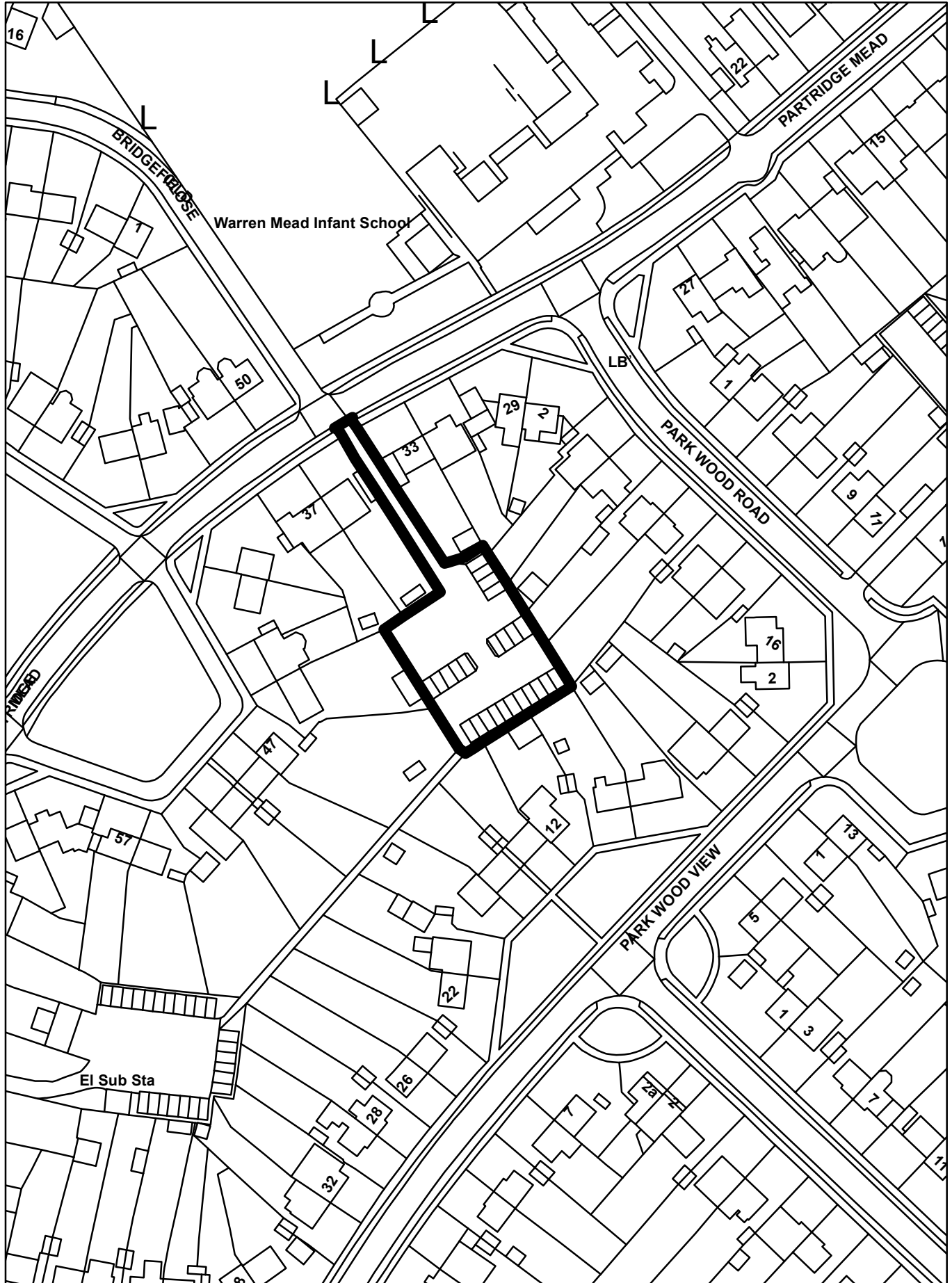
REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies CS1, CS10, CS11, CS14, CS17, DES1, DES4, DES5, DES8, DES9, TAP1, CCF1, CCF2, NHE2, NHE3 and INF3 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

Proactive and Positive Statements

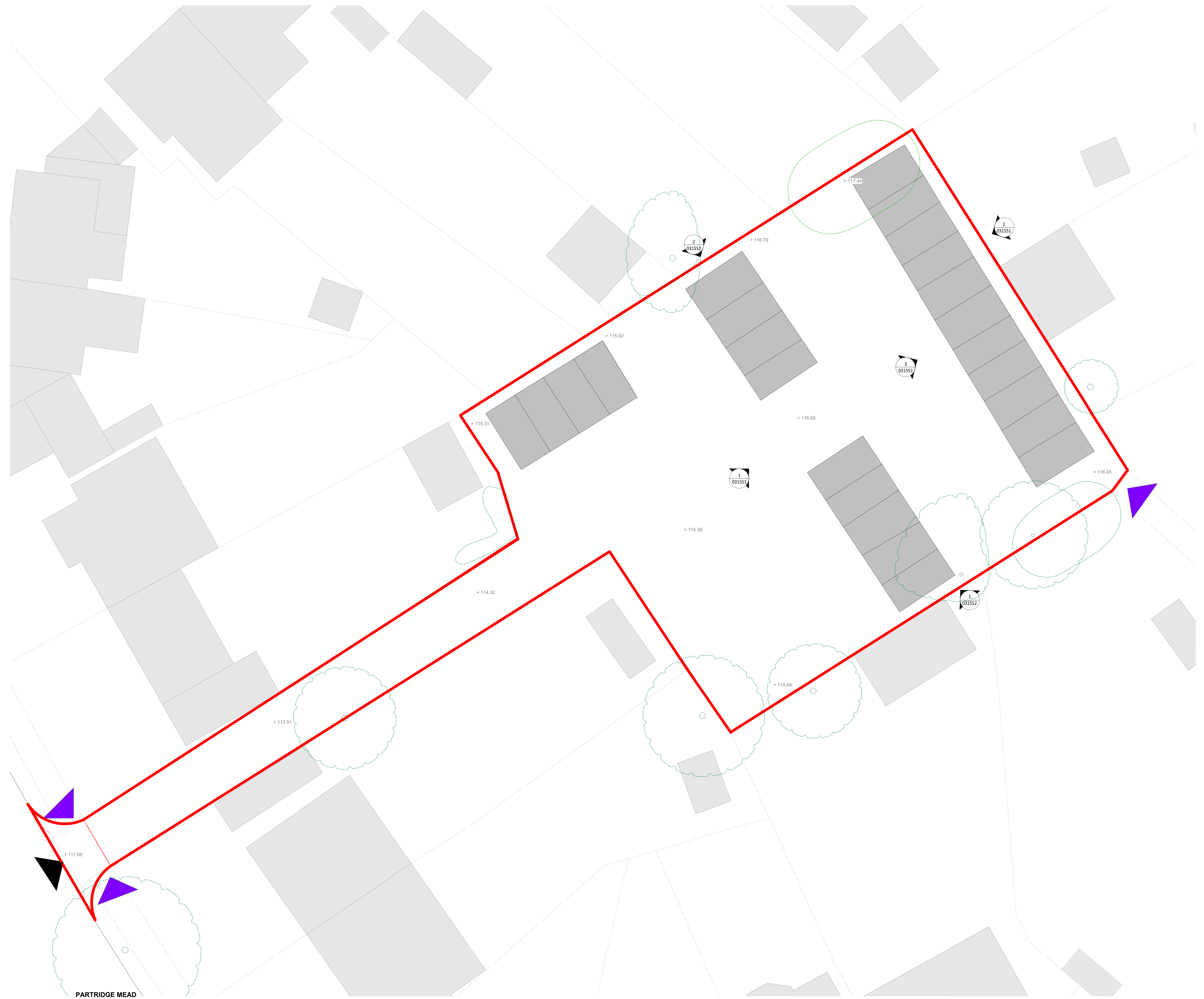
The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in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

23/00822/F - Land At Partridge Mead, Banstead Agenda Item 5



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Milles
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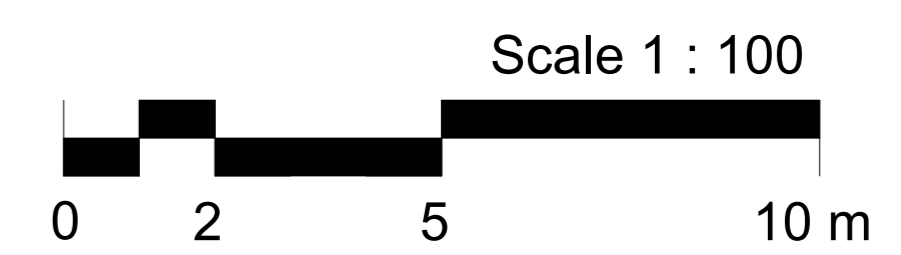
48



1 EXISTING SITE PLAN
SCALE 1 : 100

LEGEND

- Application Boundary (Red line)
- Existing Garages (Grey rectangle)
- Existing Trees (Green circle)
- Main Entry to Plot (Black triangle)
- Pedestrian Entrance (Purple triangle)
- Existing Level (XX.XX)



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
 In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

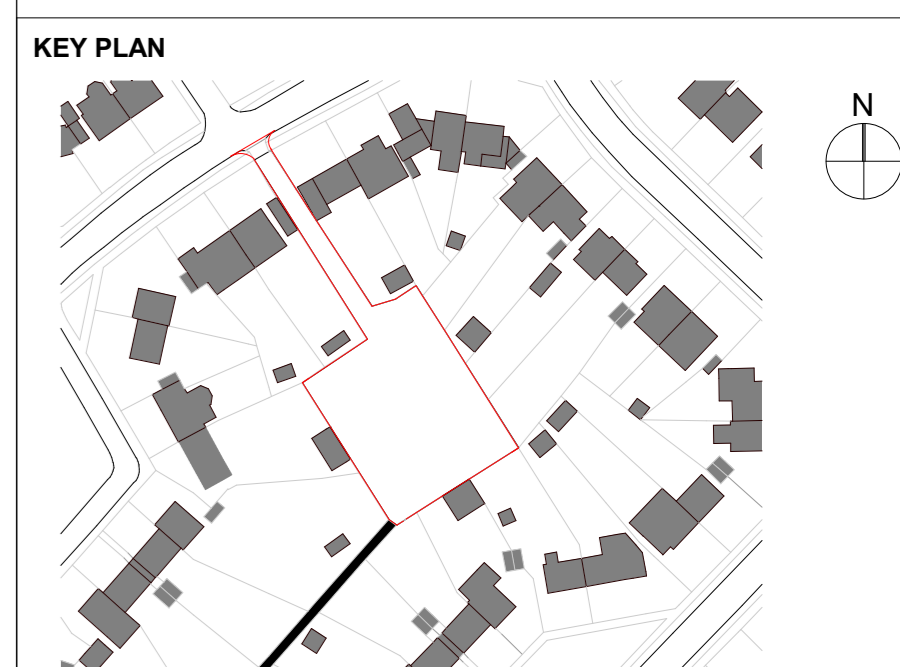
MAINTENANCE/CLEANING

DECOMMISSIONING/DEMOLITION

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References
 Rev: _____

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Rev	Date	Description	By	Chk'd	App'd
P2	20/10/2023	FOR INFORMATION	AJ	MD	AD
P1	28/03/2023	FOR INFORMATION	NK	MD	AD

Drawing Status: **FOR INFORMATION** Status: **S2**

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 England
 KT18 5BW
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 Ashley Road
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 Raven House
 29 Linkfield Lane
 Richehill
 Surrey RH1 1SS
 www.ravenht.org.uk

Project Title: **RAVEN GARAGE SITES BANSTEAD AND TADWORTH**

Drawing Title: **SITE WIDE EXISTING SITE PLAN PARTRIDGE MEAD**

Scale	1 : 100	Designed	MD	Drawn	VV	Checked	MD	Authorised	AD
Original Title	AO	Date	27/01/2023	Date	03/02/2023	Date	10/02/2023	Date	17/02/2023
Drawing Number	5213970-ATK-06-00-DR-AR-021552	Revision		Reason					P2

100
0 10
Millimetres

49



- LEGEND**
- ORNAMENTAL PLANTING
 - SHRUB SCREENING PLANTING
 - MEADOW GRASS MIX
 - AMENITY LAWN GRASS
 - CONCRETE SETTS (600MM X 600MM)
(Mayfair flags natural granite aggregate paving or similar. Colour: Natural or similar. Size: 600mmx600mmx50mm. Laid in stack bond.)
 - CONCRETE PAVING (600MM X 600MM)
(Mayfair flags natural granite aggregate paving or similar. Colour: Charcoal or similar. Size: 600mmx600mmx50mm. Laid in stack bond.)
 - ASPHALT PAVING
 - DRIVEWAY - PERMEABLE MACADAM
 - GRANITE MARKERS
 - CONCRETE KERBS
 - DROPPED KERB
 - TEMPORARY REFUSE COLLECTION POINT
 - PROPOSED PERIMETER FENCE EXTENTS
 - APPLICATION BOUNDARY
 - CAR PARKING
 - ACCESSIBLE CAR PARKING
 - EXISTING TREES TO BE RETAINED
 - EXISTING TREES TO BE REMOVED
 - MAIN ENTRANCE
 - PEDESTRIAN ENTRANCE
 - EV CHARGING POINT - PASSIVE (TWO OUTLET POINTS)
 - POLE LUMINAIRE
 - BOLLARD LUMINAIRE
 - GARDEN SHED

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

MAINTENANCE/CLEANING

DECOMMISSIONING/DEMOLITION

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References

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P3	20/10/2023	FOR INFORMATION	AJ	MD	AD
P2	09/08/2023	FOR INFORMATION	HC	MD	AD
P1	28/03/2023	FOR INFORMATION	NK	MD	AD

FOR INFORMATION					S2
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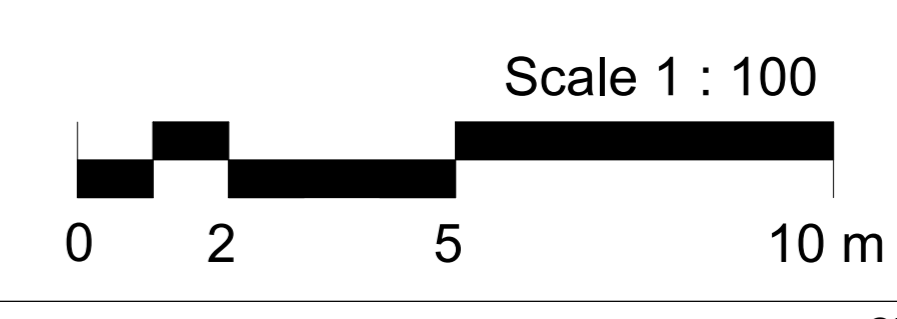
Raven Housing Trust
Raven Housing Trust
Raven House
29 Linkfield Lane
Ridhill
Surrey RH1 1SS
www.ravenht.org.uk

Project Title
RAVEN GARAGE SITES
BANSTEAD AND TADWORTH

Drawing Title
SITE WIDE
LANDSCAPE PLAN
PARTRIDGE MEAD

Scale	Designed	Drawn	Checked	Authorised
1 : 100	MD	HC	MD	AD
Original Title	Date	Date	Date	Date
A0	27/01/2023	03/02/2023	10/02/2023	17/02/2023
Drawing Number	Revision			
5213970-ATK-06-00-DR-AR-021555	P3			

1 PROPOSED SITE PLAN - LANDSCAPE
SCALE 1 : 100



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Millimetres

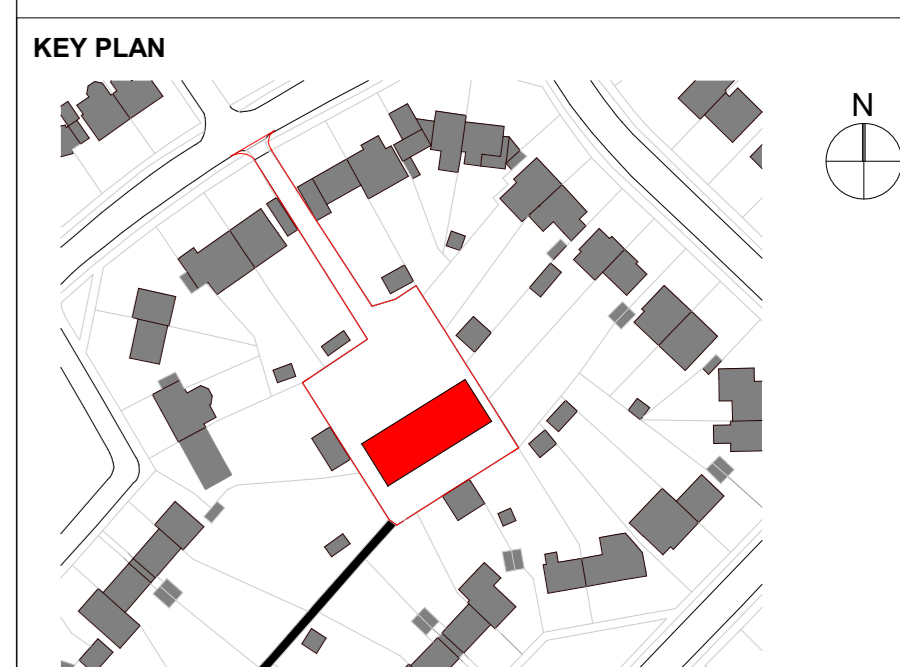
50



SCHEDULE OF ACCOMMODATION						
HOUSE - 3BPH	HOUSE - 2BPH	UNITS	TOTAL	TYPOLGY 6	OCCUPANCY	PARKING
4	0	4	4		20	9
100%	0%	100%				

FINISH LEVEL SCHEDULE- PARTRIDGE MEAD	
LEVEL NAME	ELEVATION
Level 02 T.O.R.	126.000
Level 01 FF	119.320
Level 00 GF	116.470

NOTE: EXTENSIVE AREAS OF SURROUNDING LAND FALL WITHIN THE SAME OWNERSHIP AS THE DEVELOPMENT SITE. BLUE BOUNDARY HAS BEEN OMITTED FOR CLARITY. FOR OWNERSHIP BOUNDARY REFER THE LOCATION PLAN.



LEGEND

- APPLICATION BOUNDARY
- CAR PARKING
- ACCESSIBLE CAR PARKING
- EXISTING TREES TO BE RETAINED
- EXISTING TREES TO BE REMOVED
- MAIN ENTRANCE
- PEDESTRIAN ENTRANCE
- EV CHARGING POINT - PASSIVE (TWO OUTLET POINTS)
- REFUSE AND RECYCLING BINS
- POLE LUMINAIRE
- BOLLARD LUMINAIRE
- PROPOSED PERIMETER FENCE EXTENTS
- PROPOSED PERIMETER LOW HEIGHT CONCRETE WALL WITH FENCE EXTENTS
- TEMPORARY REFUSE COLLECTION POINT
- GARDEN SHED

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

- CONSTRUCTION
- MAINTENANCE/CLEANING
- DECOMMISSIONING/DEMOLITION

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References	
Ref.	Source Name

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Rev.	Date	Description	By	CHK'd	App'd

Date	Description	By	CHK'd	App'd
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09/08/2023	FOR INFORMATION	HC	MD	AD
28/03/2023	FOR INFORMATION	NK	MD	AD

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 Richehill
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 www.ravenht.org.uk

Project Title: RAVEN GARAGE SITES BANSTEAD AND TADWORTH

Drawing Title: SITE WIDE PROPOSED SITE PLAN PARTRIDGE MEAD

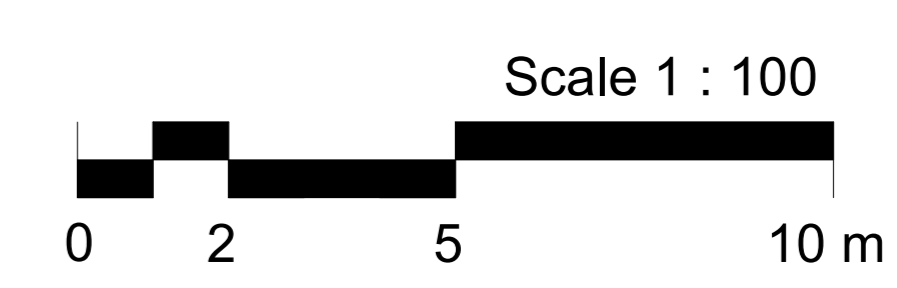
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Drawing Number	Revision
5213970-ATK-06-00-DR-AR-021554	P3

1 PROPOSED SITE PLAN
021554 SCALE 1 : 100

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100
0 10
Millimetres



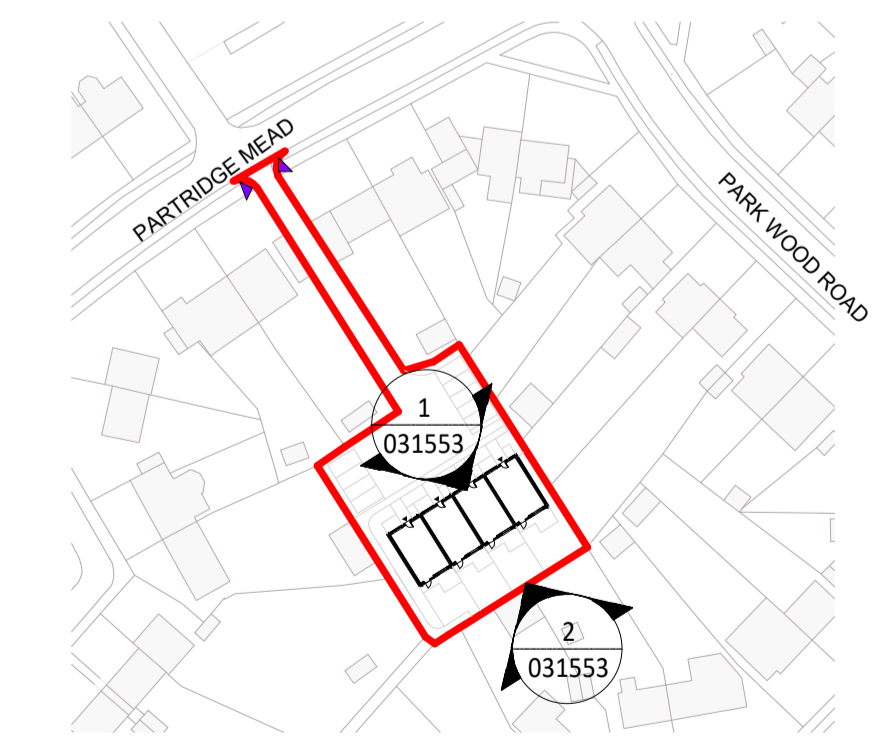
1 PARTRIDGE MEAD - SITE ELEVATION NORTH - PROPOSED
SCALE 1 : 100

51

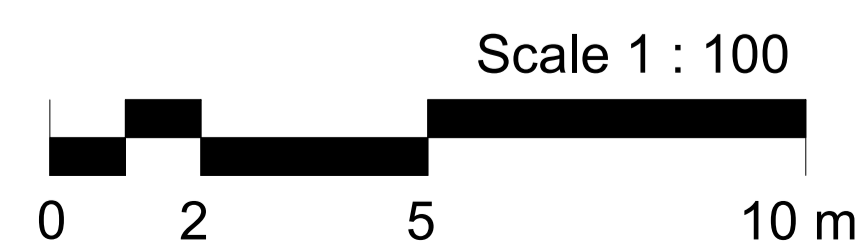


2 PARTRIDGE MEAD - SITE ELEVATION SOUTH - PROPOSED
SCALE 1 : 100

- LEGEND**
- - - - APPLICATION BOUNDARY
 - - - - WALKWAY PROFILE
 - GROUND PROFILE
 - - - - ASSUMED GROUND PROFILE



3 PLOT 6- KEY PLAN
SCALE 1 : 1250



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

MAINTENANCE/CLEANING

DECOMMISSIONING/DEMOLITION

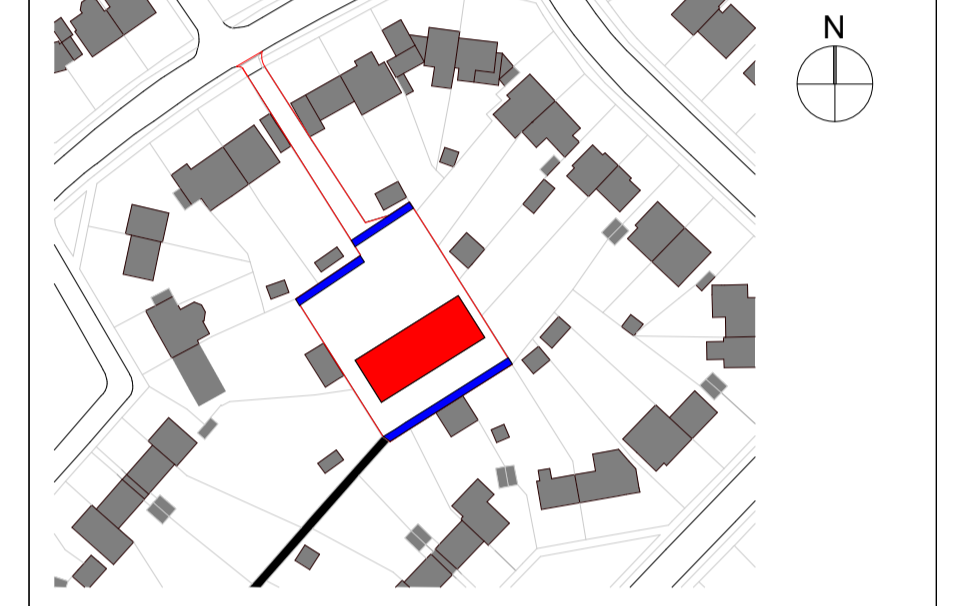
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References

Rev.	Model Name

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P1	28/03/2023	FOR INFORMATION	NK	MD	AD
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Rev.	Date	Description	By	Chk'd	App'd	Status
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Redhill Surrey RH1 1SS
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Project Title
**RAVEN GARAGE SITES
BANSTEAD AND TADWORTH**

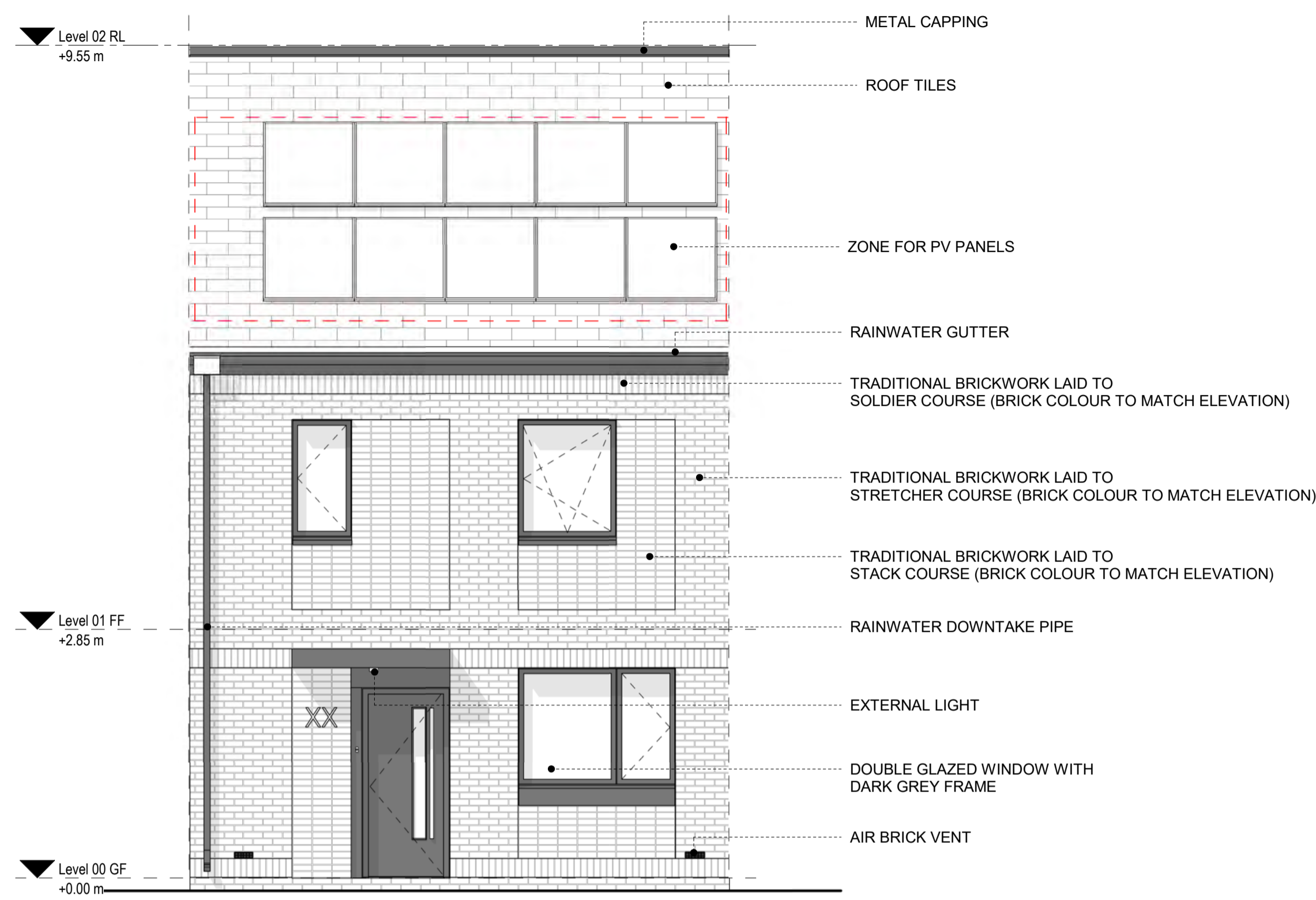
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**SITE WIDE
PROPOSED SITE ELEVATIONS
PARTRIDGE MEAD**

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As indicated	MD	VV	MD	AD
Original Size	Date	Date	Date	Date
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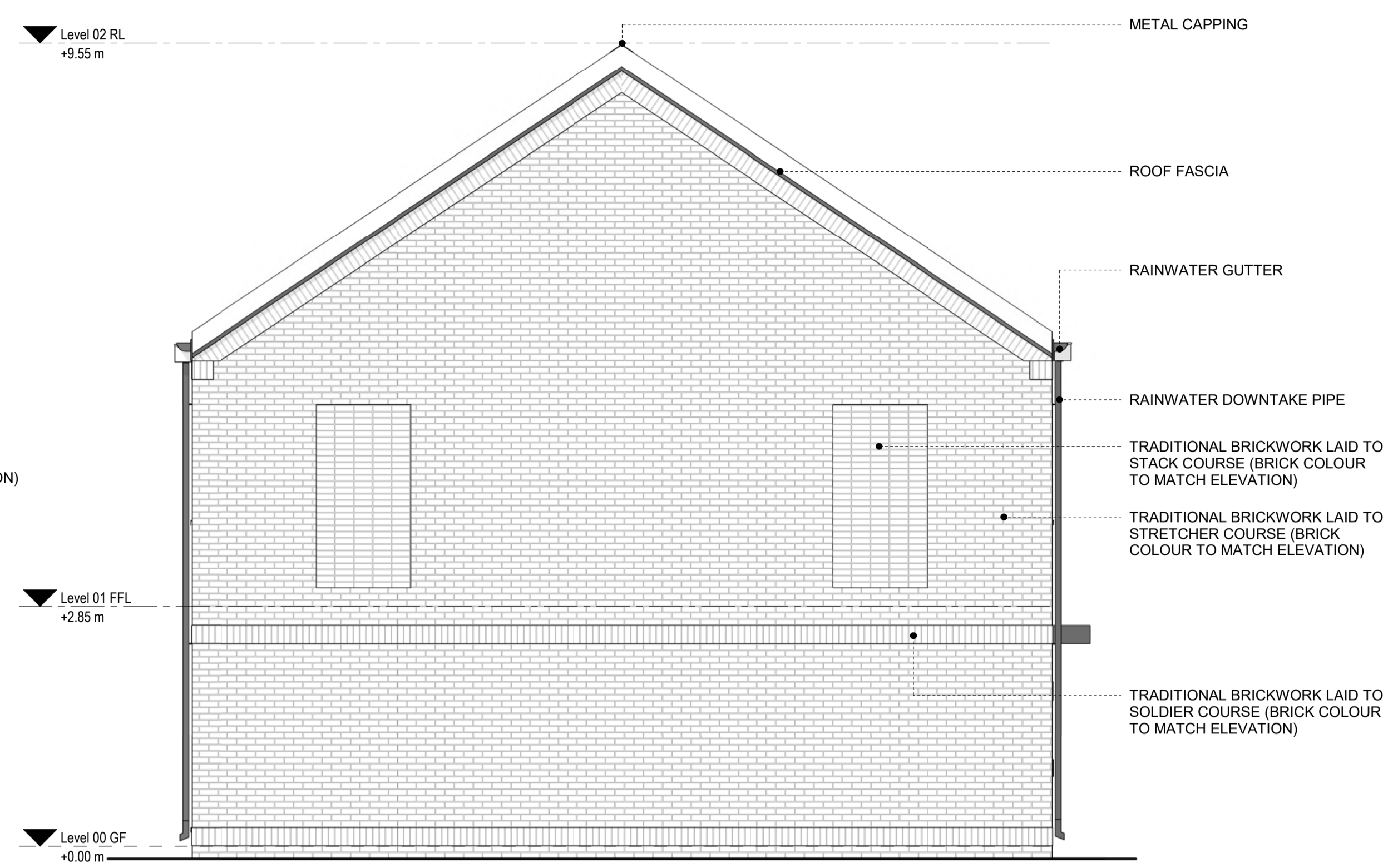
Drawing Number	Revision
5213970-ATK-06-XX-DR-AR-031553	P1

Agenda Item 5

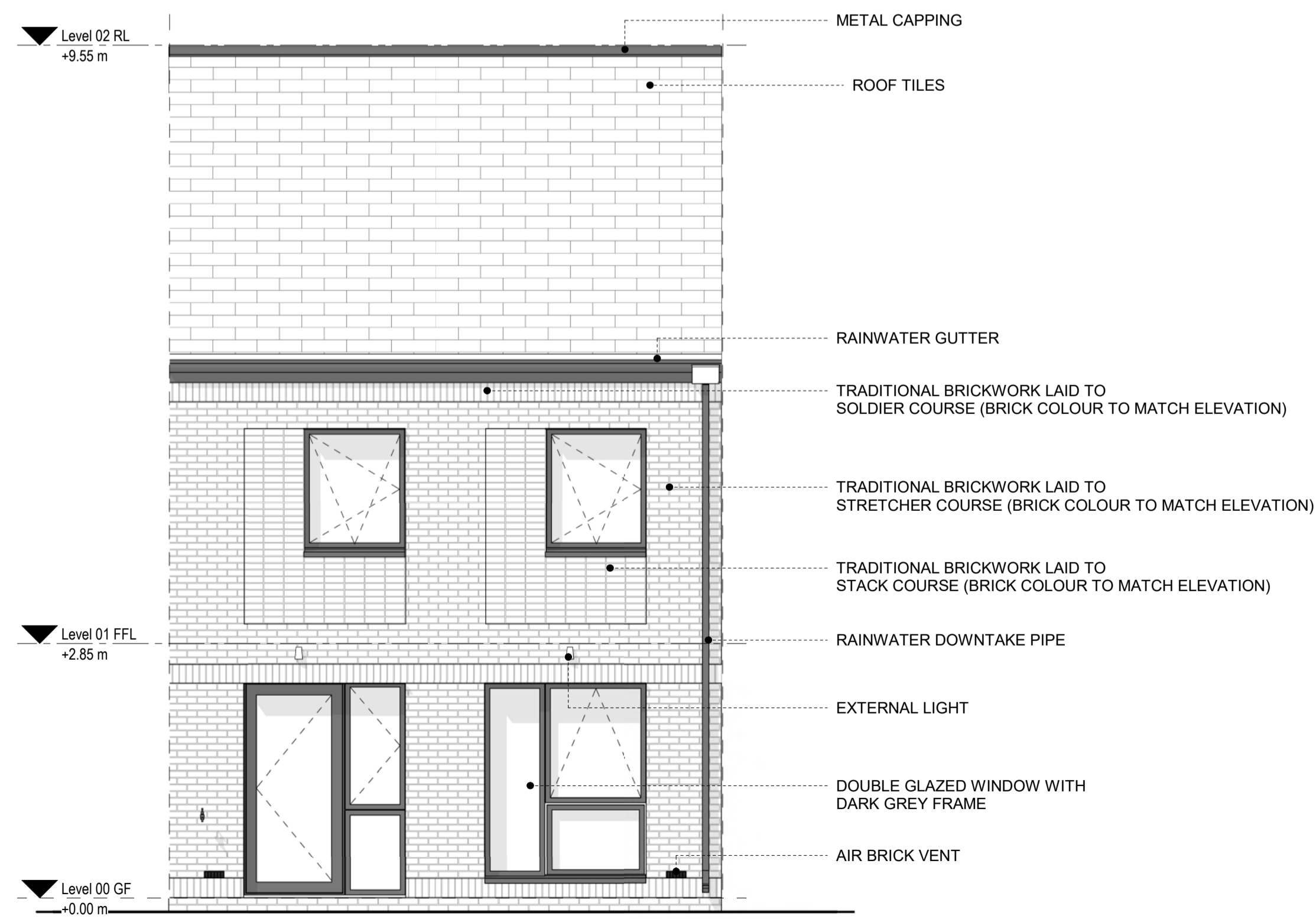
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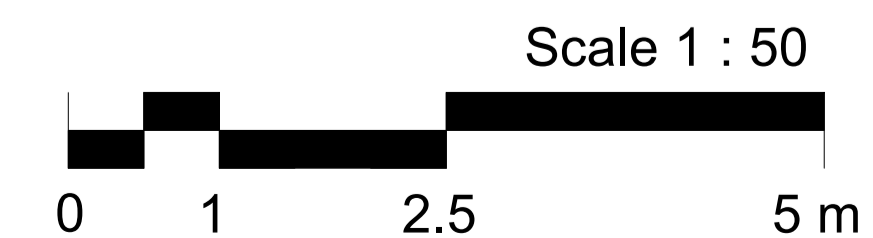
1 FRONT ELEVATION
011510 SCALE 1 : 50



3 GABLE ELEVATION
011510 SCALE 1 : 50



2 BACK ELEVATION
011510 SCALE 1 : 50



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

MAINTENANCE/CLEANING

DECOMMISSIONING/DEMOLITION

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

References	
Rev.	Model Name

NOTE:
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2. All Dimensions are in millimeters unless otherwise specified

P1	28/03/2023	FOR INFORMATION	MD	AD	SG
Rev.	Date	Description	By	Chk'd	App'd

Drawing Suitability: **FOR INFORMATION** Status: **S2**

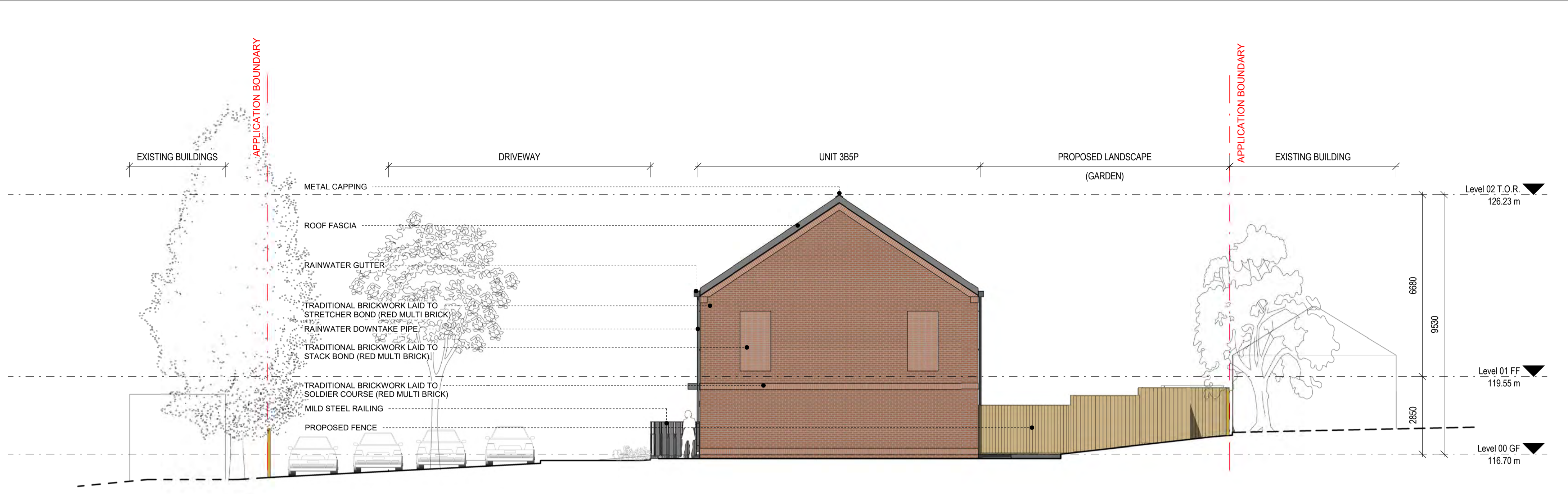
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Project Title: **RAVEN GARAGE SITES
BANSTEAD AND TADWORTH**

Drawing Title: **GENERAL ARRANGEMENT
UNIT TYPE 2 - 3B5P
ELEVATION**

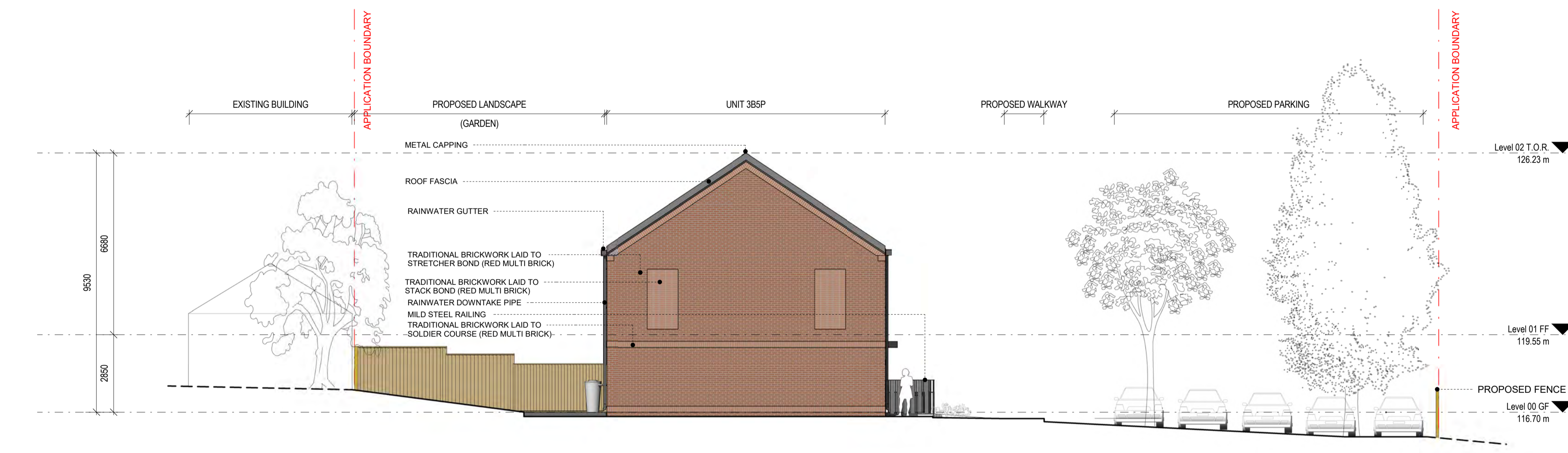
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Drawing Number	Revision			
5213970-ATK-04-ZZ-DR-AR-011510				P1

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Millimetres
0 10



1 PARTRIDGE MEAD - SITE ELEVATION WEST - PROPOSED
SCALE 1 : 100

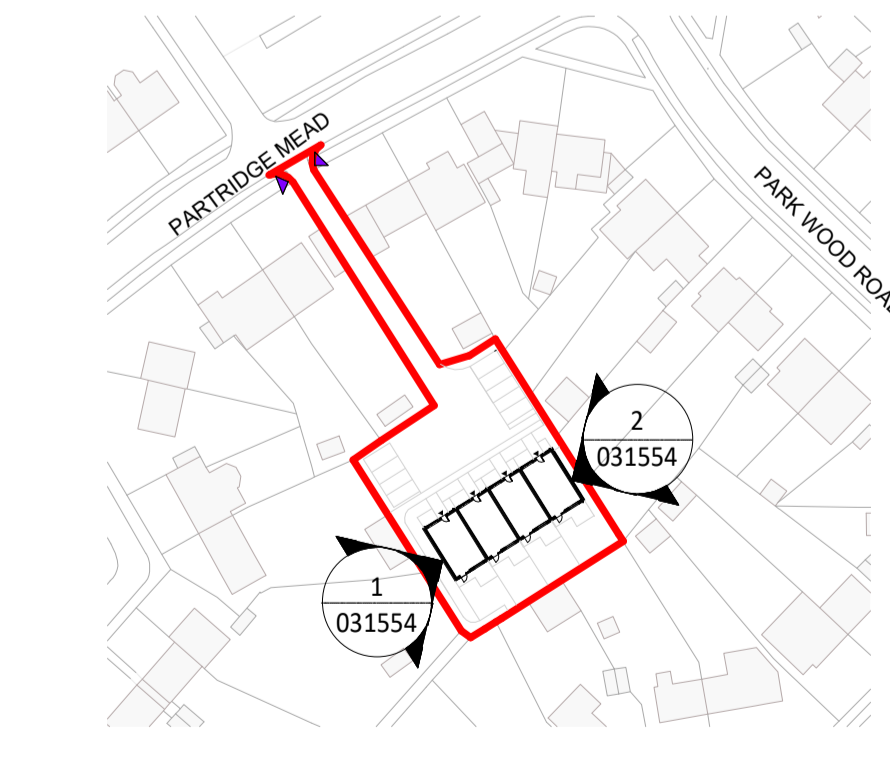
53



2 PARTRIDGE MEAD - SITE ELEVATION EAST - PROPOSED
SCALE 1 : 100

LEGEND

	APPLICATION BOUNDARY
	WALKWAY PROFILE
	GROUND PROFILE
	ASSUMED GROUND PROFILE



3 PLOT 6- KEY PLAN
SCALE 1 : 1250



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

MAINTENANCE/CLEANING

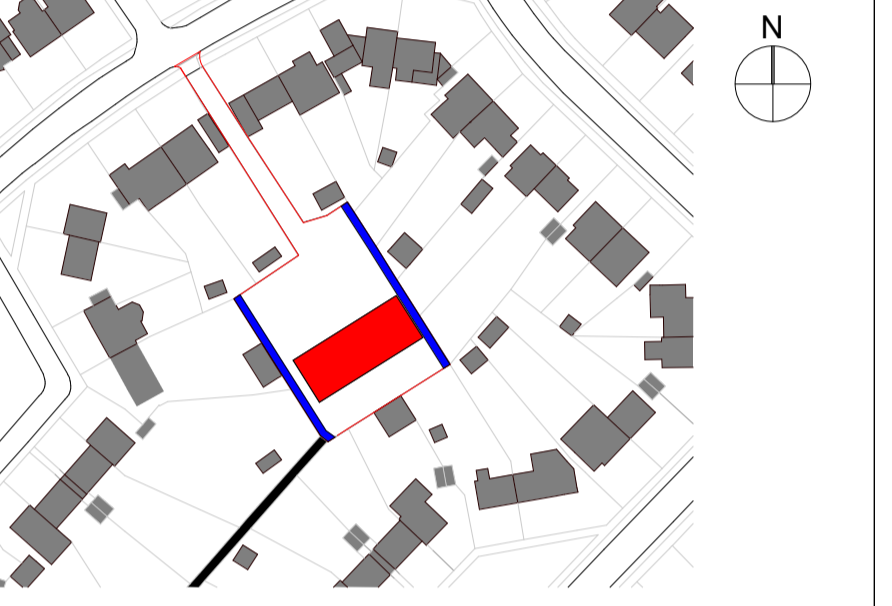
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Rev.	Model Name

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Drawing Suitability	Status
FOR INFORMATION	S2

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Project Title
**RAVEN GARAGE SITES
BANSTEAD AND TADWORTH**

Drawing Title
**SITE WIDE
PROPOSED SITE ELEVATIONS
PARTRIDGE MEAD**

Scale	Designed	Drawn	Checked	Authorised
As indicated	MD	VV	MD	AD
Original Size	Date	Date	Date	Date
A1	27/01/2023	03/02/2023	10/02/2023	17/02/2023

Drawing Number	Revision
5213970-ATK-06-XX-DR-AR-031554	P1

Agenda Item 5

Land at Partridge Mead, Banstead
Transport Technical Note



Land at Partridge Mead, Banstead

Appendix A

Transport Technical Note

Project Number: 22364
Doc Number: TN01
Prepared for: Raven Housing Trust and EDAROTH

20 October 2023

Rev	Issue Purpose	Author	Checked	Reviewed	Approved	Date
	Final	AKS	AKS	AKS	AKS	4/10/23
A	Final	AKS	AKS	AKS	AKS	20/10/23

1. Introduction

Preamble

1.1 In May 2023, EDAROTH and Raven Housing Trust (the Applicants) submitted a planning application (reference 23/00822/F) to Reigate and Banstead Borough Council (RBBC) for a development proposal at a site, 'Land at Partridge Mead, Banstead,' with description as follows:

'Demolition of existing buildings and erection of 4 residential dwellings with associated parking and landscaping. As amended 12/06/2023, 02/08/2023 and on 15/08/2023.'

1.2 The application was supported by a Transport Statement (TS), prepared by Markides Associates (MA).

1.3 The application was met with no objections from Surrey County Council (SCC) as the relevant local highway authority and RBBC officers in relation to both refuse and fire access arrangements.

1.4 The application was taken to the 27th September 2023 planning committee with an officer recommendation for approval.

1.5 During the planning committee third party representations were made with regards to access widths, which resulted in a deferral of the decision, with members concerned that the proposals had not been informed by measured surveys.

1.6 MA have therefore been instructed to prepare this Technical Note (**TN01**) to respond to the third party comments that were raised.

2. Response

2.1 From the outset, it worth highlighting that the development proposals and the associated access strategies were informed by a measured topographical survey of the site, including the access from Partridge Mead.

2.2 This is confirmed within Section 3.3 of the TS and **Drawing 22364-MA-XX-DR-C-0001**, which was attached to the TS and extracted at **Figure 3.5**, reproduced below.

2.3 This confirmed the existing kerb to kerb widths of 3.0m-3.5m and boundary to boundary widths (fence lines) of 4m-4.5m.

Figure 2.1 TS Figure 3.5 Extract – Existing Measured Access Widths



2.4 The TS then acknowledged that in order to comply with fire access requirements the site access kerb to kerb width would need to be widened to achieve 3.7m for the majority of its length. The extent of widening was indicated on **Drawing 22364-0100** within the TS,

Agenda Item 5

extracted at **Figure 4.2** and reproduced below at **Figure 2.2**. This identified a need to offset the existing western kerbline approximately 350mm west, leaving approximately 125mm clearance from the existing property, whilst retaining the existing eastern kerbline.

Figure 2.2 Proposed Access Widths



- 2.5 Photos included within the third party submission of the site access are therefore based on the existing situation, with no allowance for the proposed widening that is identified within the submitted TS.
- 2.6 This is clearly evident within the third party submission where access width measurements have been taken up to a point where bins have placed on the access road to try and represent a proposed bin holding area. To represent the bin holding area the third party has placed the bins in front of an existing tree that is located immediately in front of the southern site boundary. However, at the location of the proposed bin holding area, it is clearly evident within **Figure 4.2** of the TS that the tree will be removed to allow the bins to be placed closer to the site boundary, up to the fenceline, behind the proposed kerbline and a wider site access. This is identified within **Figure 2.3** below.

Figure 2.3 Third Party Submission Widths vs Proposed Widths



- 2.7 Where the proposed bins are to be placed, with the access widening having been delivered, the clear access width in front of the bin holding area will be a minimum of 3.1m wide. This is the minimum recommended width needed for a fire tender to travel straight through a gateline and is therefore achievable for fire tender access to the site.
- 2.8 The TS otherwise includes vehicle swept analysis to demonstrate that a fire tender can turn within the site's internal layout.
- 2.9 Residents will, by default, place the bins within the holding area in an orderly fashion as it would otherwise preclude access. Refuse crews would also be instructed to do the same.
- 2.10 It is also acknowledged that the third party submission includes photos of drop-off activity associated with the adjacent school on Partridge Mead. In response to this, the proposals will generate a negligible number of vehicle movements and will not therefore materially contribute to any concerns in relation to school drop-off.

Agenda Item 5

Land at Partridge Mead, Banstead
Transport Technical Note

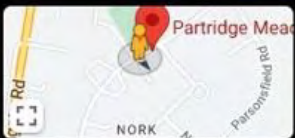


3. Summary

- 3.1 In summary therefore, **TN02** has confirmed that the proposed access strategy of the development proposal at 'Land at Partridge Mead,' has been informed by a measured topographical survey of the site and its associated access.
- 3.2 The proposals included widening of the existing kerb to kerb access width to achieve a minimum 3.7m width for the majority of the access length, in accordance with fire design requirements.
- 3.3 Third party objections to the proposals do not appear to have taken into account the proposed kerb to kerb widening.
- 3.4 Whilst a bin holding area will create a pinchpoint along the access length, this will be set adjacent to the site boundary in order to achieve a minimum access width of 3.1m, which is the minimum needed for a fire tender to pass straight through a gateline.
- 3.5 On this basis, MA are of the view that the proposals should not be opposed on the grounds of transport and access, a view reflecting that of SCC as the local highway authority given they have no objections to the proposals.

Slide 1 – 2018 (Google Maps). Tree in Raven ownership.

Appendix B



Slide 2 – 2014 (Bing Maps). On or before September 2014. Tree is in Raven ownership.



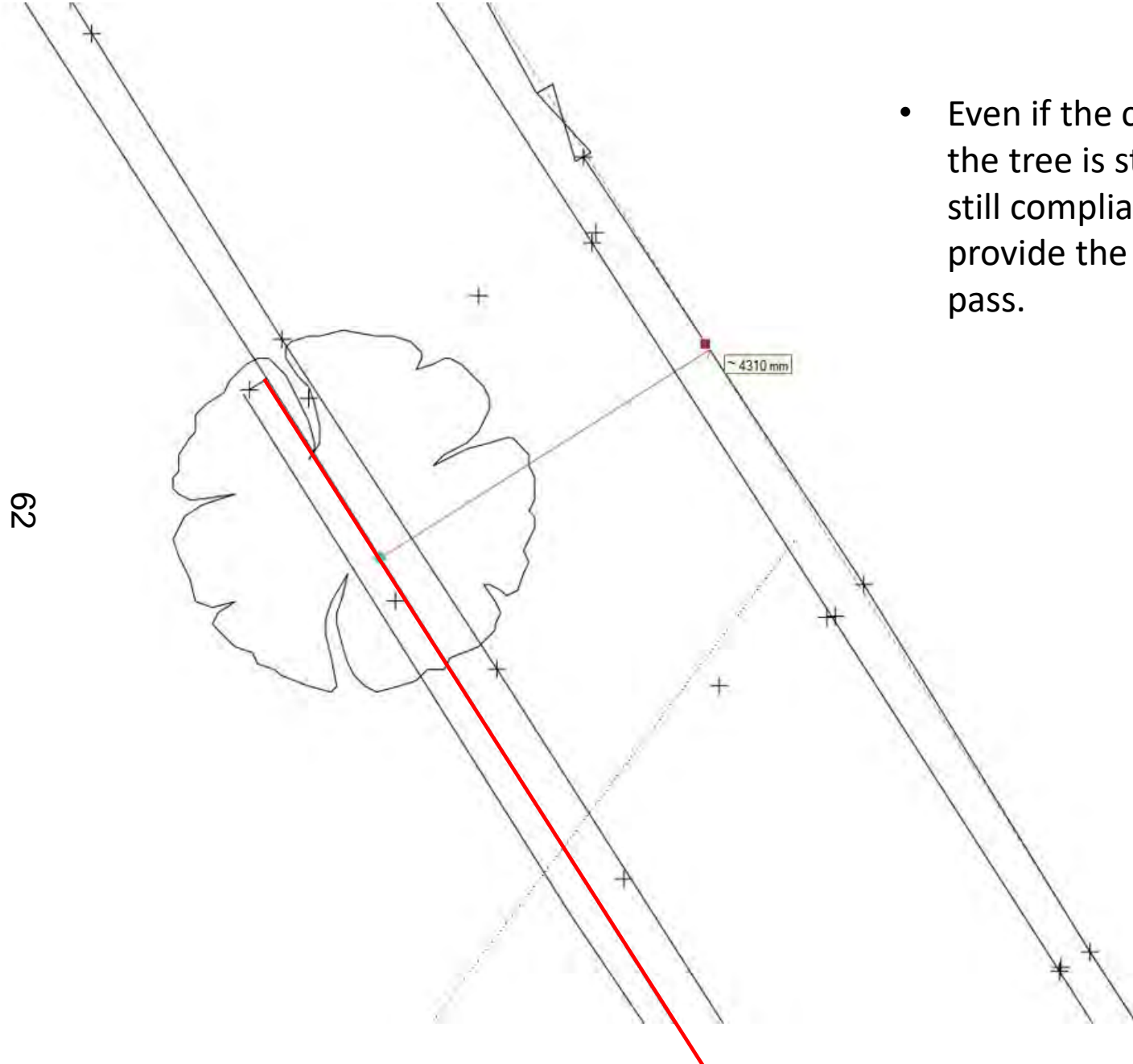
Slide 3 – Line through concrete posts. Servicing strategy still possible.

- Straight line through the concrete posts shows that the tree is still within Raven's ownership.



Location of concrete posts

Slide 3 Continued – Line through concrete posts. Servicing strategy still possible.




- Even if the concrete posts were the definitive boundary, the tree is still within Raven’s ownership and the width is still compliant to have bins in place temporarily and still provide the minimum width required for a fire engine to pass.

Agenda Item 6

Planning Committee
1 November 2023

Agenda Item: 6
23/00821/F

 <p>Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate</p>	TO:	PLANNING COMMITTEE
	DATE:	1 November 2023
	REPORT OF:	HEAD OF PLANNING
	AUTHOR:	Michael Parker
	TELEPHONE:	01737 276339
	EMAIL:	Michael.Parker@reigate-banstead.gov.uk
AGENDA ITEM:	6	WARD: <i>Tattenham Corner And Preston</i>

APPLICATION NUMBER:	23/00821/F	VALID:	10/5/2023
APPLICANT:	Raven Housing Trust And Edaroth	AGENT:	Hgh Consulting
LOCATION:	LAND AT HATCH GARDENS TADWORTH SURREY		
DESCRIPTION:	Demolition of existing buildings and erection of 2 residential dwellings with associated parking and landscaping. As amended 12/06/2023, 02/08/2023 06/09/2023 and on 04/10/2023, 12/10/2023 and on 13/10/2023		
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.			

SUMMARY

This is a full application for the demolition of existing garages and erection of 2 dwellings with associated parking and landscaping.

The application site is located at the eastern end of Hatch Gardens, Tadworth (within the Tattenham Corner and Preston Ward of the borough). The site is located centrally between the northern and southern section of Hatch Gardens, surrounded on all sides by the rear and side boundaries of properties that front on to Hatch Gardens.

The site is accessed via a driveway which runs between no. 63 and 65 Hatch Gardens, and comprises a two rows of garages (22 in total, 15 currently let) and hardstanding. The garages are single storey measuring between 2.4 and 2.7m in height. The site slopes down gently from west to east by approximately 0.7m and up slightly from the rear to the entrance of the site by approximately 0.4m. The site is within the designated urban area. The site is in Flood Zone 1 and is at low risk of surface water flooding. The site is also designated as having low accessibility for the purposes of parking standards.

The proposed dwellings would be a pair of semi-detached two storey dwellings with a mix of 2 x 3 bed, 5 person. The applicant, Raven Housing Trust, is a registered provider and proposes all the properties as affordable rent. The scheme would therefore provide 100% affordable housing.

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The semi-detached dwellings would be located at the western end of the site, running orientated east to west (front to back), with the access road to the north and parking located at the eastern end of the site, along the southern boundary. The pair of dwellings would be staggered in height to reflect the slight change in site levels.

The car parking would include 5 spaces, 4 standard and 1 disabled space. Two Electric vehicle charging points are proposed on the submitted plans. The proposals will also allow for residential refuse collection to occur from on street, with a bin holding area provided immediately adjacent to the access road, where residents will move their bins on collection day.

The houses would have a simple pitched roof gable end form and with brick elevations and gable ends and dark roof tiles. Both units would benefit from their own private rear gardens. Air Source Heat pumps (ASHPs) are proposed to the front of the dwellings to provide heating.

The application site is within the urban area. As such there is no in principle objection to the redevelopment of this garage site to residential development.

It is understood from the submitted information that 12 of the 24 garages are currently let. In order to establish the potential impact from the loss of the garages the applicant has provided the following evidence:

- Details of how far renters are from the garages: which showed that only 1 garage occupant is within 300m distance.
- A proxy occupancy survey of another garage block: which demonstrates that the scheme would likely result in displacement of just 1 vehicle.

It is understood from the submitted information that 15 of the 22 garages are currently let. In order to establish the potential impact from the loss of the garages the applicant has provided the following evidence:

- Details of how far renters are from the garages, which showed that only 2 garage occupants are within 300m distance;
- A proxy occupancy survey of another garage block, which demonstrates that the scheme would likely result in displacement of just 1 vehicle; and
- On-street parking stress survey, which shows that there is an average of 12 spaces free out of a calculated available 42 spaces in the surrounding area

The transport statement concludes that the displacement of 1 to 2 vehicles could be adequately accommodated within the surrounding roads. The submitted evidence has been reviewed by the County Highway Authority (CHA), with regard to highway safety, capacity and policy matters and they have not raised any concerns in relation to the impact of the loss of the garage. On this basis it is considered that the impact from the loss of the garage would not result in unacceptable levels of on street parking.

In terms of the proposed access the submitted Transport Statement demonstrates that the access is suitable for its proposed use and would provide adequate manoeuvrability and access for emergency services. The proposal would also provide on-site parking in excess of the Council's minimum parking standards.

In terms of design and scale it is considered that the proposed form and detailing of the dwellings and layout would be in keeping with the density and character and appearance of the surrounding area would not be overly prominent in the site and does not appear cramped. The roof tiles would preferably be a lighter red/brown colour and this can be secured under finalised details were the application to be approved. A condition is also recommended to secure further details of the proposed soft and hard landscaping.

In terms of impact on neighbouring amenity due to the orientation, modest scale of the proposed dwellings, separation distances to the adjoining residential properties and the use of vertical privacy blades, it is considered that the proposal would not result in an unacceptable loss of privacy, overbearing impact or loss of light to the occupants of these dwellings.

All of the units would exceed the relevant nationally described space standards, and would provide an adequate level of outlook and light for the future occupants. The garden sizes are considered to be of a good size.

Conditions are recommended in relation to boundary treatment, external lighting, Air Source Heat Pumps, and construction management to ensure that the impact on neighbouring properties is acceptable.

The scheme would, subject to conditions, be acceptable with regard to the impact on trees and ecology, drainage, contamination and sustainable construction.

The scheme is more than likely to be providing 2 affordable houses. The tenure, affordable rent, and size of dwelling being provided is strongly supported by the Council's Housing Officer. However, as this is not a policy requirement, it would not be required through conditions/S106 but if delivered would be a likely benefit of the scheme.

RECOMMENDATION

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

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Consultations:

Surrey County Council Highway Authority: no objection subject to conditions securing implementation of access, car parking, Construction transport Management Plan, Travel Information pack, refuse collection and electric charging points.

Contamination Officer: identified the potential for ground contamination to be present on and/or in close proximity to the applicant site. As such conditions for asbestos and ground contamination recommended.

Council's Affordable Housing Officer: "The addition of 2 x 3 bed 5 person homes for affordable rent would be a much valued addition to the social housing stock. With low levels of delivery of new build affordable homes in the north of the borough, the proposal is particularly welcome.

Three bedroom affordable rent houses in particular are very much needed. Households waiting for larger family homes currently wait up to four years for a home. The Affordable Housing SPD sets the second highest target for three bedroom affordable rented homes. In addition the delivery of net zero homes with high energy efficiency very much supports the long-term affordability for future occupiers."

Council's Drainage Consultant: drainage strategy acceptable in principle but further investigation and detail required.

Representations:

To date 38 representations have been received objecting to the proposal for the following reasons:

Issue	Response
Alternative location/proposal preferred	See paragraph 6.1 and 6.52
Crime fears	See paragraph 6.31
Health fears	See paragraph 6.29-6.30 and 6.43-6.44
Harm to wildlife habitat	See paragraph 6.34-6.41
Inadequate parking	See paragraph 6.3-6.15
Inconvenience during construction	See paragraph 6.32
Inadequate access	See paragraph 6.3-6.15
Increase in traffic and congestion	See paragraph 6.3-6.15
Hazard to highway safety	See paragraph 6.3-6.15
Loss of/harm to trees	See paragraph 6.34-6.41

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Loss of buildings	See paragraph 6.1
Noise and disturbance	See paragraph 6.29
Poor design	See paragraph 6.16-6.22
Harm to Conservation Area	Site is not within a Conservation Area
Harm to Green belt/countryside	Site is within urban area
Out of character with surrounding area	See paragraph 6.16-6.22
Overshadowing	See paragraph 6.23-6.27
Overdevelopment	See paragraph 6.16-6.22
Loss of private view	This is not a material planning consideration
Property devalue	This is not a material planning consideration
No need for development	Each case must be considered on its own merits. Also see paragraph 6.1
Overlooking and loss of privacy	See paragraph 6.23-6.27
Drainage/Sewerage capacity	See paragraph 6.42
Flooding	See paragraph 6.42
Impact on local services/infrastructure	See paragraph 6.49
Impact on existing access to neighbouring properties	This is a private legal matter. It is not a material planning consideration but see paragraph 6.50-6.51
Concern about impact on existing boundaries	See paragraph 6.28
Amended plans have not overcome original objections	As above

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1.0 Site and Character Appraisal

- 1.1 The application site is located at the eastern end of Hatch Gardens, Tadworth (within the Tattenham Corner and Preston Ward of the borough). The site is located centrally between the northern and southern section of Hatch Gardens, surrounded on all sides by the rear and side boundaries of properties that front on to Hatch Gardens.
- 1.2 The site is accessed via a driveway which runs between no. 63 and 65 Hatch Gardens, and comprises a two rows of garages (22 in total, 15 currently let) and hardstanding. The garages are single storey measuring between 2.4 and 2.7m in height. The site slopes down gently from west to east by approximately 0.7m and up slightly from the rear to the entrance of the site by approximately 0.4m. The site is within the designated urban area. The site is in Flood Zone 1 and is at low risk of surface water flooding. The site is also designated as having low accessibility for the purposes of parking standards.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: pre-application advice was provided under ref. PAM/22/00365
- 2.2 Improvements secured during the course of the application: Additional transport/garage information, drainage, tree and contamination information submitted. Amendment to number of units from 3 dwellings to 2 and the dwellings re-orientated east to west (front to back) rather than north to south and relocation of the semi-detached dwellings 1.5m further south.
- 2.3 Further improvements to be secured through conditions:
The following conditions are recommended to be attached to the permission:
 - Materials and design measures
 - Contamination
 - Drainage
 - Landscaping/boundary treatment
 - External lighting
 - Sustainability measures
 - Broadband
 - Highway conditions

3.0 Relevant Planning and Enforcement History

None

4.0 Proposal and Design Approach

- 4.1 This is a full application for the demolition of existing garages and erection of 2 dwellings with associated parking and landscaping.
- 4.2 The proposed dwellings would be a pair of semi-detached two storey dwellings with a mix of 2 x 3 bed, 5 person. The applicant, Raven Housing Trust, is a registered

provider and proposes all the properties as affordable rent. The scheme would therefore provide 100% affordable housing.

- 4.3 The semi-detached dwellings would be located at the western end of the site, running orientated east to west (front to back), with the access road to the north and parking located at the eastern end of the site, along the southern boundary. The pair of dwellings would be staggered in height to reflect the slight change in site levels.
- 4.4 The car parking would include 5 spaces, 4 standard and 1 disabled space. Two Electric vehicle charging points are proposed on the submitted plans. The proposals will also allow for residential refuse collection to occur from on street, with a bin holding area provided immediately adjacent to the access road, where residents will move their bins on collection day.
- 4.5 The houses would have a simple pitched roof gable end form and with brick elevations and gable ends and dark roof tiles. Both units would benefit from their own private rear gardens. Air Source Heat pumps (ASHPs) are proposed to the front of the dwellings provide heating.
- 4.6 A design and access statement (D&A) should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:
Assessment;
Involvement;
Evaluation; and
Design.
- 4.7 Evidence of the applicant’s design approach is set out below:

Assessment	The submitted Design and Access Statement at section 2 considers the site context including context of Banstead area and the current garage applications, context of Hatch Gardens and Site observations, and context of wider area including pattern of development, access, land use and building heights
Involvement	The applicant submitted pre-application advice and according to the submitted documentation undertook two public exhibitions, one on 14 th March in Nork Community Hall and one on 15 th March in Merland Rise Church.
Evaluation	The Statement provides details at Section 3 of how the pre-application comments, public consultation and local context in terms of land uses, separation distances, building heights, planning constraints have been considered to result in the currently proposal.
Design	The statement at Section 3, paragraphs 3.9 to 3.13 and

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	<p>Section 4 provides details of the proposed design including typical façade detail, roof type, material palette, amenity spaces and landscape, parking and access and refuse strategy.</p> <p>An addendum has also been submitted to explain the changes from the original scheme in terms of the reduction from 3 to 2 units and the re-orientation of the dwellings</p>
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4.8 Further details of the development are as follows:

Site area	0.009 ha (866.63 sqm)
Existing use	Garages
Proposed use	Residential (2 x 3 bed dwellings)
Existing parking spaces	22 garages (15 currently let)
Proposed parking spaces	5
Parking standard	4
Number of affordable units	2 (100%)
Net increase in dwellings	2
Proposed site density	23 dph
Density of the surrounding area	55 dph (1-107 Hatch Gardens, odds) 47 dph (2-120 Hatch Gardens, evens)

5.0 Policy Context

5.1 Designation

Urban area, Low accessibility area.

5.2 Reigate and Banstead Core Strategy

CS1 (Sustainable Development)
CS10 (Sustainable Development),
CS11 (Sustainable Construction),
CS14 (Housing Needs)
CS17 (Travel Options and accessibility)

5.3 Reigate and Banstead Development Management Plan 2019

DES1 (Design of New development)
DES4 (Housing Mix)
DES5 (Delivering High Quality Homes)
DES8 (Construction Management)
DES9 (Pollution and Contaminated Land)
TAP1 (Access, Parking and Servicing)

CCF1 (Climate Change Mitigation)
CCF2 (Flood Risk)
NHE2 (Protecting and enhancing biodiversity)
NHE3 (Protecting trees, woodland areas and natural habitats)
INF3 (Electronic communication networks)

5.4 Other Material Considerations

National Planning Policy Framework
2023

National Planning Practice Guidance

Supplementary Planning Guidance

Surrey Design 2002

Local Distinctiveness Design Guide
2004

Local Character & Distinctiveness
Design Guide SPD 2021

Climate Change and Sustainable
Construction SPD 2021

SCC Vehicle and Cycle Parking
Guidance 2018

SCC Transportation Development
Planning Good Practice Guide 2016

Householder Extension & alterations
SPG

Other

Human Rights Act 1998

Community Infrastructure
Regulations 2010

6.0 **Assessment**

6.1 The application site is within the urban area. As such there is no in principle objection to the redevelopment of this garage site to residential development. It should also be noted that the site is previously developed land and that both the Council's Development Plan and the NPPF promote the efficient use of the urban area. The NPPF at paragraph 120 c) states that planning policies and decisions should; "give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land".

6.2 The main issues to consider are:

- Loss of garages and Highway matters
- Design appraisal
- Neighbour amenity
- Impact on trees and ecology
- Contamination
- Flood and drainage matters

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- Sustainable Construction
- Community Infrastructure Levy
- Other matters

Loss of garages and Highway matters

- 6.3 The site is an existing private garage block accommodating 22 individual garages.
- 6.4 It is understood from the submitted information that 15 of the 22 garages are currently let. In order to establish the potential impact from the loss of the garages the applicant has provided the following evidence:
- Details of how far renters are from the garages;
 - A proxy occupancy survey of another garage block; and
 - On-street parking stress survey
- 6.5 On the first point the evidence submitted shows that of the 15 let out 2 occupiers (13%) are within 300m of the site, 4 (27%) are between 300m and 1km, the remaining 9 (60%) are more than 1km away. The applicant argues it is reasonable to assume that garages let by tenants who live a long distance away (300m or more) are unlikely to use the garages for car parking. The applicant's Transport Consultant has confirmed that within transport planning, 200m is often adopted as an appropriate walk distance over which someone might be prepared to park away from their property, reflected in its use within the Lambeth Methodology to measure parking stress. On this basis looking at distances only 2 garage occupants are within the 200m distance.
- 6.6 The second method was to carry out a garage occupancy survey to establish how many of the garages are being used for parking. This was not carried out on the garages at this site but at Ferriers Way, another site which is being considered for redevelopment ref. 23/00816/F. The Ferriers Way survey, undertaken over 5 days, found that 2 out of the 23 garages currently let out were being used for parking (8.69%). Applying this ratio to the subject site also equates to the likely displacement of 1 vehicle as a result of the removal of the garage units.
- 6.7 On querying why a survey was not done on this site the applicant has advised that the Ferriers Way site was the only site to have readily available vantage points to secure cameras. The Transport Consultants have also advised that Ferriers Way is similar in characteristic to the application site. They also advise that a proxy approach is not unusual in Transport Planning and is used in other aspects such as modelling/trip generation, with the latter being reliant on sample sites included within the TRICS database, where proxy sites are selected where they share similar characteristics to the subject site, an approach that has been followed here to estimate parking demand from garages. The Transport Consultants also detail other similar schemes they have experience dealing with where the parking surveys found occupancy to be between 0 and 6.7%. Their conclusion being that even if a site specific

survey was carried out for this site it would likely reflect a pattern of low occupancy.

- 6.8 Therefore, whilst there is a lack of a site specific garage occupancy survey the evidence from both the proxy survey and addresses of the occupants for the rented garages at this site indicate that only 1-2 garages are likely to be occupied for parking. It is understood that the garage occupants have also been offered alternative garage space in other Raven garage sites in the area.
- 6.9 In terms of the ability of the surrounding area to absorb the likely displacement of up to 2 cars the applicant has carried out a site specific parking stress survey. This survey was undertaken using the established London Borough of Lambeth Methodology on two days in January 2023 (27th and 31st). The results show that over these two period there was parking capacity in the survey area of Hatch Gardens with an average of 12 spaces free out of a calculated available 42 spaces (parking stress of 72% i.e. 28% spaces free). This indicates that the local roads have more than adequate capacity to deal with the estimated displacement of 2 cars from the garages. The survey also noted whether any of the garage area was used for parking, on both days no cars were recorded. Also during my site visits I have not observed the site being used for parking but it is understood from representations made that the site is sometimes used by local residents to park their cars. However, it should be noted that the site is not a public car park and there is no right for this area to be used for surface parking. However, given the results of the parking stress survey the results show that on average there is reserve on street parking capacity for a further 10 cars on top of the two cars that are likely displaced.
- 6.10 The submitted evidence has been reviewed by the County Highway Authority (CHA), with regard to highway safety, capacity and policy matters and they have not raised any concerns in relation to the impact of the loss of the garage and have not requested any further surveys to be undertaken. Taking all these matters into account and the fact that the CHA has not disputed the evidence that only up to two cars are likely to be displaced it is considered that the impact from the loss of the garages would not result in unacceptable levels of on street parking.
- 6.11 In terms of the access the Transport Statement (TS) proposes works to amend the access way to enable a kerb to kerb width of 3.7m along part of the access to allow fire tender operating space. The TS acknowledges that the access road at 3.7m wide would not allow passing of vehicles but advises that the scale of the development would not generate a high level of vehicle movements and therefore there is low potential for conflicting vehicle movements and at a minimum of 3m wide along the entire access road the access road is wide enough to allow all forms of vehicle into the site. The TS has also undertaken a trip generation assessment, which has confirmed that the scale of development will result in low levels of vehicle trips (2 vehicle trips during each of the AM and PM peaks), which will not have a material impact on the operation of the local highway network.

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- 6.12 Again, the CHA has assessed the submitted information and has raised no objection to the scheme on highway safety, capacity or policy matters.
- 6.13 In terms of parking the site is located in an area which is assessed as having a low accessibility rating. In such areas, the Council's adopted parking standards require the provision of 2 spaces for each of the 3 bedroom dwellings and no requirement for visitor parking. Therefore with 5 spaces proposed, the development is providing parking in excess of the minimum requirement of 4. Therefore no objection is raised to the proposed parking.
- 6.14 Cycle storage is proposed in the rear garden of each unit. A bin store is shown to the front of each unit. There is then a refuse collection point shown along the access road. Whilst this is not ideal the movement distances for the occupants would not be excessive (approx. max of 19m) and it enables the refuse collection teams to get within a reasonable distance of the bins (approx. 20m) without having to enter the whole site. The collection area shows space for 6 wheelie bins, on one collection week the Council would also collect food and card/paper. Therefore a condition is recommended to ensure that the collection area is large enough for this collection date.
- 6.15 Accordingly, it is considered that the proposals are acceptable from a highway point of view and accord with the provisions of DMP Policy TAP1. Conditions are recommended to secure a Construction Transport Management Plan, access works, parking, Travel Information Pack and electric car charging point.

Design appraisal and housing

- 6.16 DMP Policy DES1 relates to the Design of New Development and requires new development to be of a high-quality design that makes a positive contribution to the character and appearance of its surroundings. New development should promote and reinforce local distinctiveness and should respect the character of the surrounding area. The policy states that new development will be expected to use high quality materials, landscaping and building detailing and have due regard to the layout, density, plot sizes, building siting, scale, massing, height, and roofscapes of the surrounding area, the relationship to neighbouring buildings, and important views into and out of the site.
- 6.17 The appearance of the buildings would be of simple gable end form with brick facing (multi-stock) walls and gable ends and dark tiled roofs. It is considered that the simple form is in keeping with the form of the surrounding dwellings particularly those to the north, east and south of the site and would make use of materials which are locally distinct in the area with many of the neighbouring buildings having a multi-stock bricks. The units would also include elevational brick detailing such as soldier courses and stack bond around the windows to add interest and quality to the finish. The roof tiles would preferably be a lighter red/brown colour and this can be secured under finalised details were the application to be approved.

- 6.18 The density would be lower than those of the surrounding area and the semi-detached dwellings would be commensurate with the scale and form of the terrace housing in the area. The set back nature of the garage site, surrounded by residential properties to all sides means that the dwellings are inevitably out of line with the adjoining properties around the site. However, this does not mean that the proposed layout and scale of the dwellings causes harm. The proposed layout, due to the reduction to two dwellings has allowed for some additional soft landscaping and more spacing to the boundaries and would be a betterment to the existing site which is entirely made up of hardstanding or built form. The existing garages whilst low level are poor in quality and design and contribute little to the character of the area. The dwellings would be visible from the surrounding houses which back on to the site but any wider views would be limited due to the built up nature of the surroundings and the commensurate height of the dwellings to the surrounding properties. By being located at the western end of the site, set off from the entrance line and not at its highest point and with spacing to the boundaries and the proposed height of the dwellings it is considered that the dwellings would not be overly prominent in the site or appear cramped and that impact on the wider character of the area is minimised. Given these factors it is considered that the impact would not be so detrimental that it causes unacceptable harm to the character of the site or surrounding area.
- 6.19 Were the application to be approved conditions are recommended to secure finalised details of the proposed ground levels (as this information is not included on the amended plans), external materials, boundary treatments/means of enclosure and landscaping details to ensure a good quality finish.
- 6.20 DMP Policy DES6 relates to affordable housing and states that “The tenure mix of the affordable housing provided on each qualifying site should contribute (to the Council’s satisfaction) towards meeting the latest assessment of affordable housing needs.” Whilst this scheme is not a qualifying site as it provides less than 11 dwellings as set out above the Council’s Housing Officer is supportive of the scheme advising that “Three bedroom affordable rent houses in particular are very much needed. Households waiting for larger family homes currently wait up to four years for a home.” The proposed tenure mix is therefore welcomed by the Council.
- 6.21 DMP Policy DES5 relates to the delivery of high quality homes and requires, *inter alia*, that as a minimum, all new residential development (including conversions) must meet the relevant nationally described space standard for each individual units except where the Council accepts that an exception to this should be made in order to provide an innovative type of affordable housing that does not meet these standards. In addition, the policy also requires all new development to be arranged to ensure primary habitable rooms have an acceptable outlook and where possible receive direct sunlight.
- 6.22 Each dwelling would have a floor area which is in excess of the relevant standard in the Nationally Described Space Standards. In terms of the size of

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the proposed garden space and quality of accommodation it is considered that the dwellings would have adequate levels of outlook and privacy and would not be impacted by unacceptable levels of noise from the surrounding area given the residential nature of the area. The rear of the properties would be south-west facing ensuring good access to daylight. The layout would provide plenty of space for storage. The garden areas are modest in depth at around 8m but they are wide due to the spacing to the side boundaries and are therefore considered adequate and not a reason to refuse the application. It should be noted that smaller gardens were considered acceptable on a recent application at Downland Close which was granted at Planning Committee.

Neighbour amenity

- 6.23 In addition to the comments noted above DMP Policy DES1 also requires new development to provide an appropriate environment for future occupants whilst not adversely impacting upon the amenity of occupants of existing nearby buildings, including by way of overbearing, obtrusiveness, overshadowing, overlooking and loss of privacy.
- 6.24 The site adjoins residential properties in all directions. In terms of the properties to the east and south of the site, the proposed dwellings would be located well away from the proposed dwellings (approx. 29m to the nearest dwelling to the east, 18m to the boundary and a minimum of approximately 19m to the rear of any of the dwellings to the south). Further the dwellings would be orientated side to rear in their relationship to the dwellings to the south preventing any overlooking. As such it is considered that the distance would be adequate to ensure that there is not an unacceptable overbearing impact, loss of light or loss of privacy to these properties.
- 6.25 Following further amendments, moving the semi-detached dwellings 1.5m further south in the site the proposed dwellings would now be 5.5m from the northern boundary with 67 Hatch Gardens and approximately 9.5m from the closest part of no.67 and approximately 18.8m from the rear elevation of 63 Hatch Gardens. Due to orientation of the proposed dwellings, which ensure no north facing windows, their two-storey height and the separation distances described above it is not considered to result in an unacceptable overbearing impact or loss of privacy.
- 6.26 The dwelling to the west is 69 Hatch Gardens. The proposed dwellings would have a rear to side relationship however the relationship is unusual in that the side and rear extensions to no.69 granted in 2013 and 2018 have resulted in there being three ground floor side facing windows and one first floor side facing window. The three ground floor windows are all, according to the approved plan, either secondary windows or serve non-habitable rooms but the first floor window serves a bedroom. Given the nature of the ground floor windows and their proximity to the side boundary, where new fencing could screen these windows, no concern is raised with regard to the impact on these windows in terms of loss of privacy and overbearing impact/loss of outlook. The first floor window is located at the northern end of no.69.

Therefore to mitigate against the potential impact the houses have been re-located further to the south, 5.5m from the northern boundary and the nearest first floor windows for each of the proposed dwellings would be fitted with a projecting blade which restricts the outlook from these windows towards both the first floor side facing window and also no.69's rear facing windows. The result is that outlook from the first-floor window at no.69 is not significantly impacted whilst the level of overlooking from the proposed dwellings is restricted. The distance between the rear of the dwelling and the garden of no.69 is minimal at 8 metres however given the nature of the rear facing rooms (bedrooms) and the side to rear relationship it is not considered that the impact would be so significant as to warrant refusal from an overlooking and overbearing point of view. Particularly in a relatively dense urban area such as this where such relationships are apparent (for example no.33 and 35 Hatch Gardens to no.31).

- 6.27 In terms of loss of light a daylight and sunlight review was submitted to address the original 3 dwelling scheme which concluded that the proposal would not result in a material impact on daylight to any of the surrounding properties. In terms of overshadowing the report concludes that all garden areas meet the BRE test. Whilst the report has not been updated due to the separation distances and re-located footprint of the buildings the proposal would meet the 25 and 45 degree rules when taken from the nearest relevant properties and is therefore unlikely to result in an unacceptable loss of light to the neighbouring properties or unacceptable overshadowing to the gardens.
- 6.28 It is noted that the use of appropriate boundary treatment around the site is important to ensure that there is not an unacceptable impact on the adjacent properties due to the loss of the garages. Conditions are recommended to secure further details.
- 6.29 In terms of the proposal and potential noise, disturbance and pollution given the historic use of the site as a garage area and the modest scale of the proposal it is considered that the proposals would not materially impact on the neighbouring residential properties with regard to noise, disturbance and pollution. Indeed the applicant has submitted a scoping report which concludes that the proposed development is not likely to produce any noise that could be deemed unacceptable risk or likely to cause adverse effects to any of the closest noise sensitive residences. The Council's noise consultants (RSS) agree with this conclusion. There is a bin collection area proposed adjacent to 63 Hatch Gardens which has potential to cause some disturbance however given the short term collection point nature of the area and the fact it would only serve 2 dwellings it is considered unlikely to result in an unacceptable impact. As the proposal would provide affordable housing and be managed by Raven the risk of the collection area becoming untidy and with bins left there permanently is considered to be limited. One area where further information is required is the proposed submission of air source heat pumps (ASHP). The Council's noise consultants have advised that the proposed location to the front of the units should be acceptable but this depends on the model type and installation. Therefore due to the possibility

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of these units causing noise impact further information is recommended to be secured by condition.

- 6.30 In terms of potential light pollution and nuisance it is considered that the extent of lighting proposed seems excessive for such a small scheme and no details have been provided in relation to light spill. Therefore, a condition is recommended to secure an amended lighting proposal as well as further details of proposed light levels to ensure that neighbouring occupants are not impacted.
- 6.31 In terms of crime and potential such impacts the site is well surveyed by the surrounding properties and backs on to garden areas and some form of lighting would be provided. On this basis it is considered that the proposed development would at the very least not result in a greater risk of crime when compared to the existing garage development. If anything, the change to a site where houses are occupied is likely to result in a safer environment with more surveillance by virtue of the presence of the occupants.
- 6.32 In terms of inconvenience during the construction period. Whilst it is acknowledged there may be a degree of disruption during the construction phase, the proposal would not warrant refusal on this basis and statutory nuisance legislation exists to control any significant disturbance caused during the construction of the proposal. To ensure that the impacts of construction are reduced a condition is recommended to secure a method of construction statement.
- 6.33 In conclusion, the proposal would not have a significant adverse effect upon existing neighbouring properties and would accord with the provisions of DMP Policy DES1.

Impact on trees and ecology

- 6.34 The site is almost entirely covered by hardstanding or built form so the proposal would not result in the loss of trees from within the site. There are however some trees along the boundaries and close to the boundary which could be impacted. The application is accompanied by an arboricultural report. The arboricultural impact assessment identifies three trees that may be affected (T1, T2 and G3). Of these only one is B grade, the other two are C grade. T1 is located west of the access to the site, well away from the proposed dwellings. The other two trees identified are on the southern boundary. The plans show that the root protection areas would not be impacted by the amended scheme. Therefore, the principal arboricultural features within the site can be retained and adequately protected during development activities. No significant or important trees will be lost to facilitate the proposed scheme.
- 6.35 The Council's Tree Officer has considered the submission and has advised the following:
"My comments are based on a desk top review of the arboricultural report submitted with this application. Based on the information provided the

proposed will have minimal impact on the off-site trees. Where the branches overhang into the garden these can be cut back to the boundary. The only tree of significance is T1 which will not be affected by any part of the development, and therefore will continue to enhance the street scene.”

- 6.36 The tree officer has recommended a finalised tree protection plan (TPP) and arboricultural method statement (AMS) be secured by condition. Given that the scheme has been amended such a condition is considered necessary in order to ensure that the off-site trees along the southern boundary are protected.
- 6.37 In terms of landscaping minimal information is shown at this time. Whilst the amount of space for soft landscaping is not extensive there is opportunity for planting to the front of the properties and in the rear gardens. A detailed planting scheme can be secured by condition.
- 6.38 Therefore, subject to the recommended condition to secure a finalised Tree Protection Plan and Arboricultural Method Statement and a soft landscaping scheme no concerns are raised with regard to impact on trees.
- 6.39 The site is located within the urban area and the site is covered in hardstanding with limited trees or vegetation within the site. It is therefore considered that the site is of low ecological value and the proposal is unlikely to result in harm to protected species. Nevertheless as part of the application submission the applicant has provided an Ecological Appraisal (EA) to ensure this is the case. The survey report confirms that no protected species or evidence of protected species were found on site at the time of the survey. The site was found to have negligible potential for badger, great crested newts (GCN), reptiles and any other protected species due to lack of suitable habitat and connectivity. The garages had negligible potential for roosting bats due to lack of roosting features. The garage blocks provide low potential for breeding birds. No further surveys are recommended. A precautionary approach to works is however recommended in case of presence of birds, bats, badgers, reptiles and GCN.
- 6.40 The submitted EA also recommends a number of biodiversity enhancement measures at Section 4.4 Table 15 to ensure a gain for local wildlife including bat, bird and insect boxes, hedgehogs highways, swift nests and hedging.
- 6.41 Officers are therefore satisfied that the proposal would not result in unacceptable harm to protected species or habitats. Conditions are recommended to secure works in accordance with the mitigation measures and to secure details of landscaping and enhancement measures.

Flood and drainage matters

- 6.42 The site is not located within flood zone 2 and 3. It is located in flood zone 1, the lowest risk of flooding and where local and national planning policy directs that new development should be steered. As such no concern is raised with regard to fluvial flooding. The sewage capacity for the site would be

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assessed at building control stage. In terms of drainage a Flood Risk Assessment and Drainage Strategy has been submitted which has been considered by the Council's Drainage Consultant. They have advised that whilst the principle for the surface water strategy is correct there needs to be more detail and further investigation. Therefore, in order to ensure that the drainage strategy will work correctly and meet the requirements of policy CCF2 a condition is recommended to secure further drainage details and a post completion verification report.

Contamination

- 6.43 The Council Contamination Officer has advised that typically when garages of this nature are redeveloped ground contamination and asbestos cement has been identified and remedial works are required.
- 6.44 On that basis they have recommended a number of conditions to cover further investigation and if necessary remediation prior to commencement of the development.

Sustainable Construction

- 6.45 DMP Policy CCF1 relates to climate change mitigation and requires new development to meet the national water efficiency standard of 110litres/person/day and to achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations.
- 6.46 The application planning statement states that the development achieves an in-use Net Carbon Zero and an Energy Performance Certificate (EPC) rating of A, which is achieved through the fabric-first approach as well as the use of ASHPs which goes well beyond the Council's 19% requirement.
- 6.47 In any case following the recent changes to building regulations energy efficiency measures are now in excess of the 19% requirement. Therefore it is not considered reasonable or necessary to include a condition requiring the 19% improvement. The water efficiency measures are still however required. In the event that planning permission is to be granted, a condition would be imposed to secure further details of the water efficiency measures in order to comply with this element of DMP Policy CCF1. The fact that the buildings go beyond planning requirements represents a benefit of the scheme which must be considered in the overall planning balance.
- 6.48 A condition is also recommended to ensure that each dwelling is fitted with access to fast broadband services in accordance with policy INF3 of the DMP. As above a condition is also recommended to secure the implementation of electric car charging points throughout the site.

Community Infrastructure Levy (CIL)

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

Other matters

- 6.50 One issue which has been raised by third party representations relates to legal access to 55 Hatch Gardens. Evidence has been provided that they have a right of access across the application site to their existing garage to the east of the site. Whilst legal matters such as access rights are not material planning considerations the proposed plans would still allow access to the garage. Notwithstanding this if the owner of 55 Hatch Gardens remains unhappy with the proposals and potential impact on access during construction it is important to note that even if permission is granted this does not override any existing legal agreement or dispute.
- 6.51 It was also noted from the site visit and from representations that there is an existing side gate at the western end of the site which will be impacted by the proposed works. It is not clear whether this property gained permission from the land owner to create such access point (no evidence has been provided by third parties). The garden gate will need to be permanently closed to prevent access into the proposed rear gardens. This is a private matter between the applicant and neighbouring property.
- 6.52 Affordable housing provision – as set out above officers consider that the scheme is policy compliant. However, it is worth noting at this stage that the scheme is providing 2 affordable houses. As set out above the tenure, affordable rent, and size of dwellings is strongly supported by the Council's Housing Officer due to the need for affordable housing in the borough. The site is within an established residential area which, as demonstrated in the submitted Transport Statement, is well located in terms of access to facilities such as schools, shops, community facilities and doctors' surgery. The site is also well served by bus services. The site is therefore a suitable place for affordable housing of this size and tenure.
- 6.53 Policy DES6(2) is clear that affordable housing is only required on qualifying developments which is either urban extension sites or developments providing 11 or more home. The other requirements of policy DES6 relate to these qualifying developments. The affordable housing provision therefore goes beyond the requirements of the Council's Development Plan. It is understood from the Council's Housing Officer that the applicant, Raven Housing Trust, as a social housing provider will receive Homes England grant funding on them. The scheme would then be added to the existing

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overarching nomination the Council has with Raven Housing Trust. The nomination agreement secures nomination rights to the Council of 100% nomination rights at first let and 75% of relets. Then once the units are within the nomination agreement, they stay in. It's a legal agreement so cannot simply be amended. If delivered as proposed the provision of affordable housing would therefore be a benefit of the scheme which would need to be taken in to account in the overall planning balance.

CONDITIONS

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

Plan Type	Reference	Version	Date Received
Section Plan	5213970-ATK-05-XX-DR-DR-031545	P3	12.10.2023
Proposed Plans	5213970-ATK-05-ZZ-DRAR-011541	P3	12.10.2023
Site Layout Plan	5213970-ATK-05-00-DRAR-021544	P3	12.10.2023
Elevation Plan	5213970-ATK-05-XX-DRAR-031543	P3	12.10.2023
Elevation Plan	5213970-ATK-05-XX-DRAR-031544	P3	12.10.2023
Landscaping Plan	5213970-ATK-05-00-DRAR-021546	P3	12.10.2023
Proposed Plans	5213970-ATK-05-XX-DRAR-041501	P1	13.10.2023
Proposed Plans	5213970-ATK-04-ZZ-DRAR-011507	P2	04.10.2023
Elevation Plan	5213970-ATK-04-ZZ-DRAR-011509	P2	04.10.2023
Elevation Plan	5213970-ATK-05-XX-DRAR-031542	P1	24.04.2023
Elevation Plan	5213970-ATK-05-XX-DRAR-031541	P1	24.04.2023
Other Plan	5213970-ATK-05-00-DRAR-021543	P1	24.04.2023
Site Layout Plan	5213970-ATK-05-00-DRAR-021542	P1	24.04.2023
Location Plan	5213970-ATK-05-00-DRAR-021541	P1	24.04.2023

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

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

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

3. No development shall commence until a Construction Management Statement, to include details of:
- a) Prediction of potential impacts with regard to waste, noise and vibration, dust, emissions and odours. Where potential impacts are identified, mitigation measures should be identified to address these impacts.
 - b) Information about the measures that will be used to protect privacy and the amenity of surrounding sensitive uses; including provision of appropriate boundary protection.
 - c) Means of communication and liaison with neighbouring residents and businesses.
 - d) Hours of work.

Has been submitted to and improved 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 is managed in a safe and considerate manner to help mitigate potential impact on the amenity and safety of neighbours and to accord with Reigate and Banstead Development Management Plan 2019 policy DES8.

4. No development shall commence until a Construction Transport Management Plan, to include details of:
- (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) programme of works (including measures for traffic management)
 - (e) provision of boundary hoarding behind any visibility zones
 - (f) HGV deliveries and hours of operation
 - (g) vehicle routing
 - (h) measures to prevent the deposit of materials on the highway
 - (i) before and after construction condition surveys of the highway and a commitment (extent of surveys to be agreed with County Highway Authority) and a commitment to repair the highway to a standard agreed with the County Highway Authority
 - (j) on-site turning for construction vehicles
- has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework

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2021 and Policy DES8 Construction Management of the Reigate and Banstead Local Plan Development Management Plan September 2019.

5. No development shall take place, other than demolition works, 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.

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

Reason: To ensure good arboricultural practice in the interests of the maintenance of the character and appearance of the area and to comply with British Standard 5837:2012 'Trees in Relation to Design, demolition and Construction – Recommendations' and reason: To ensure good landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies NHE3, DES1 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

7. No development shall commence until a strategy for the disposal of surface and foul water (surface water drainage scheme) is submitted to and approved in writing by the Local 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 and be based on the submitted FRA and Drainage Strategy submitted with the application. Details of drainage management responsibilities and maintenance regimes for the drainage system must also be included. The works shall be carried out in accordance with the approved details.

Reason: To ensure that the site is satisfactorily drained and in order to protect water and environmental quality with regard to Policy CS10 of the Core

Strategy 2014, Policy CCF2 of the Development Management Plan 2019 and the NPPF.

8. 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.

Reason: To ensure the Drainage System is constructed to the National Non-Statutory Technical Standards for SuDs and the implemented drainage design does not increase flood risk on or off site in accordance with policy CCF2 of the Reigate and Banstead Borough Council Development Management Plan 2019.

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

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land before development commences and to make the land suitable for the development without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment with regard to the Reigate and Banstead Local Plan Development Management Plan 2019 and the NPPF.

10. Prior to commencement of development a written comprehensive environmental desktop study report is required to identify and evaluate possible on and off site sources, pathways and receptors of contamination and enable the presentation of all plausible pollutant linkages in a preliminary conceptual site model. The study shall include relevant regulatory consultations such as with the Contaminated Land Officer and be submitted to the Local Planning Authority and is subject to the approval in writing of the Local Planning Authority and any additional requirements that it may specify. The report shall be prepared in accordance with the Environment Agency's Land Contamination: Risk Management Guidance (2020) and British Standard BS 10175.

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to the Reigate and Banstead Local

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Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

11. Prior to commencement of development, in follow-up to the environmental desktop study, a contaminated land site investigation proposal, detailing the extent and methodologies of sampling, analyses and proposed assessment criteria required to enable the characterisation of the plausible pollutant linkages identified in the preliminary conceptual model, shall be submitted to the Local Planning Authority. This is subject to the written approval in writing of the Local Planning Authority, and any additional requirements that it may specify, prior to any site investigation being commenced on site. Following approval, the Local Planning Authority shall be given a minimum of two weeks written notice of the commencement of site investigation works. Please note this means a proposal is required to be submitted and approved prior to actually undertaking a Site Investigation.

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard the Reigate and Banstead Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

12. Prior to commencement of the development, a contaminated land site investigation and risk assessment, undertaken in accordance with the site investigation proposal as approved that determines the extent and nature of contamination on site and is reported in accordance with the standards of DEFRA's and the Environment Agency's Land Contamination: Risk Management Guidance (2020) and British Standard BS 10175, shall be submitted to the Local Planning Authority and is subject to the approval in writing of the Local Planning Authority and any additional requirements that it may specify. If applicable, ground gas risk assessments should be completed inline with CIRIA C665 guidance.

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard the Reigate and Banstead Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

13.
 - a. Prior to commencement of the development a detailed remediation method statement should be produced that details the extent and method(s) by which the site is to be remediated, to ensure that unacceptable risks are not posed to identified receptors at the site and details of the information to be included in a validation report, has been submitted to and approved in writing by the Local Planning Authority, and any additional requirements that it may specify, prior to the remediation being commenced on site. The Local Planning Authority shall then be given a minimum of two weeks written notice of the commencement of remediation works.
 - b. Prior to occupation, a remediation validation report for the site shall be submitted to and agreed in writing by the Local Planning Authority. The

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

Reason: To demonstrate remedial works are appropriate and demonstrate the effectiveness of remediation works so that the proposed development will not cause harm to human health or pollution of controlled waters with regard to the Reigate and Banstead Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

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

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

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to the Reigate and Banstead Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

15. Notwithstanding the approved plans no development shall take place above slab level until written details of the elements listed below have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and all boundary treatment shall be completed before the first occupation of the development hereby permitted.
- a. materials to be used in the construction of the external surfaces of the buildings, including fenestration and roof
 - b. the finalised positions, design, materials and type of boundary treatment to be erected, including provisions for wildlife access where practical and feasible.

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Reason: To preserve the visual amenity of the area and protect amenity of neighbouring properties with regard to the Reigate and Banstead Borough Reigate and Banstead Development Management Plan 2019 Policy DES1 and requirements of the NPPF.

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

If any of the new or existing tree/s or hedge/s, detailed and approved under this condition, are removed, die, or become significantly damaged or diseased within 5 years of completion, it/they shall be replaced before the expiry of one calendar year, to a planting specification agreed in writing by the Local Planning Authority. The hedges detailed shall be retained at a minimum height of 1 metre, or if new, once grown to this height thereafter.

Reason: To ensure good landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies NHE3 and DES1 of the Reigate and Banstead Development Management Plan 2019.

17. Notwithstanding the approved plans no external lighting shall be installed on the buildings hereby approved or within the site until an external lighting scheme, which shall include indication of the location, height, direction, angle and cowl of lights, and the strength of illumination, accompanied by a light coverage diagram, has been submitted to and agreed in writing by the local planning authority.

The external lighting shall be implemented in accordance with the approved scheme and be retained thereafter and maintained in accordance with the manufacturer's instructions.

Reason: To protect the visual amenity of the area and neighbouring residential amenities with regard to Reigate and Banstead Core Strategy 2014 Policy CS10 and policy DES1, DES5, DES9 of the Reigate and Banstead Development Management Plan 2019.

18. No Air Source Heat Pumps shall be installed at the site until details of the final siting and positioning and model/make of the proposed Air Source Heat Pumps (ASHP) and an assessment, that demonstrates receiving windows at adjacent properties will be sufficiently far away that the noise output of the

pumps will not result in an unacceptable noise level to the occupants, has been submitted to and approved in writing by the Local Planning Authority.

Thereafter, the ASHP shall be installed and maintained in accordance with the agreed details prior to the first occupation of that dwelling.

Reason: To protect the visual amenity of the area and neighbouring residential amenities with regard to Reigate and Banstead Core Strategy 2014 Policy CS10 and policy DES1, DES5, DES9 of the Reigate and Banstead Development Management Plan 2019.

19. The development shall be carried out in accordance with the mitigation measures set out within the Cherryfield Ecology Ecological Appraisal dated 04/04/2023 Section 4.3 and 4.4 Table 14.

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

20. No development above slab level shall commence until finalised details of the proposed biodiversity enhancement measures have been submitted to and approved in writing by the local planning authority (LPA). This should be designed alongside the soft landscaping proposals for the site and incorporate the recommended enhancement measures detailed in Section 4.4, Table 15 of the submitted Ecological Appraisal from Cherryfield Ecology dated 04/04/2023. The biodiversity enhancement measures approved shall be carried out and maintained in strict accordance with these details or as otherwise agreed in writing by the LPA, and before occupation of this development.

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

21. The development shall not be commenced unless and until the access road to Partridge Road has been modified in accordance with the approved Markides Associates Plan numbered 22364-MA-XX-DR-C-0104 P01, (included within the Transport Statement), all to be permanently retained.

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 2021 and Policy TAP1 Parking, access, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

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

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parking and turning areas shall be retained and maintained for their 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 Access, Parking, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019 and in order that the development promotes more sustainable forms of transport, and to accord with the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17.

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

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

24. The development hereby permitted shall not be occupied unless and until a Travel Information Pack containing information on employment, education, retail and leisure land uses within 2 km walking distance and 5km cycling distance of the site and details of public transport within 400 metres of the site and the destinations they serve including to the closest rail station to the site has been submitted to and approved in writing with the Local Planning Authority. The approved document shall be distributed to residents of the proposed development upon first occupation.

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 2021 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

25. Notwithstanding the approved plans the development shall not be occupied until a refuse collection point has been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. Thereafter the collection point shall be retained and maintained in accordance with the approved plans.

Reason: To ensure that the refuse collection point is correctly positioned to enable safe and efficient refuse collection and to safeguard the visual amenities of the locality with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

26. The development hereby approved shall not be first occupied unless and until a Water Efficiency Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall detail how the development will ensure that the potential water consumption by occupants of each new dwelling does not exceed 110 litres per person per day.

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

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

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

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

28. The dwellings hereby permitted shall not be first occupied unless and until the vertical privacy blades have been installed to provide screening in accordance with the approved drawing 5213970-ATK-05-XX-DR-AR-041501 Rev P1. The vertical privacy blades shall thereafter be permanently retained and maintained as approved.

Reason: To ensure that the development does not affect the amenity of existing property 69 Hatch Gardens by overlooking with regard to Reigate and Banstead Development Management Plan 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](#).

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3. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, to contact the Council's Neighbourhood Services team to confirm the number and specification of recycling and refuse bins that are required to be supplied by the developer. The Council's Neighbourhood Services team can be contacted on 01737 276292 or via the Council's website at http://www.reigate-banstead.gov.uk/info/20085/planning_applications/147/recycling_and_waste_developers_guidance

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

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

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

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

addresses can be found
http://www.reigatebanstead.gov.uk/info/20277/street_naming_and_numbering

6. The applicant is expected to ensure the safe operation of all construction traffic in order to prevent unnecessary disturbance obstruction and inconvenience to other highway users. Care should be taken to ensure that the waiting, parking, loading and unloading of construction vehicles does not hinder the free flow of any carriageway, footway, bridleway, footpath, cycle route, right of way or private driveway or entrance. Where repeated problems occur the Highway Authority may use available powers under the terms of the Highways Act 1980 to ensure the safe operation of the highway.
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. Electric Vehicle Charging Points shall be provided in accordance with the Surrey County Council Vehicular, Cycle and Electric Vehicle Parking Guidance for New Development 2022. Where undercover parking areas (multi-storey car parks, basement or undercroft parking) are proposed, the developer and LPA should liaise with Building Control Teams and the Local Fire Service to understand any additional requirements. If an active connection costs on average more than £3600 to install, the developer must provide cabling (defined as a 'cabled route' within the 2022 Building Regulations) and two formal quotes from the distribution network operator showing this.
10. The use of landscape/arboricultural consultant is recommended to provide acceptable submissions in respect of the above arboricultural tree protection and landscaping conditions.
11. Environmental Health would like to remind the applicant of the specifics of the contaminated land conditional wording such as 'prior to commencement', 'prior to occupation' and 'provide a minimum of two weeks notice'. The submission of information not in accordance with the specifics of the planning conditional wording can lead to delays in discharging conditions, potentially

Agenda Item 6

Planning Committee
1 November 2023

Agenda Item: 6
23/00821/F

result in conditions being unable to be discharged or even enforcement action should the required level of evidence/information unable to be supplied. All relevant information should be formally submitted to the Local Planning Authority and not direct to Environmental Health.

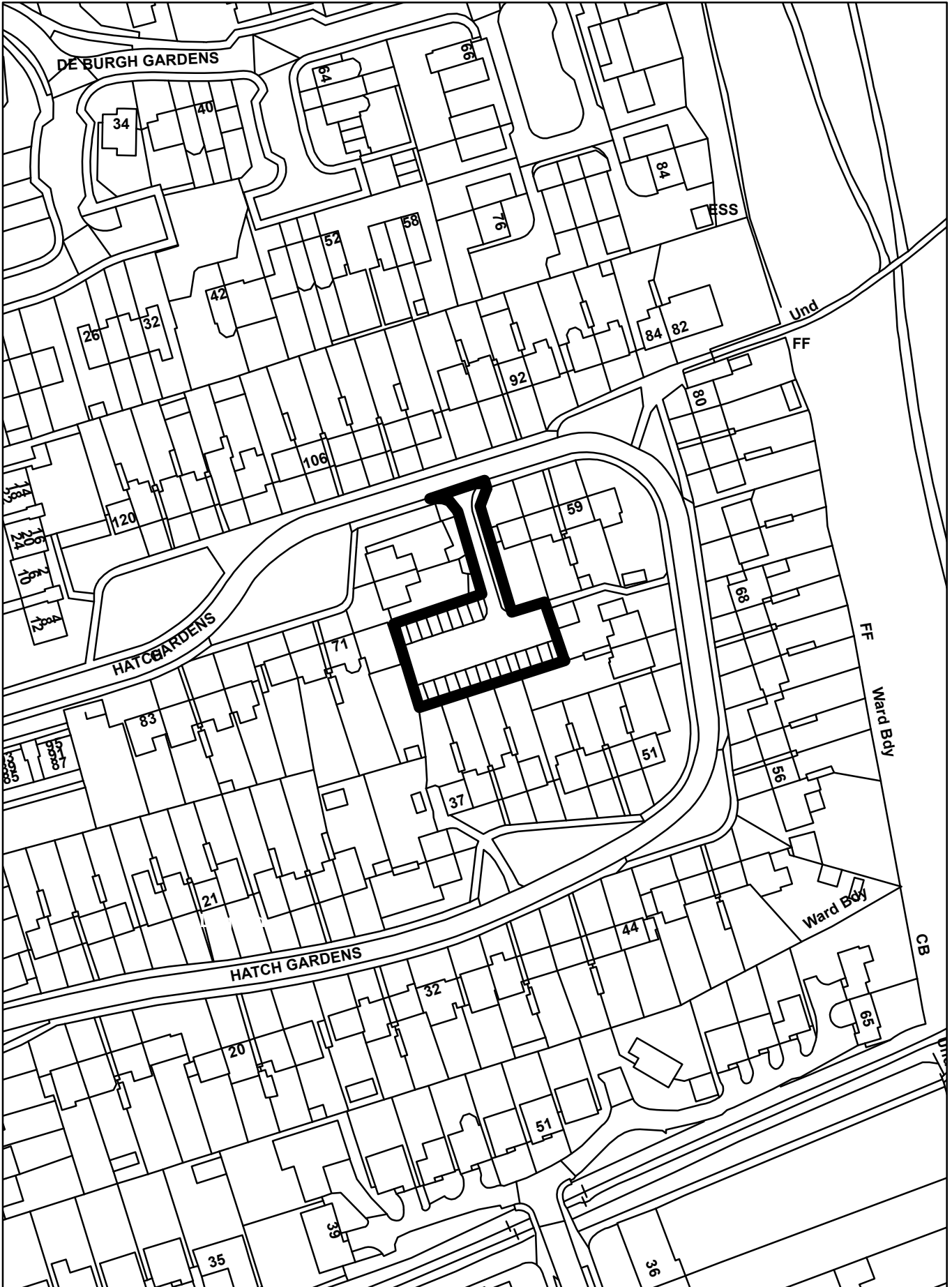
REASON FOR PERMISSION

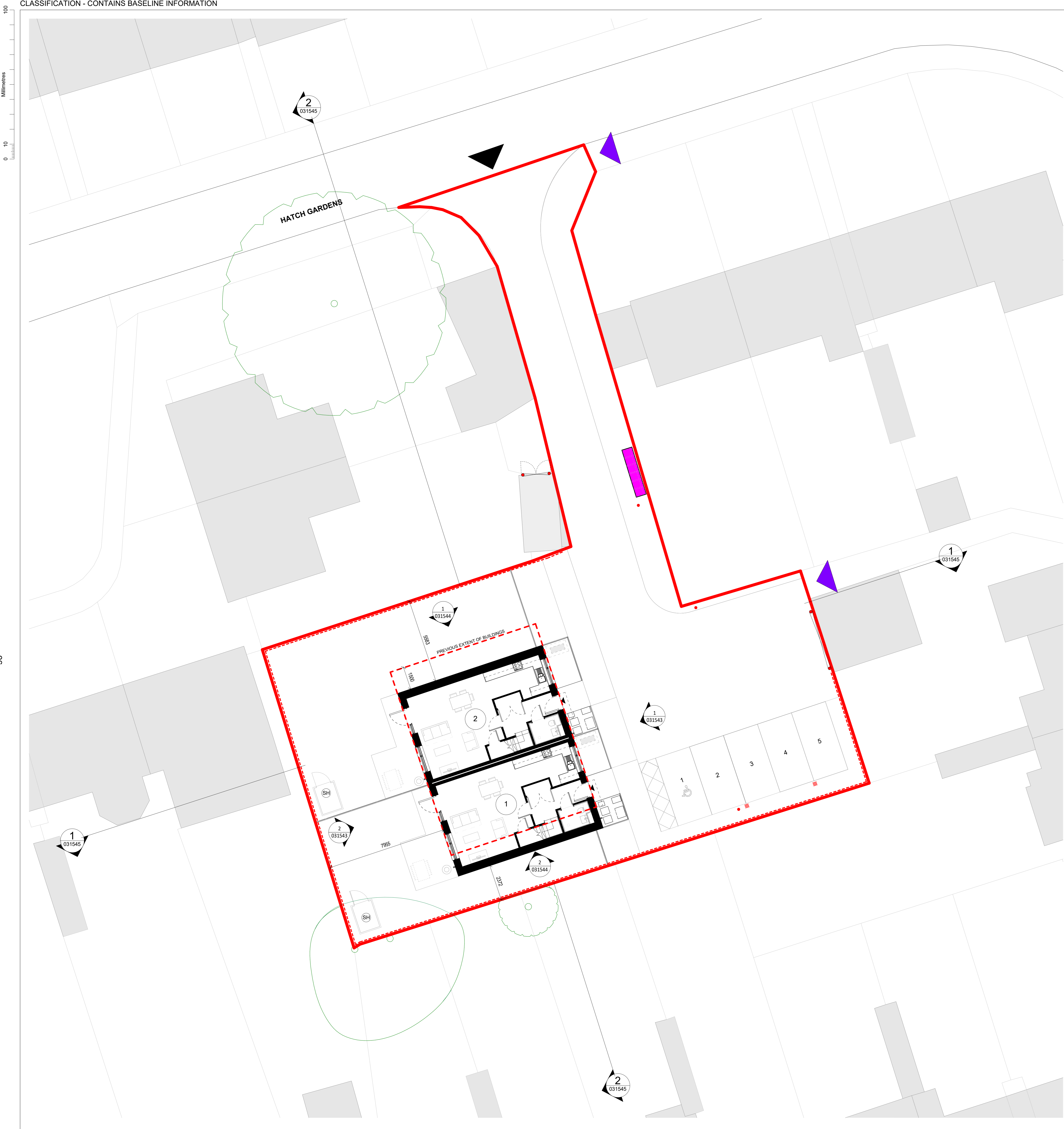
The development hereby permitted has been assessed against development plan policies CS1, CS10, CS11, CS14, CS17, DES1, DES4, DES5, DES8, DES9, TAP1, CCF1, CCF2, NHE2, NHE3 and INF3 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

Proactive and Positive Statements

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

23/00821/F - Land At Hatch Gardens, Tadworth Agenda Item 6





SCHEDULE OF ACCOMMODATION					
HOUSE - 2B4P (89 sqm)	HOUSE - 3B5P (107 sqm)	UNITS TOTAL	TYPOLGY	OCCUPANCY	PARKING
0	2	2	TYPOLGY 5	10	5
0%	100%	100%			

NOTE: EXTENSIVE AREAS OF SURROUNDING LAND FALL WITHIN THE SAME OWNERSHIP AS THE DEVELOPMENT SITE. BLUE BOUNDARY HAS BEEN OMITTED FOR CLARITY FOR OWNERSHIP BOUNDARY REFER THE LOCATION PLAN.

- LEGEND**
- APPLICATION BOUNDARY
 - CAR PARKING
 - ACCESSIBLE CAR PARKING
 - EXISTING TREES
 - MAIN ENTRY TO PLOT
 - PEDESTRIAN ENTRANCE
 - MAIN ENTRANCE
 - EV CHARGING POINT - PASSIVE (TWO OUTLET POINTS)
 - REFUSE AND RECYCLING BINS
 - POLE LUMINAIRE
 - BOLLARD LUMINAIRE
 - PROPOSED PERIMETER FENCE EXTENTS
 - TEMPORARY REFUSE COLLECTION POINT
 - GARDEN SHED

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

- CONSTRUCTION
- MAINTENANCE/CLEANING
- DECOMMISSIONING/DEMOLITION

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

References

Rev.	Symbol Name

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Rev.	Date	Description	By	CHKD	App'd	Status
P1	11/10/2023	FOR PLANNING SUBMISSION	AJ	MD	AD	

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 Woodcote Grove
 Ashley Road
 Epsom, Surrey
 England
 KT18 5BW
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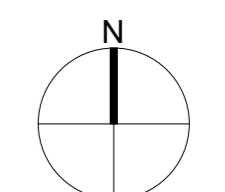
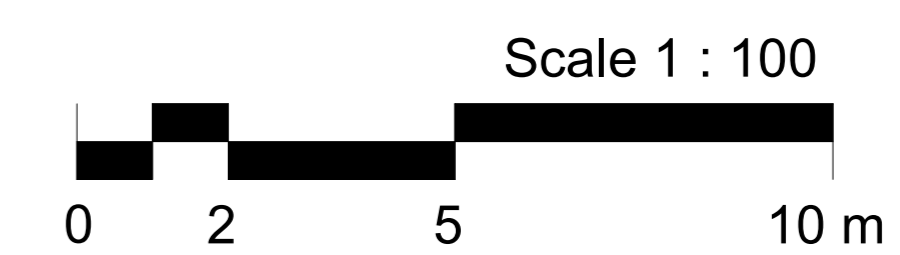
Raven Housing Trust
 Raven Housing Trust
 29 Linkfield Lane
 Redhill
 Surrey RH1 1SS
 www.ravenht.org.uk

RAVEN GARAGE SITES BANSTEAD AND TADWORTH

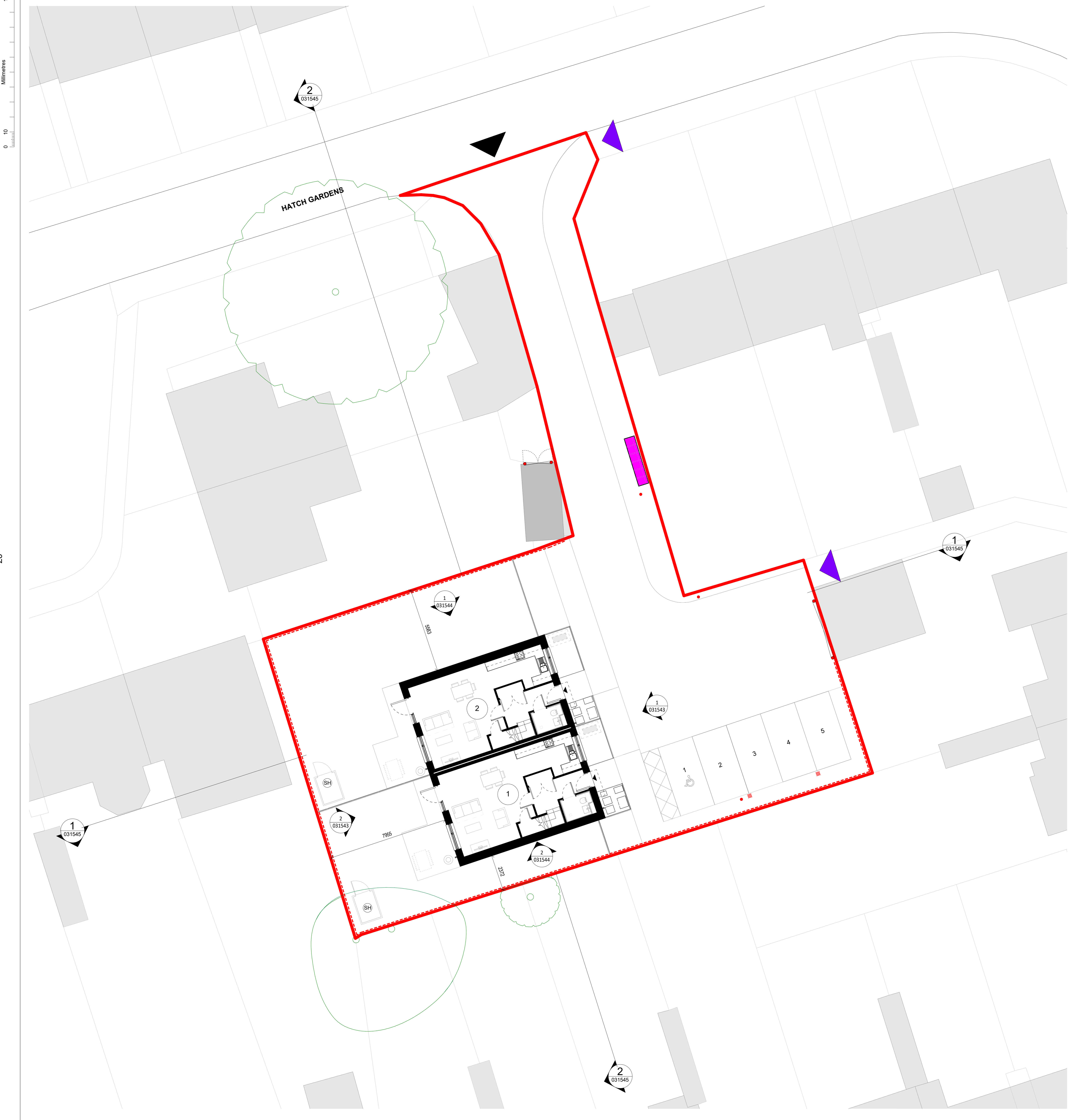
SITE WIDE PROPOSED SITE PLAN SKETCH HATCH GARDENS

Scale	Designed	Drawn	Checked	Authorised
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Original File	Date	Date	Date	Date
AO	18/08/2023	18/08/2023	18/08/2023	18/08/2023
Drawing Number	Revision			
5213970-ATK-05-00-DR-AR-021545				P1

1 PROPOSED SITE PLAN
SCALE 1 : 100



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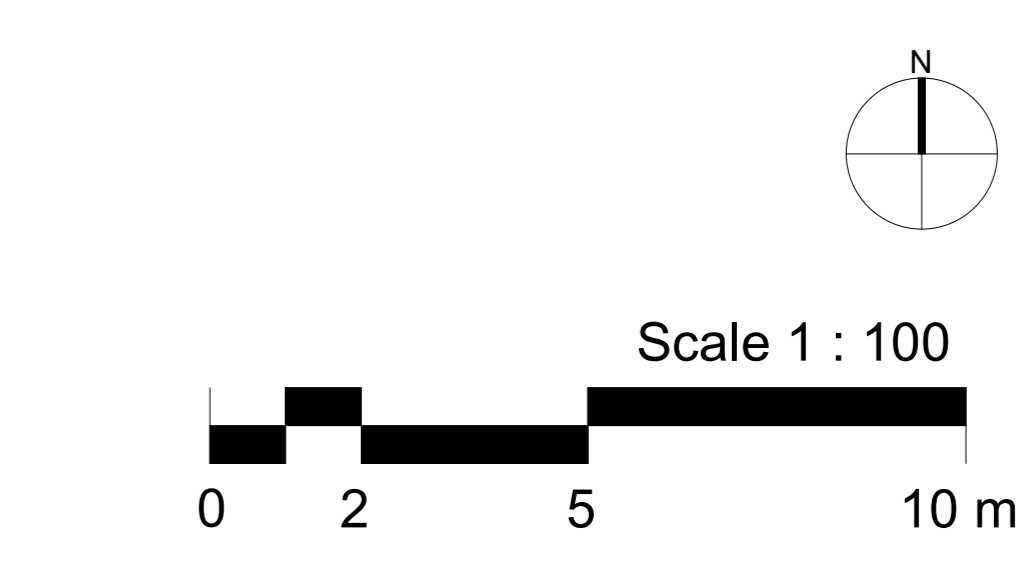
1 PROPOSED SITE PLAN
SCALE 1 : 100

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SCHEDULE OF ACCOMMODATION					
HOUSE - 2B4P (89 sqm)	HOUSE - 3B5P (107 sqm)	UNITS TOTAL	TYPOLOGY	OCCUPANCY	PARKING
0	2	2	TYPOLOGY 5	10	5
0%	100%	100%			

NOTE: EXTENSIVE AREAS OF SURROUNDING LAND FALL WITHIN THE SAME OWNERSHIP AS THE DEVELOPMENT SITE. BLUE BOUNDARY HAS BEEN OMITTED FOR CLARITY FOR OWNERSHIP BOUNDARY REFER THE LOCATION PLAN.

- LEGEND**
- APPLICATION BOUNDARY
 - CAR PARKING
 - ACCESSIBLE CAR PARKING
 - EXISTING TREES
 - MAIN ENTRY TO PLOT
 - PEDESTRIAN ENTRANCE
 - MAIN ENTRANCE
 - EV CHARGING POINT - PASSIVE (TWO OUTLET POINTS)
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 - TEMPORARY REFUSE COLLECTION POINT
 - GARDEN SHED



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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CONSTRUCTION

MAINTENANCE/CLEANING

DECOMMISSIONING/DEMOLITION

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Rev:

Rev	Date	Description	By	CHK'd	App'd	Status

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KEY PLAN

Rev	Date	Description	By	CHK'd	App'd	Status
P3	11/10/2023	FOR PLANNING SUBMISSION	AJ	MD	AD	
P2	18/08/2023	FOR INFORMATION	AJ	MD	AD	
P1	27/03/2023	FOR INFORMATION	NK	MD	AD	

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Epsom, Surrey
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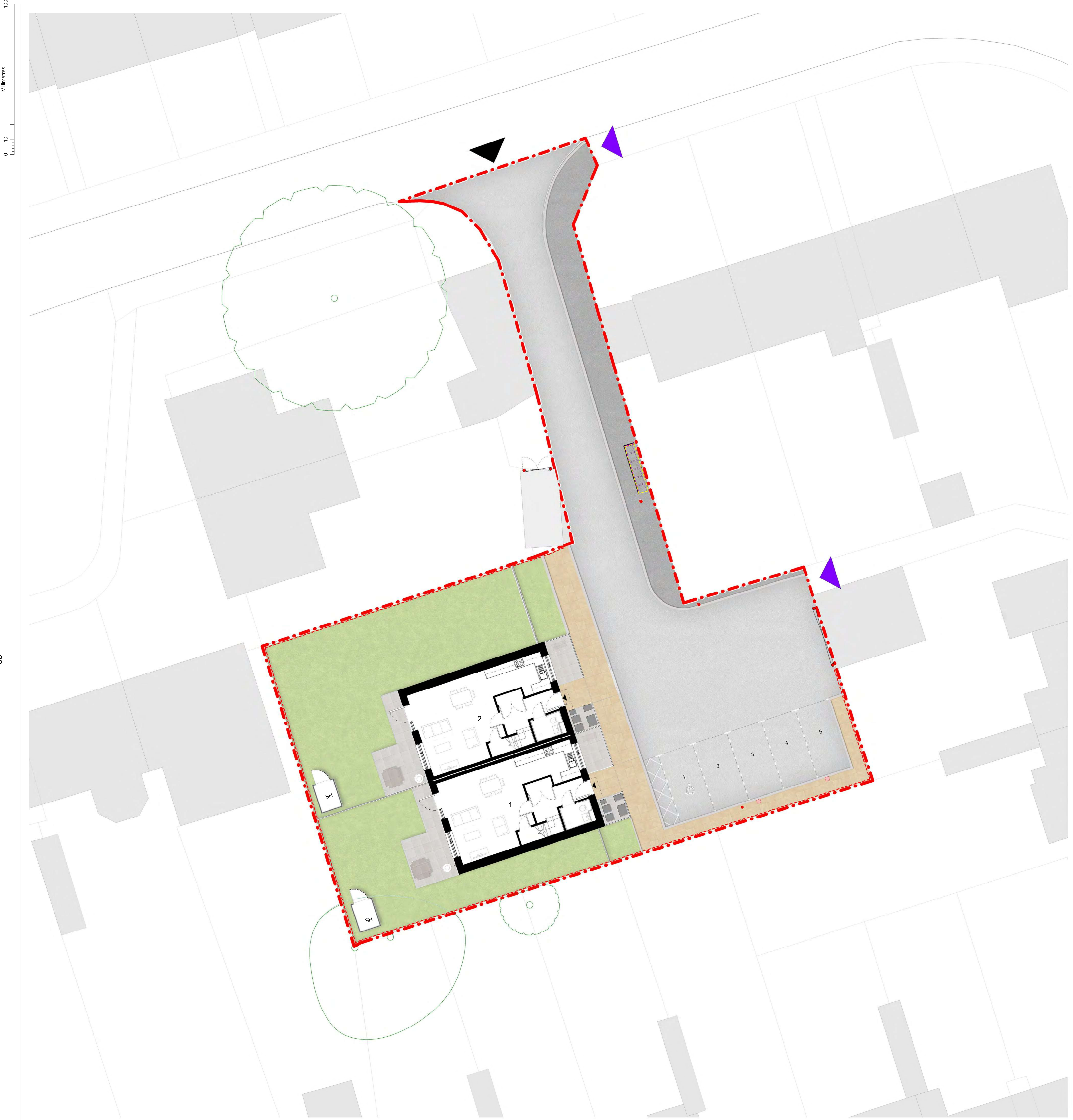
Raven Housing Trust
Raven Housing Trust
Raven House
29 Linkfield Lane
Redhill
Surrey RH1 1SS
www.ravenht.org.uk

Project Title
RAVEN GARAGE SITES
BANSTEAD AND TADWORTH

Drawing Title
SITE WIDE
PROPOSED SITE PLAN
HATCH GARDENS

Scale	Designed	Drawn	Checked	Authorised
1 : 100	MD	AJ	MD	AD
Original File	Date	Date	Date	Date
AO	18/08/2023	18/08/2023	18/08/2023	18/08/2023

Drawing Number 5213970-ATK-05-00-DR-AR-021544 **Revision** P3



LEGEND

- MEADOW GRASS MIX
- AMENITY LAWN GRASS
- CONCRETE SETTS (Mayfair flags natural granite aggregate paving or similar. Colour: Natural or similar. Size: 600mmx600mmx50mm. Laid in stack bond.)
- CONCRETE PAVING (Mayfair flags natural granite aggregate paving or similar. Colour: Charcoal or similar. Size: 600mmx600mmx50mm. Laid in stack bond.)
- ASPHALT PAVING
- DRIVEWAY - PERMEABLE MACADAM
- CAR PARKING MARKERS
- CONCRETE KERBS
- DROPPED KERB
- TEMPORARY REFUSE COLLECTION POINT
- PROPOSED PERIMETER FENCE EXTENTS
- PROPOSED TIMBER FENCE
- APPLICATION BOUNDARY
- CAR PARKING
- ACCESSIBLE CAR PARKING
- EXISTING TREES
- MAIN ENTRY TO PLOT
- PEDESTRIAN ENTRANCE
- MAIN ENTRANCE
- EV CHARGING POINT - PASSIVE (TWO OUTLET POINTS)
- POLE LUMINAIRE
- BOLLARD LUMINAIRE
- GARDEN SHED

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

MAINTENANCE/CLEANING

DECOMMISSIONING/DEMOLITION

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement.

Rev: _____
 Date: _____
 Description: _____
 By: _____
 Status: _____

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KEY PLAN

Rev	Date	Description	By	CHKD	App'd
P3	11/10/2023	FOR PLANNING SUBMISSION	AJ	MD	AD
P2	18/08/2023	FOR INFORMATION	AJ	MD	AD
P1	27/03/2023	FOR INFORMATION	NK	MD	AD

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Raven Housing Trust
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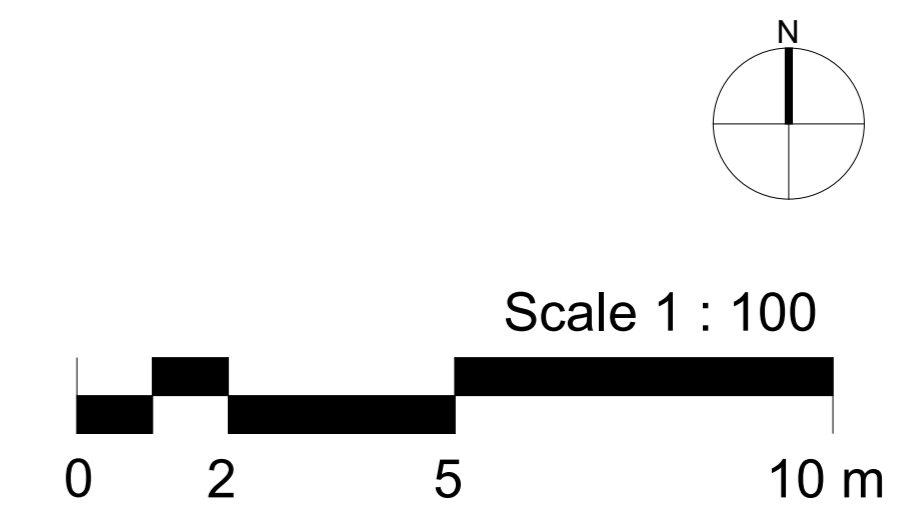
Project Title
RAVEN GARAGE SITES
 BANSTEAD AND TADWORTH

Drawing Title
SITE WIDE
LANDSCAPE PLAN
HATCH GARDENS

Scale	Designed	Drawn	Checked	Authorised
1 : 100	MD	SH	MD	AD
Original File	Date	Date	Date	Date
AO	18/08/2023	18/08/2023	18/08/2023	18/08/2023
Drawing Number	Revision			
5213970-ATK-05-00-DR-AR-021546	P3			

1 PROPOSED SITE PLAN - LANDSCAPE
SCALE: 1 : 100

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100
Millimetres
0 10



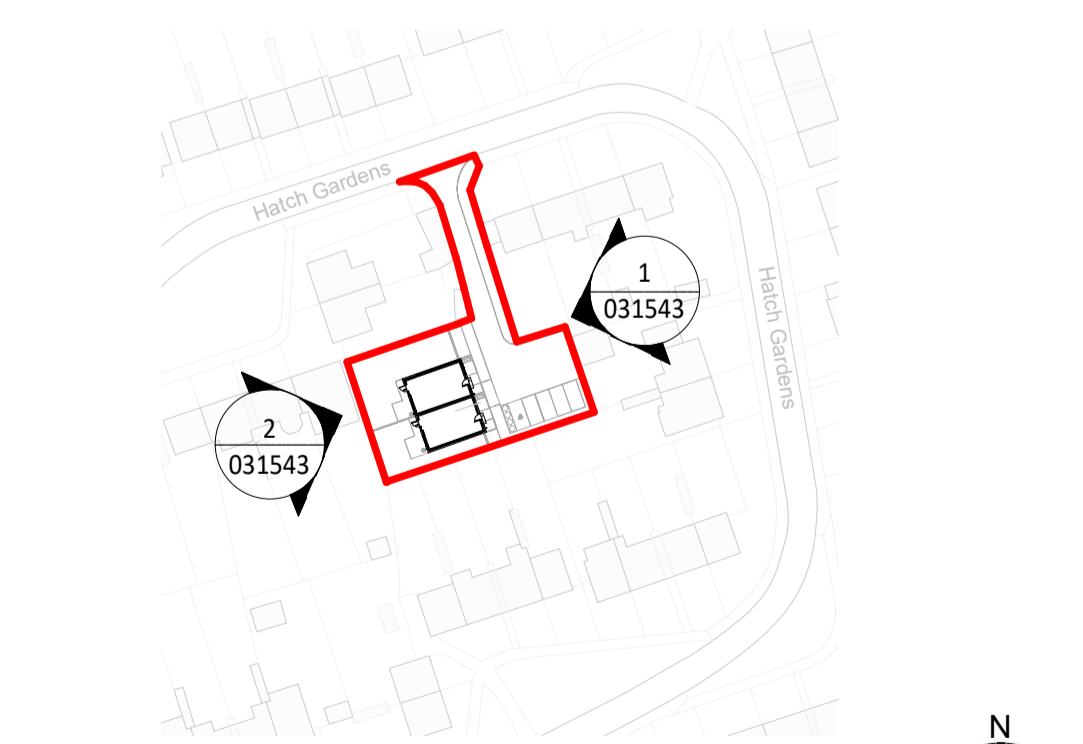
1 SITE ELEVATION EAST - PROPOSED
SCALE 1 : 100



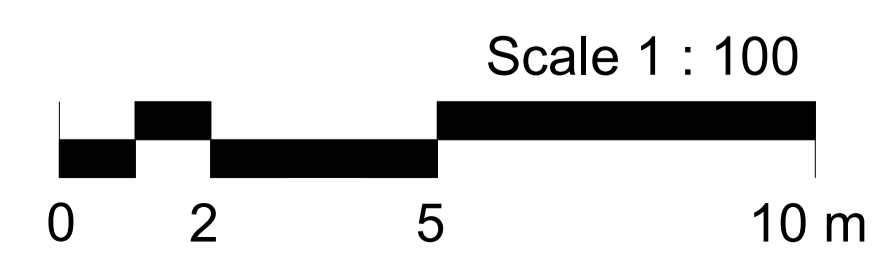
2 SITE ELEVATION WEST PROPOSED
SCALE 1 : 100

LEGEND

- APPLICATION BOUNDARY
- GROUND PROFILE
- - - ASSUMED GROUND PROFILE



3 SITE - KEY PLAN
SCALE 1 : 1250



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION	
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CONSTRUCTION	
MAINTENANCE/CLEANING	
DECOMMISSIONING/DEMOLITION	
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References	
Rev.	Model Name
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KEY PLAN	

P3	11/10/2023	FOR PLANNING SUBMISSION	AJ	MD	AD
P2	18/08/2023	FOR INFORMATION	AJ	MD	AD
P1	27/03/2023	FOR INFORMATION	NK	MD	AD
Rev.	Date	Description	By	Chk'd	App'd

Drawing Suitability: **FOR INFORMATION** Status: **S2**

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Victoria
London
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Woodcote Grove
Ashley Road
Epsom, Surrey
England
KT18 5BW
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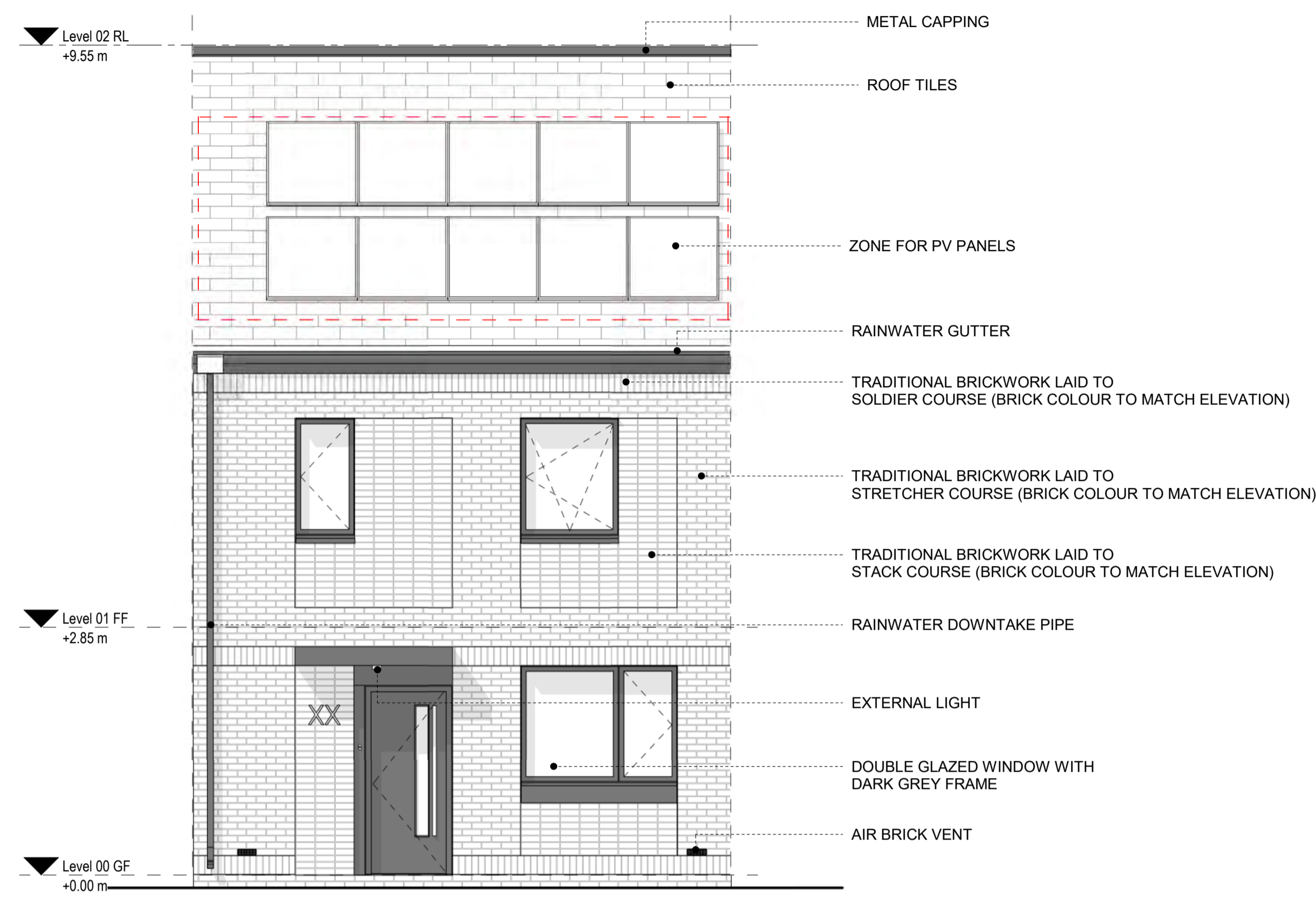
Project Title: **RAVEN GARAGE SITES BANSTEAD AND TADWORTH**

Drawing Title: **SITE WIDE PROPOSED SITE ELEVATIONS HATCH GARDENS**

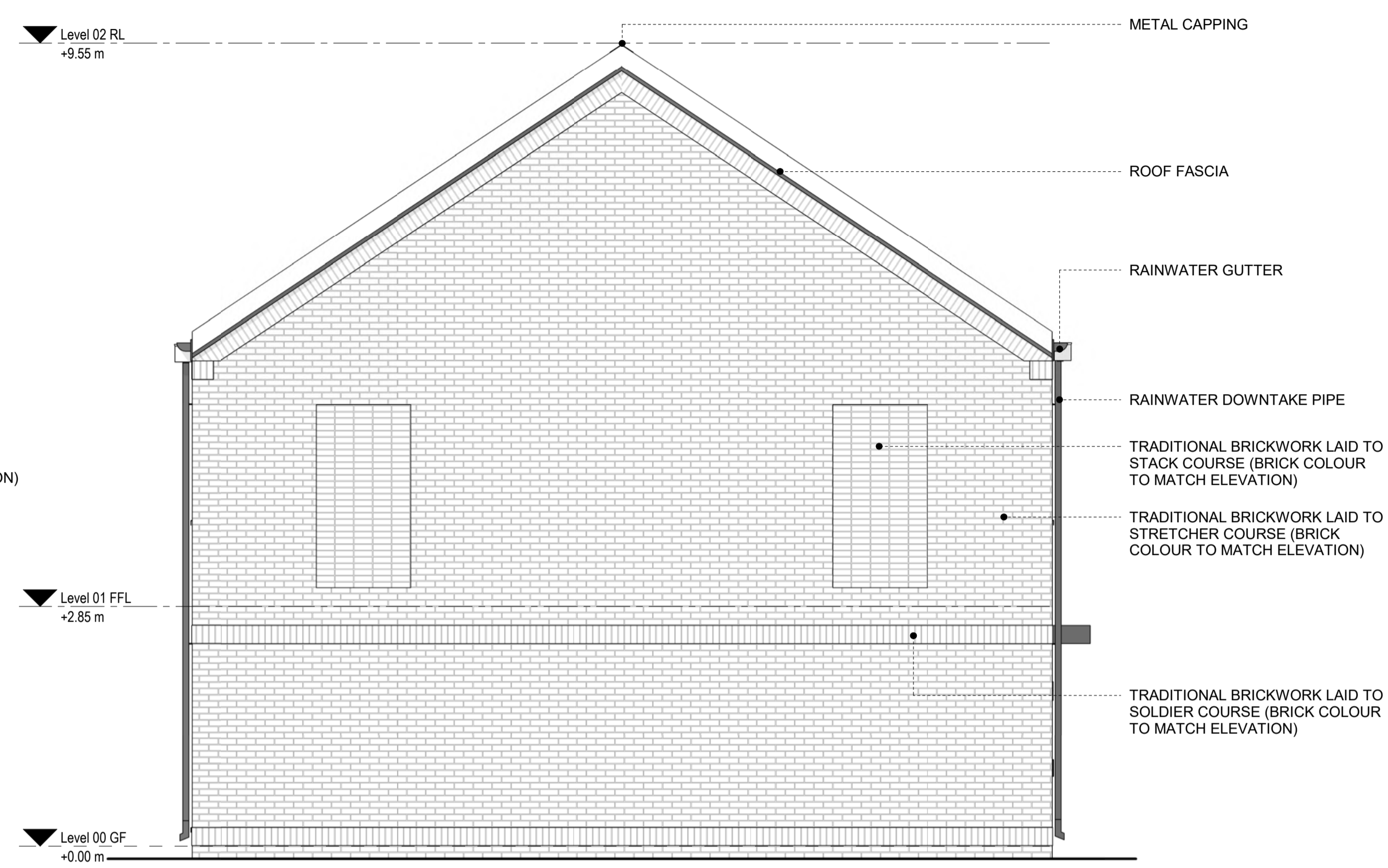
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As indicated	MD	DR	MD	AD
Original Size	Date	Date	Date	Date
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Drawing Number	Revision			
5213970-ATK-05-XX-DR-AR-031543				P3

Agenda Item 5

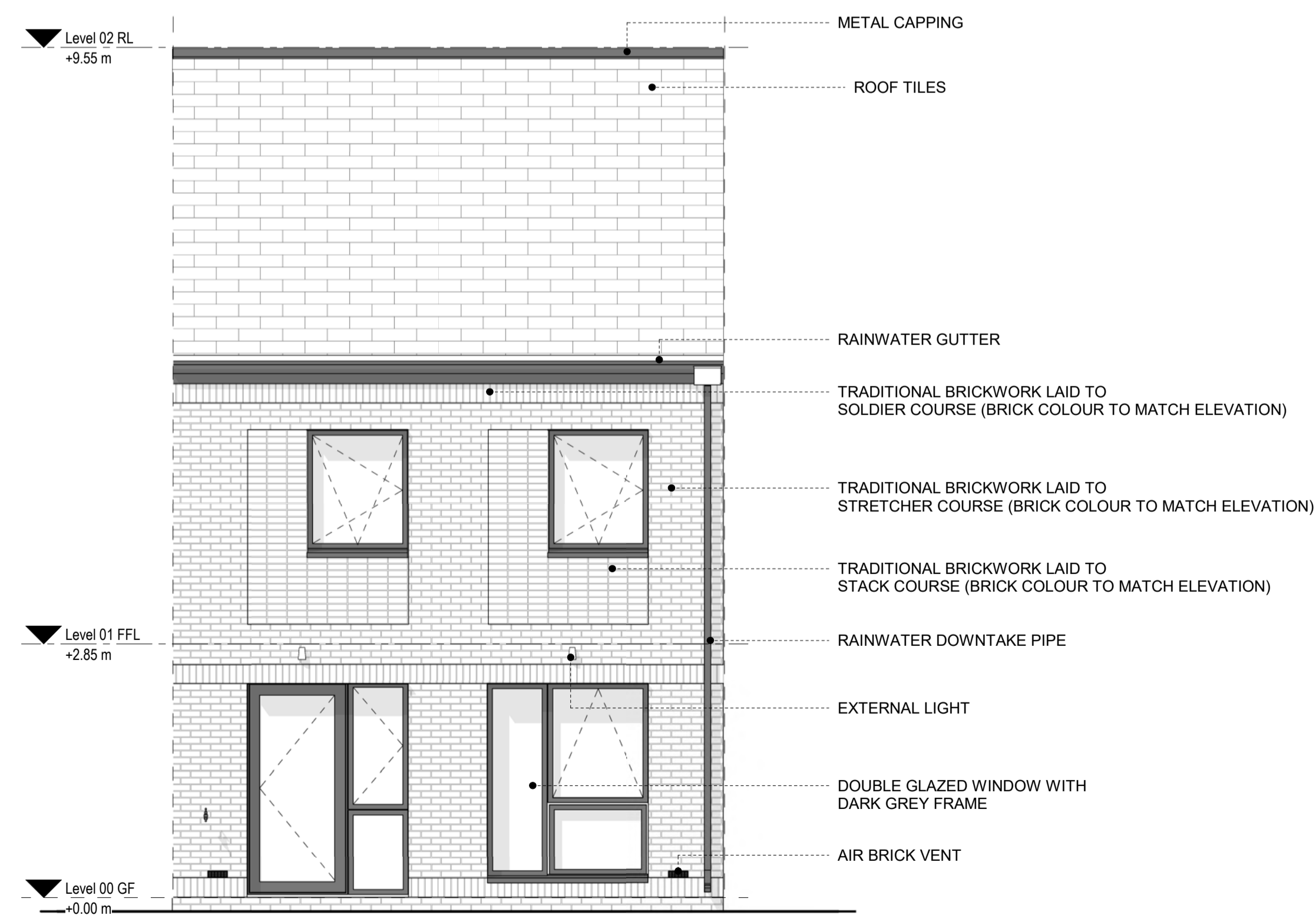
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Millimetres
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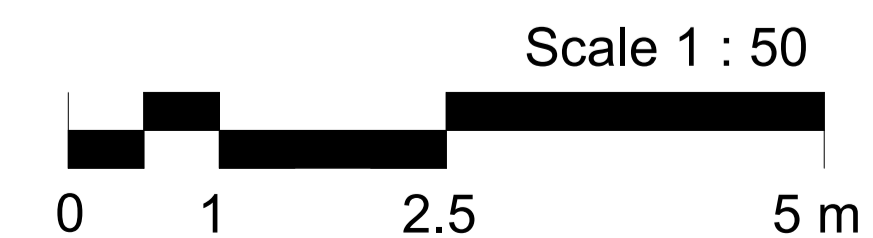
1 FRONT ELEVATION
SCALE 1 : 50



3 GABLE ELEVATION
SCALE 1 : 50



2 BACK ELEVATION
SCALE 1 : 50



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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MAINTENANCE/CLEANING

DECOMMISSIONING/DEMOLITION

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Rev.	Date	Description	By	Chk'd	App'd
P2	14/08/2023	FOR INFORMATION	MZ	MD	MD
P1	28/03/2023	FOR INFORMATION	NK	MD	AD

Drawing Suitability: **FOR INFORMATION** Status: **S2**

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Project Title: **RAVEN GARAGE SITES BANSTEAD AND TADWORTH**

Drawing Title: **GENERAL ARRANGEMENT UNIT TYPE ELEVATION**

Scale	Designed	Drawn	Checked	Authorised
1 : 50	MD	SH	AD	SG
Original Size	Date	Date	Date	Date
A1	16/06/2022	16/06/2022	16/06/2022	16/06/2022
Drawing Number	Revision			
5213970-ATK-04-ZZ-DR-AR-011509	P2			

Agenda Item 5


101

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Agenda Item 7

Planning Committee
1 November 2023

Agenda Item: 7
23/00816/F

 <p>Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate</p>	TO:	PLANNING COMMITTEE
	DATE:	1 November 2023
	REPORT OF:	HEAD OF PLANNING
	AUTHOR:	Michael Parker
	TELEPHONE:	01737 276339
	EMAIL:	Michael.Parker@reigate-banstead.gov.uk
AGENDA ITEM:	7	WARD: <i>Tattenham Corner And Preston</i>

APPLICATION NUMBER:	23/00816/F	VALID:	10/5/2023
APPLICANT:	Raven Housing Trust And Edaroth	AGENT:	Hgh Consulting
LOCATION:	GARAGE BLOCK FERRIERS WAY EPSOM DOWNS SURREY		
DESCRIPTION:	Demolition of existing buildings and erection of three residential dwellings with associated parking and landscaping. As amended on 12/06/2023, 02/08/2023, 06/09/2023 and on 04/10/2023.		
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.			

SUMMARY

This is a full application for the demolition of existing garages and erection of 3 dwellings with associated parking and landscaping.

The site comprises a rectangular piece of land that lies to the south east of Ferriers Way, Epsom Downs in the Tattenham Corner and Preston ward of the borough. The site is surrounded on all sides by the rear gardens of properties that front on to Ferriers Way, Long Walk and Coxdean.

The site is accessed via a driveway off Ferriers Way, which runs between no. 12 and 14 Ferriers Way, and comprises a series of single storey garages which are approximately 2.15 to 2.4m high. There are 30 garages in total, 23 are understood to be currently occupied. The site slopes down from south-east to north-west by approximately 1.5m in height and also from eastern corner to south-west by approximately 0.55m. The site is within the designated urban area. The site is in Flood Zone 1 and is at low risk of surface water flooding. The site is also designated as having low accessibility for the purposes of parking standards.

The proposed dwellings would be a terrace row of 3 x 3 bed, 5 person two storey units. The applicant, Raven Housing Trust, is a registered provider and proposes all the properties as affordable rent. The scheme would therefore provide 100% affordable housing.

Agenda Item 7

Planning Committee
1 November 2023

Agenda Item: 7
23/00816/F

The terrace row would be located centrally within the site, running north west to south east, with the access road to the north-west and parking located at the north-eastern end of the site. The terrace row would be a rectangular block with the third most northern unit at a lower height to address the change in levels.

The parking would include 7 spaces, 6 standard and 1 disabled space. The proposals will also allow for residential refuse collection to occur from on street, with a bin holding area provided immediately adjacent to the access road, where residents will move their bins on collection day.

The houses would have a simple pitched roof gable end form and with brick elevations and gable ends and dark roof tiles. All three units would benefit from their own private rear gardens.

The application site is within the urban area. As such there is no in principle objection to the redevelopment of this garage site to residential development.

It is understood from the submitted information that 23 of the 30 garages are currently let. In order to establish the potential impact from the loss of the garages the applicant has provided the following evidence:

- Details of how far renters are from the garages;
- Occupancy survey of garage block; and
- On-street parking stress surveys

The transport statement concludes that the likely displacement of 4 vehicles could be adequately accommodated within the surrounding roads. The submitted evidence has been reviewed by the County Highway Authority (CHA), with regard to highway safety, capacity and policy matters and they have not raised any concerns in relation to the impact of the loss of the garage. On this basis it is considered that the impact from the loss of the garages would not result in unacceptable levels of on street parking.

In terms of the proposed access the submitted Transport Statement demonstrates that the access is suitable for its proposed use and would provide adequate manoeuvrability and access for emergency services. The proposal would also provide on-site parking in excess of the Council's minimum parking standards.

In terms of design and scale it is considered that the proposed form and detailing of the dwellings and layout would be in keeping with the density and character and appearance of the surrounding area would not be overly prominent in the site and does not appear cramped. The roof tiles would preferably be a lighter red/brown colour and this can be secured under finalised details were the application to be approved. A condition is also recommended to secure further details of the proposed soft and hard landscaping.

In terms of impact on neighbouring amenity due to the orientation, modest scale of the proposed dwellings and separation distances to the adjoining residential properties it is considered that the proposal would not result in an unacceptable loss of privacy, overbearing impact or loss of light to the occupants of these dwellings.

All of the units would exceed the relevant nationally described space standards, and would provide an adequate level of outlook and light for the future occupants. The garden sizes are considered to be of a good size ranging from 10 to 16 metres deep.

Conditions are recommended in relation to boundary treatment, external lighting, Air Source Heat Pumps, and construction management to ensure that the impact on neighbouring properties is acceptable.

The scheme would, subject to conditions, be acceptable with regard to the impact on trees and ecology, drainage, contamination and sustainable construction.

The scheme is more than likely to be providing 3 affordable houses. The tenure, affordable rent, and size of dwelling being provided is strongly supported by the Council's Housing Officer. However, as this is not a policy requirement, it would not be required through conditions/S106 but if delivered would be a likely benefit of the scheme.

RECOMMENDATION

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

Agenda Item 7

Planning Committee
1 November 2023

Agenda Item: 7
23/00816/F

Consultations:

Surrey County Council Highway Authority: no objection subject to conditions securing implementation of access, car parking, Construction transport Management Plan, Travel Information pack, and electric charging points

Contamination Officer: identified the potential for ground contamination to be present on and/or in close proximity to the applicant site. As such conditions for asbestos and ground contamination recommended.

Council's Affordable Housing Officer: "The addition of 3 x 3 bed 5 person homes for affordable rent would be a much valued addition to the social housing stock. With low levels of delivery of new build affordable homes in the north of the borough, the proposal is particularly welcome.

Three bedroom affordable rent houses in particular are very much needed. Households waiting for larger family homes currently wait up to four years for a home. The Affordable Housing SPD sets the second highest target for three bedroom affordable rented homes. In addition the delivery of net zero homes with high energy efficiency very much supports the long-term affordability for future occupiers."

Council's Drainage Consultant: drainage strategy acceptable in principle but further investigation and detail required.

Representations:

To date 19 representations have been received objecting to the proposal for the following reasons:

Issue	Response
Alternative location/proposal preferred	See paragraph 6.1
Crime fears	See paragraph 6.27
Harm to Conservation Area	Site not in Conservation Area
Harm to green belt/countryside	Site not in Green belt or countryside
Health fears	See paragraph 6.25-6.13 and 6.39
Inadequate parking	See paragraph 6.3-6.13
Inconvenience during construction	See paragraph 6.28
Inadequate access	See paragraph 6.3-6.13
Increase in traffic and congestion	See paragraph 6.3-6.13

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Hazard to highway safety	See paragraph 6.3-6.13
Loss of buildings	See paragraph 6.1
Noise and disturbance	See paragraph 6.25-6.28
Poor design	See paragraph 6.14-6.20
Harm to wildlife habitat	See paragraph 6.30-6.37
Out of character with surrounding area	See paragraph 6.14-6.20
Overshadowing	See paragraph 6.28
Overdevelopment	See paragraph 6.14-6.20
Overbearing relationship	See paragraph 6.21-6.27
Overlooking and loss of privacy	See paragraph 6.21-6.27
Loss of private view	This is not a material planning consideration
Light pollution	See paragraph 6.25-6.26
Property devalue	This is not a material planning consideration
No need for development	Each case must be considered on its own merits. Also see paragraph 6.1 and 6.46-6.47
Drainage/Sewerage capacity	See paragraph 6.38
Flooding	See paragraph 6.38
Impact on local services	See paragraph 6.44-6.47
Impact on existing access to neighbouring properties	This is a private legal matter. It is not a material planning consideration but see paragraph 6.45

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1.0 Site and Character Appraisal

- 1.1 The site comprises a rectangular piece of land that lies to the south east of Ferriers Way, Epsom Downs in the Tattenham Corner and Preston ward of the borough. The site is surrounded on all sides by the rear gardens of properties that front on to Ferriers Way, Long Walk and Coxdean.
- 1.2 The site is accessed via a driveway off Ferriers Way, which runs between no. 12 and 14 Ferriers Way, and comprises a series of single storey garages which are approximately 2.15 to 2.4m high. There are 30 garages in total, 23 are understood to be currently occupied. The site slopes down from south-east to north-west by approximately 1.5m in height and also from eastern corner to south-west by approximately 0.55m. The site is within the designated urban area. The site is in Flood Zone 1 and is at low risk of surface water flooding. The site is also designated as having low accessibility for the purposes of parking standards.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: pre-application advice was provided under ref. PAM/22/00364.
- 2.2 Improvements secured during the course of the application: Additional transport/garage information, drainage, tree and contamination information submitted. Amendment to number of units from 4 dwellings to 3 and the dwellings re-orientated north-west to south-east rather than south-west to north-east.
- 2.3 Further improvements to be secured through conditions:
The following conditions are recommended to be attached to the permission:
 - Materials and design measures
 - Contamination
 - Drainage
 - Landscaping/boundary treatment
 - External lighting
 - Sustainability measures
 - Broadband
 - Highway conditions

3.0 Relevant Planning and Enforcement History

None

4.0 Proposal and Design Approach

- 4.1 This is a full application for the demolition of existing garages and erection of 3 dwellings with associated parking and landscaping.
- 4.2 The proposed dwellings would be a terrace row of 3 x 3 bed, 5 person two storey units. The applicant, Raven Housing Trust, is a registered provider and proposes all

the properties as affordable rent. The scheme would therefore provide 100% affordable housing.

- 4.3 The terrace row would be located centrally within the site, running north west to south east, with the access road to the north-west and parking located at the north-eastern end of the site. The terrace row would be a rectangular block with the third most northern unit at a lower height to address the change in levels.
- 4.4 The parking would include 7 spaces, 6 standard and 1 disabled space. The proposals will also allow for residential refuse collection to occur from on street, with a bin holding area provided immediately adjacent to the access road, where residents will move their bins on collection day.
- 4.5 The houses would have a simple pitched roof gable end form and with brick elevations and gable ends and dark roof tiles. All three units would benefit from their own private rear gardens.
- 4.6 A design and access statement (D&A) should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:
Assessment;
Involvement;
Evaluation; and
Design.
- 4.7 Evidence of the applicant’s design approach is set out below:

Assessment	The submitted Design and Access Statement at section 2 considers the site context including context of Banstead and the garage applications, context of Ferriers Way and Site observations, and context of wider area including pattern of development, access, land use and building heights
Involvement	The applicant submitted pre-application advice and according to the submitted documentation undertook two public exhibitions, one on 14 th March in Nork Community Hall and one on 15 th March in Merland Rise Church.
Evaluation	The Statement provides details at Section 3 of how the pre-application comments, public consultation and local context in terms of land uses, separation distances, building heights, planning constraints have been considered to result in the currently proposal.
Design	The statement at Section 3, paragraphs 3.8-3.12 and Section 4 provides details of the proposed design including typical façade detail, roof type, material palette,

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	amenity spaces and landscape, parking and access and refuse strategy An addendum has also been submitted to explain the changes from the original scheme in terms of the reduction from 4 to 3 units and the re-orientation of the dwellings
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4.8 Further details of the development are as follows:

Site area	1157.42(m2), 0.12ha
Existing use	Garages
Proposed use	Residential (3 x 3 bed dwellings)
Existing parking spaces	30 garages (23 currently let)
Proposed parking spaces	7
Parking standard	6
Number of affordable units	3 (100%)
Net increase in dwellings	3
Proposed site density	26 dph
Density of the surrounding area	58 dph (60-96 Long Walk) 62 dph (11-35 Coxdean) 41 dph (2-24 Ferriers Way) 31 dph (1-37 Ferriers Way)

5.0 Policy Context

5.1 Designation

Urban area, Low accessibility area.

5.2 Reigate and Banstead Core Strategy

CS1 (Sustainable Development)
CS10 (Sustainable Development),
CS11 (Sustainable Construction),
CS14 (Housing Needs)
CS17 (Travel Options and accessibility)

5.3 Reigate and Banstead Development Management Plan 2019

DES1 (Design of New development)
DES4 (Housing Mix)
DES5 (Delivering High Quality Homes)
DES8 (Construction Management)
DES9 (Pollution and Contaminated Land)

TAP1 (Access, Parking and Servicing)
CCF1 (Climate Change Mitigation)
CCF2 (Flood Risk)
NHE2 (Protecting and enhancing biodiversity)
NHE3 (Protecting trees, woodland areas and natural habitats)
INF3 (Electronic communication networks)

5.4 Other Material Considerations

National Planning Policy Framework
2023

National Planning Practice Guidance

Supplementary Planning Guidance

Surrey Design 2002

Local Distinctiveness Design Guide
2004

Local Character & Distinctiveness
Design Guide SPD 2021

Climate Change and Sustainable
Construction SPD 2021

SCC Vehicle and Cycle Parking
Guidance 2018

SCC Transportation Development
Planning Good Practice Guide 2016

Householder Extension & alterations
SPG

Other

Human Rights Act 1998

Community Infrastructure
Regulations 2010

6.0 **Assessment**

6.1 The application site is within the urban area. As such there is no in principle objection to the redevelopment of this garage site to residential development. It should also be noted that the site is previously developed land and that both the Council's Development Plan and the NPPF promote the efficient use of the urban area. The NPPF at paragraph 120 c) states that planning policies and decisions should; "give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land".

6.2 The main issues to consider are:

- Loss of garages and Highway matters
- Design appraisal
- Neighbour amenity
- Impact on trees and ecology
- Contamination

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- Flood and drainage matters
- Sustainable Construction
- Community Infrastructure Levy
- Other matters

Loss of garages and Highway matters

- 6.3 The site is an existing private garage block accommodating 30 individual garages.
- 6.4 It is understood from the submitted information that 23 of the 30 garages are currently let. In order to establish the potential impact from the loss of the garages the applicant has provided the following evidence:
- Details of how far renters are from the garages;
 - Occupancy survey of garage block; and
 - On-street parking stress surveys
- 6.5 On the first point the evidence submitted shows that of the 23 let out 8 (35%) owners are within 300m of the site, 2 (9%) are between 300m and 1km, the remaining 13 are more than 1km away. The applicant contends it is reasonable to assume that garages let by tenants who live a long distance away are unlikely to use the garages for car parking. The applicant's Transport Consultant has confirmed that within transport planning, 200m is often adopted as an appropriate walk distance over which someone might be prepared to park away from their property, reflected in its use within the Lambeth Methodology to measure parking stress. On this basis looking at distances only 10 garage occupants are within 1 km and only 8 garage occupant is within the 200m distance. This shows that a significant proportion are unlikely to use the garages for parking. This data also does not identify who of the 8 garage occupants within 300m are likely to use their garage for car parking rather than for other uses such as storage/commercial uses.
- 6.6 The second method was to carry out a garage occupancy survey to establish how many of the garages are being used for parking of cars, rather than for other storage/commercial activities. The survey, undertaken over 5 days, found that 2 out of the 23 occupied garages were being used for parking (8.69%). Therefore, the survey shows there will be a displacement of 2 vehicles as a result of the removal of the garage units.
- 6.7 In terms of the parking stress survey this was undertaken using the established London Borough of Lambeth Methodology on two days in March 2023 (Tuesday 14th and 15th). The results show that over these two periods there was significant parking capacity in the survey area of Coxdean, Long Walk, Ferriers Way and Chapel Way with an average of 22 spaces free (parking stress of 60% i.e. 40% spaces free). The parking survey also surveyed the existing garages and courtyard area and access to the garages. The survey found no cars in the courtyard/garage area and a maximum of 2 cars in the access road. Therefore, a likely displacement of a further two cars. This indicates that the local roads have more than adequate capacity to

deal with the estimated displacement of 4 cars from the garages and access road. Indeed, even if you took the potential for another 6 vans/cars for the other 6 garages occupied by people that live within 300m there would still, on average, be on street parking capacity of 12 spaces.

- 6.8 The submitted evidence has been reviewed by the County Highway Authority (CHA), with regard to highway safety, capacity and policy matters and they have not raised any concerns in relation to the impact of the loss of the garages. On this basis it is considered that the impact from the loss of the garages would not result in unacceptable levels of on street parking.
- 6.9 In terms of the access the Transport Statement (TS) and associated plans show that the existing access is of an ample width which is more than capable of accommodating the development. The proposed works to the access way include the provision of bollards to retain a 3.7m width along the access to enable access for a fire tender while preventing off street parking along the access road. The TS has also undertaken a trip generation assessment, which has confirmed that the scale of development will result in low levels of vehicle trips (2 vehicle trips during each of the AM and PM peaks), which will not have a material impact on the operation of the local highway network.
- 6.10 Again, the CHA has assessed the submitted information and has raised no objection to the scheme on highway safety, capacity or policy matters.
- 6.11 In terms of parking the site is located in an area which is assessed as having a low accessibility rating. In such areas, the Council's adopted parking standards require the provision of 2 spaces for each of the 3 bedroom dwellings. Therefore with 7 spaces, the proposal is providing parking in excess of the minimum requirement of 6. Therefore, no objection is raised to the proposed parking.
- 6.12 Cycle storage is proposed in the rear garden of each unit. A bin store is shown to the front of each unit. There is then a refuse collection point shown along the access road. Whilst this is optimum the movement distances for the occupants would not be excessive (approx. 35m) and it enables the refuse collection teams to get within a reasonable distance of the bins without having to enter the whole site. The collection area shows space for 8 wheelie bins which is 2 above the required but on one collection week the Council would also collect food and card/paper. Therefore, a condition is recommended to ensure that the collection area is large enough for this collection day.
- 6.13 Accordingly, it is considered that the proposals are acceptable from a highway point of view and accord with the provisions of DMP Policy TAP1. Conditions are recommended to secure a Construction Transport Management Plan, access works, parking, Travel Information Pack and electric car charging point.

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Design appraisal and Housing

- 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, 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 appearance of the buildings would be of simple gable end form with brick facing (buff) walls and gable ends and dark tiled roofs. It is considered that the simple form is in keeping with the form of the surrounding dwellings particularly those to the west and south of the site and would make use of materials which are locally distinct in the area with many of the neighbouring buildings having buff bricks. The units would also include elevational brick detailing such as soldier courses and stack bond around the windows to add interest and quality to the finish. The roof tiles would preferably be a lighter red/brown colour and this can be secured under finalised details were the application to be approved.
- 6.16 The density would be lower than those of the surrounding area and the use of terrace housing is in line with the scale and form of the terrace housing to west and south of the site. The set back nature of the garage site, surrounded by residential properties to all sides means that the dwellings are inevitably out of line with the adjoining properties around the site. However this does not mean that the proposed layout and scale of the dwellings causes unacceptable harm. The proposed layout is still quite heavy in terms of extent of hardstanding with limited soft landscaping however it must be considered that the existing site is almost presently entirely made up of hardstanding or built form. The existing garages whilst low level are poor in quality and design and contribute little to the character of the area. The dwellings would be visible from the surrounding houses and to some degree from the surrounding roads Ferriers Way and Coxdean to the north, north-west and east due to gaps between existing dwellings and level changes. However, by being located at the rear part of the site, and not at its highest point and with spacing to the boundaries and the proposed height of the dwellings, which would be commensurate with the neighbouring dwellings to the south and east, it is considered that the dwellings would not be prominent in the site or appear cramped and that the impact on the wider character of the area is minimised. Given these factors it is considered that the impact would not be harmful or so detrimental that it causes unacceptable harm to the character of the site or surrounding area.
- 6.17 Were the application to be approved conditions are recommended to secure finalised details of the proposed ground levels (as this information is not included on the amended plans), external materials, boundary

treatments/means of enclosure and landscaping details to ensure a good quality finish.

- 6.18 DMP Policy DES6 relates to affordable housing and states that “The tenure mix of the affordable housing provided on each qualifying site should contribute (to the Council’s satisfaction) towards meeting the latest assessment of affordable housing needs.” Whilst this scheme is not a qualifying site as it provides less than 11 dwellings as set out above the Council’s Housing Officer is supportive of the scheme advising that three-bedroom houses are much in demand and currently families can wait up to four years on the Housing Register.
- 6.19 DMP Policy DES5 relates to the delivery of high quality homes and requires, *inter alia*, that as a minimum, all new residential development (including conversions) must meet the relevant nationally described space standard for each individual units except where the Council accepts that an exception to this should be made in order to provide an innovative type of affordable housing that does not meet these standards. In addition, the policy also requires all new development to be arranged to ensure primary habitable rooms have an acceptable outlook and where possible receive direct sunlight.
- 6.20 Each dwelling would have a floor area which is in excess of the relevant standard in the Nationally Described Space Standards. In terms of the size of the proposed garden space and quality of accommodation it is considered that the dwellings would have adequate levels of outlook and privacy and would not be impacted by unacceptable levels of noise from the surrounding area given the residential nature of the area. The rear of the properties would be south-west facing ensuring good access to daylight. The layout would provide plenty of space for storage. The garden areas are a good size at between 10 and 16 metres deep.

Neighbour amenity

- 6.21 In addition to the comments noted above DMP Policy DES1 also requires new development to provide an appropriate environment for future occupants whilst not adversely impacting upon the amenity of occupants of existing nearby buildings, including by way of overbearing, obtrusiveness, overshadowing, overlooking and loss of privacy.
- 6.22 The site adjoins residential properties in all directions. In terms of the properties to the north, northwest and west of the site, the proposed dwellings would be at a higher ground level and ridge height than these dwellings (up to a maximum of 4m higher). However due to the separation distances of between 14 and 24 metres away from the side elevation of the nearest dwelling and the side to rear relationship which would prevent overlooking it is considered that the distance would be adequate to ensure that there is not an unacceptable overbearing impact or loss of privacy to these properties. The proposed dwellings would be located a minimum of 28 metres away from the dwellings located to the north-east and east of the site. Given the separation distance it is not considered to result in an unacceptable overbearing impact

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or loss of privacy. The separation of at least 12 metres to the dwellings to the south-east, south and south-west, the higher ground level of these properties and the side to rear relationship means that the proposal is not considered to have a detrimental impact on the occupants from overbearing impact or loss of privacy. The dwellings to the east and north-east of the site are similar in ground level.

- 6.23 In terms of loss of light a daylight and sunlight review was submitted to address the original 4 dwelling scheme which concluded that the proposal would not result in a material impact on daylight to any of the surrounding properties. In terms of overshadowing the report concludes that all garden areas meet the BRE test. Whilst the report has not been updated due to the separation distances the proposal would still meet the 25 and 45 degree rules and is therefore unlikely to result in an unacceptable loss of light to the neighbouring properties or unacceptable overshadowing to the gardens.
- 6.24 It is noted that the use of appropriate boundary treatment around the site is important to ensure that there is not an unacceptable impact on the adjacent properties due to the loss of the garages. Conditions are recommended to secure further details.
- 6.25 In terms of the proposal and potential noise, disturbance and pollution given the historic use of the site as a garage area and the modest scale of the proposal it is considered that the proposals would not materially impact on the neighbouring residential properties with regard to noise, disturbance and pollution. Indeed the applicant has submitted a scoping report which concludes that the proposed development is not likely to produce any noise that could be deemed unacceptable risk or likely to cause adverse effects to any of the closest noise sensitive residences. The Council's noise consultants (RSS) agree with this conclusion. The the bin collection area would be adjacent to 12 Ferriers Way. Given the short term collection point nature of the area and the fact it would only serve 3 dwellings it is considered unlikely to result in an unacceptable impact. As the proposal would provide affordable housing and be managed by Raven the risk of the collection area becoming untidy and with bins left there permanently is considered to be limited. One area where further information is required is the proposed submission of air source heat pumps (ASHP). The Council's noise consultants have advised that the proposed location to the front of the units should be acceptable but this depends on the model type and installation. Therefore, due to the possibility of these units causing noise impact further information is recommended to be secured by condition.
- 6.26 In terms of potential light pollution and nuisance it is considered that the extent of lighting proposed seems excessive for such a small scheme and no details have been provided in relation to light spill. Therefore, a condition is recommended to secure an amended lighting proposal as well as further details of proposed light levels to ensure that neighbouring occupants are not impacted.

- 6.27 In terms of crime and potential such impacts the site is well surveyed by the surrounding properties and backs on to garden areas and some form of lighting would be provided. On this basis it is considered that the proposed development would at the very least not result in a greater risk of crime when compared to the existing garage development. If anything, the change to a site where houses are occupied is likely to result in a safer environment with more surveillance by virtue of the presence of the occupants.
- 6.28 In terms of inconvenience during the construction period. Whilst it is acknowledged there may be a degree of disruption during the construction phase, the proposal would not warrant refusal on this basis and statutory nuisance legislation exists to control any significant disturbance caused during the construction of the proposal. To ensure that the impacts of construction are reduced a condition is recommended to secure a method of construction statement.
- 6.29 In conclusion, the proposal would not have a significant adverse effect upon existing neighbouring properties and would accord with the provisions of DMP Policy DES1.

Impact on trees and ecology

- 6.30 The site is almost entirely covered by hardstanding or built form so the proposal would not result in the loss of trees from within the site. There are however trees along the boundaries and close to the boundary which could be impacted. The submitted Arboricultural Report identifies three trees on the boundary with the site (T1, T2 and G3). T1 is in the garden of no.14 adjacent to the access, T2 to the rear of no.10 and G3 is located along the southern boundary. The plans show that the root protection areas would not be impacted by the amended scheme. Therefore, the principal arboricultural features within the site can be retained and adequately protected during development activities. No significant or important trees will be lost to facilitate the proposed scheme.
- 6.31 The Council's Tree Officer has considered the submission and has advised the following:
"My comments are based on a desk top review of the arboricultural information submitted with the application, Based on the information provided the off-site trees will not be affected by this proposed layout. Therefore I raise no objection subject to the following condition being attached."
- 6.32 The Tree Officer has recommended a finalised tree protection plan (TPP) and arboricultural method statement (AMS) be secured by condition. Given that the scheme has been amended such a condition is considered necessary in order to ensure that the off site trees along the southern boundary are protected.
- 6.33 In terms of landscaping minimal information is shown at this time. Whilst the amount of space for soft landscaping is not extensive there is opportunity for

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planting to the front of the properties and in the rear gardens. A detailed planting scheme can be secured by condition.

- 6.34 Therefore subject to the recommended condition to secure a finalised Tree Protection Plan and Arboricultural Method Statement and a soft landscaping scheme no concerns are raised with regard to impact on trees.
- 6.35 The site is located within the urban area and the site is covered in hardstanding with limited trees or vegetation within the site. It is therefore considered that the site is of low ecological value and the proposal is unlikely to result in harm to protected species. Nevertheless as part of the application submission the applicant has provided an Ecological Appraisal (EA) to ensure this is the case. The survey report confirms that no protected species or evidence of protected species were found on site at the time of the survey. The site was found to have negligible potential for badger, great crested newts (GCN) and reptiles due to lack of suitable habitat and connectivity. The garages had negligible potential for roosting bats due to lack of roosting features. The hedgerow and flat roofs of the garages provides moderate potential for breeding birds. No further surveys are recommended. A precautionary approach to works is however recommended in case of presence of birds, bats, badgers, reptiles and GCN.
- 6.36 The submitted EA also recommends a number of biodiversity enhancement measures at Section 4.4 Table 15 to ensure a gain for local wildlife including bat, bird and insect boxes, hedgehogs highways, swift nests and hedging.
- 6.37 Officers are therefore satisfied that the proposal would not result in unacceptable harm to protected species or habitats. Conditions are recommended to secure works in accordance with the mitigation measures and to secure details of landscaping and enhancement measures.

Flood and drainage matters

- 6.38 The site is not located within flood zone 2 and 3. It is located in flood zone 1 which has the lowest risk of flooding and where national and local planning policy directs is the most suitable for development. As such no concern is raised with regard to fluvial flooding. The sewage capacity for the site would be assessed at building control stage. In terms of drainage a Flood Risk Assessment and Drainage Strategy has been submitted which has been considered by the Council's Drainage Consultant. They have advised that whilst the principle for the surface water strategy is correct there needs to be more detail and further investigation. Therefore, in order to ensure that the drainage strategy will work correctly and meet the requirements of policy CCF2 a condition is recommended to secure further drainage details and a post completion verification report.

Contamination

- 6.39 The Council Contamination Officer has advised that typically when garages of this nature are redeveloped ground contamination and asbestos cement has

been identified and remedial works are required. On that basis they have recommended a number of conditions to cover further investigation and if necessary remediation prior to commencement of the development.

Sustainable Construction

- 6.40 DMP Policy CCF1 relates to climate change mitigation and requires new development to meet the national water efficiency standard of 110litres/person/day and to achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations.
- 6.41 The application planning statement states that the development achieves an in-use Net Carbon Zero and an Energy Performance Certificate (EPC) rating of A, which is achieved through the fabric-first approach as well as the use of ASHPs which goes well beyond the Council's 19% requirement.
- 6.42 In any case following the recent changes to building regulations energy efficiency measures are now in excess of the 19% requirement. Therefore it is not considered reasonable or necessary to include a condition requiring the 19% improvement. The water efficiency measures are still however required. In the event that planning permission is to be granted, a condition would be imposed to secure further details of the water efficiency measures in order to comply with this element of DMP Policy CCF1. The fact that the buildings go beyond planning requirements represents a benefit of the scheme which must be considered in the overall planning balance.
- 6.43 A condition is also recommended to ensure that each dwelling is fitted with access to fast broadband services in accordance with policy INF3 of the DMP. As above a condition is also recommended to secure the implementation of electric car charging points throughout the site.

Community Infrastructure Levy (CIL)

- 6.44 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 and relief can be sought from CIL in cases where affordable housing is being provided.

Other matters

- 6.45 It is noted from the site visit and from representations that there are existing rear garden gates and off-street parking which will be impacted by the proposed works. It is not clear whether these properties gained permission from the landowner to create such access points (no evidence has been provided by third parties). The garden gates will need to be permanently

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closed to prevent access into the proposed rear gardens. This is a private matter between the applicant and neighbouring properties. In terms of the impact on access to the an off street parking space this relates to no.12. A bollard is proposed which would impact on access to this parking space. Again, this is a private matter between the applicant and occupant but officers are aware that the applicant has advised the occupant that they would be willing to discuss the matter to address the issue.

6.46 Affordable housing provision – as set out above officers consider that the scheme is policy compliant. However, it is worth noting at this stage that the scheme is providing 3 affordable houses. As set out above the tenure, affordable rent, and size of dwellings is strongly supported by the Council's Housing Officer due to the need for affordable housing in the borough. The site is within an established residential area which, as demonstrated in the submitted Transport Statement, is well located in terms of access to facilities such as schools, shops, community facilities and doctors' surgery. The site is also well served by bus services. The site is therefore a suitable place for affordable housing of this size and tenure.

6.47 Policy DES6(2) is clear that affordable housing is only required on qualifying developments which is either urban extension sites or developments providing 11 or more home. The other requirements of policy DES6 relate to these qualifying developments. The affordable housing provision therefore goes beyond the requirements of the Council's Development Plan. It is understood from the Council's Housing Officer that the applicant, Raven Housing Trust, as a social housing provider will receive Homes England grant funding on them. The scheme would then be added to the existing overarching nomination the Council has with Raven Housing Trust. The nomination agreement secures nomination rights to the Council of 100% nomination rights at first let and 75% of relets. Then once the units are within the nomination agreement, they stay in. It's a legal agreement so cannot simply be amended. If delivered as proposed the provision of affordable housing would therefore be a benefit of the scheme which would need to be taken in to account in the overall planning balance.

CONDITIONS

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

Plan Type	Reference	Version	Date Received
Elevation Plan	5213970-ATK-04-XX-DRAR-031534	P2	06.09.2023
Proposed Plans	5213970-ATK-04-ZZ-DRAR-011531	P2	06.09.2023
Site Layout Plan	5213970-ATK-04-00-DRAR-021534	P2	06.09.2023

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Site Layout Plan	5213970-ATK-04-00-DRAR-021539	P2	04.10.2023
Elevation Plan	5213970-ATK-04-ZZ-DRAR-011510	P2	04.10.2023
Proposed Plans	5213970-ATK-04-ZZ-DRAR-011507	P2	04.10.2023
Elevation Plan	5213970-ATK-04-XX-DRAR-031533	P2	06.09.2023
Section Plan	5213970-ATK-04-XX-DRAR-031535	P2	06.09.2023
Elevation Plan	5213970-ATK-04-XX-DRAR-031532	P1	24.04.2023
Elevation Plan	5213970-ATK-04-XX-DRAR-031531	P1	24.04.2023
Other Plan	5213970-ATK-04-00-DRAR-021533	P1	24.04.2023
Site Layout Plan	5213970-ATK-04-00-DRAR-021532	P1	24.04.2023
Location Plan	5213970-ATK-04-00-DRAR-021531	P1	24.04.2023

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

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

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

3. No development shall commence until a Construction Management Statement, to include details of:
 - a) Prediction of potential impacts with regard to waste, noise and vibration, dust, emissions and odours. Where potential impacts are identified, mitigation measures should be identified to address these impacts.
 - b) Information about the measures that will be used to protect privacy and the amenity of surrounding sensitive uses; including provision of appropriate boundary protection.
 - c) Means of communication and liaison with neighbouring residents and businesses.
 - d) Hours of work.

Has been submitted to and improved 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 is managed in a safe and considerate manner to help mitigate potential impact

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on the amenity and safety of neighbours and to accord with Reigate and Banstead Development Management Plan 2019 policy DES8.

4. No development shall commence until a Construction Transport Management Plan, to include details of:
- (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) programme of works (including measures for traffic management)
 - (e) provision of boundary hoarding behind any visibility zones
 - (f) HGV deliveries and hours of operation
 - (g) vehicle routing
 - (h) measures to prevent the deposit of materials on the highway
 - (i) before and after construction condition surveys of the highway and a commitment (extent of surveys to be agreed with County Highway Authority) and a commitment to repair the highway to a standard agreed with the County Highway Authority
 - (j) on-site turning for construction vehicles
- has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2021 and Policy DES8 Construction Management of the Reigate and Banstead Local Plan Development Management Plan September 2019.

5. No development shall take place, other than demolition works, 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.

6. No development shall commence including demolition and or groundworks preparation until a detailed, scaled finalised Tree Protection Plan (TPP) and the related finalised Arboricultural Method Statement (AMS) is submitted to and approved in writing by the Local Planning Authority (LPA). These shall include details of the specification and location of exclusion fencing, ground protection and any construction activity that may take place within the Root Protection Areas of trees (RPA) shown to scale on the TPP, including the installation of service routings, type of surfacing for the entrance drive and location of site offices. The AMS shall also include a pre commencement meeting, supervisory regime for their implementation & monitoring with an

agreed reporting process to the LPA. All works shall be carried out in strict accordance with these details when approved.

Reason: To ensure good arboricultural practice in the interests of the maintenance of the character and appearance of the area and to comply with British Standard 5837:2012 'Trees in Relation to Design, demolition and Construction – Recommendations' and reason: To ensure good landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies NHE3, DES1 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

7. No development shall commence until a strategy for the disposal of surface and foul water (surface water drainage scheme) is submitted to and approved in writing by the Local 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 and be based on the submitted FRA and Drainage Strategy submitted with the application. Details of drainage management responsibilities and maintenance regimes for the drainage system must also be included. The works shall be carried out in accordance with the approved details.

Reason: To ensure that the site is satisfactorily drained and in order to protect water and environmental quality with regard to Policy CS10 of the Core Strategy 2014, Policy CCF2 of the Development Management Plan 2019 and the NPPF.

8. 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.

Reason: To ensure the Drainage System is constructed to the National Non-Statutory Technical Standards for SuDs and the implemented drainage design does not increase flood risk on or off site in accordance with policy CCF2 of the Reigate and Banstead Borough Council Development Management Plan 2019.

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

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to the satisfaction of the LPA prior to occupation. The development shall then be undertaken in accordance with the approved details.

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land before development commences and to make the land suitable for the development without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment with regard to the Reigate and Banstead Local Plan Development Management Plan 2019 and the NPPF.

10. Prior to commencement of development a written comprehensive environmental desktop study report is required to identify and evaluate possible on and off site sources, pathways and receptors of contamination and enable the presentation of all plausible pollutant linkages in a preliminary conceptual site model. The study shall include relevant regulatory consultations such as with the Contaminated Land Officer and be submitted to the Local Planning Authority and is subject to the approval in writing of the Local Planning Authority and any additional requirements that it may specify. The report shall be prepared in accordance with the Environment Agency's Land Contamination: Risk Management Guidance (2020) and British Standard BS 10175.

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to the Reigate and Banstead Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

11. Prior to commencement of development, in follow-up to the environmental desktop study, a contaminated land site investigation proposal, detailing the extent and methodologies of sampling, analyses and proposed assessment criteria required to enable the characterisation of the plausible pollutant linkages identified in the preliminary conceptual model, shall be submitted to the Local Planning Authority. This is subject to the written approval in writing of the Local Planning Authority, and any additional requirements that it may specify, prior to any site investigation being commenced on site. Following approval, the Local Planning Authority shall be given a minimum of two weeks written notice of the commencement of site investigation works. Please note this means a proposal is required to be submitted and approved prior to actually undertaking a Site Investigation.

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard the Reigate and Banstead Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

12. Prior to commencement of the development, a contaminated land site investigation and risk assessment, undertaken in accordance with the site investigation proposal as approved that determines the extent and nature of

contamination on site and is reported in accordance with the standards of DEFRA's and the Environment Agency's Land Contamination: Risk Management Guidance (2020) and British Standard BS 10175, shall be submitted to the Local Planning Authority and is subject to the approval in writing of the Local Planning Authority and any additional requirements that it may specify. If applicable, ground gas risk assessments should be completed inline with CIRIA C665 guidance.

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard the Reigate and Banstead Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

13.
 - a. Prior to commencement of the development a detailed remediation method statement should be produced that details the extent and method(s) by which the site is to be remediated, to ensure that unacceptable risks are not posed to identified receptors at the site and details of the information to be included in a validation report, has been submitted to and approved in writing by the Local Planning Authority, and any additional requirements that it may specify, prior to the remediation being commenced on site. The Local Planning Authority shall then be given a minimum of two weeks written notice of the commencement of remediation works.
 - b. Prior to occupation, a remediation validation report for the site shall be submitted to and agreed in writing by the Local Planning Authority. The report shall detail evidence of the remediation, the effectiveness of the remediation carried out and the results of post remediation works, in accordance with the approved remediation method statement and any addenda thereto, so as to enable future interested parties, including regulators, to have a single record of the remediation undertaken at the site. Should specific ground gas mitigation measures be required to be incorporated into a development the testing and verification of such systems should have regard to CIRIA C735 guidance document entitled 'Good practice on the testing and verification of protection systems for buildings against hazardous ground gases' and British Standard BS 8285 Code of practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings

Reason: To demonstrate remedial works are appropriate and demonstrate the effectiveness of remediation works so that the proposed development will not cause harm to human health or pollution of controlled waters with regard to the Reigate and Banstead Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

14. Unexpected ground contamination: Contamination not previously identified by the site investigation, but subsequently found to be present at the site shall be reported to the Local Planning Authority as soon as is practicable. If deemed necessary development shall cease on site until an addendum to the remediation method statement, detailing how the unsuspected contamination is to be dealt with, has been submitted in writing to the Local Planning

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Authority. The remediation method statement is subject to the written approval of the Local Planning Authority and any additional requirements that it may specify.

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

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to the Reigate and Banstead Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

15. Notwithstanding the approved plans no development shall take place above slab level until written details of the elements listed below have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and all boundary treatment shall be completed before the first occupation of the development hereby permitted.
- a. materials to be used in the construction of the external surfaces of the buildings, including fenestration and roof
 - b. the finalised positions, design, materials and type of boundary treatment to be erected, including provisions for wildlife access where practical and feasible.

Reason: To preserve the visual amenity of the area with regard to the Reigate and Banstead Borough Reigate and Banstead Development Management Plan 2019 Policy DES1 and requirements of the NPPF.

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

If any of the new or existing tree/s or hedge/s, detailed and approved under this condition, are removed, die, or become significantly damaged or diseased within 5 years of completion, it/they shall be replaced before the expiry of one calendar year, to a planting specification agreed in writing by the Local Planning Authority. The hedges detailed shall be retained at a minimum height of 1 metre, or if new, once grown to this height thereafter.

Reason: To ensure good landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with

policies NHE3 and DES1 of the Reigate and Banstead Development Management Plan 2019.

17. Notwithstanding the approved plans no external lighting shall be installed on the buildings hereby approved or within the site until an external lighting scheme, which shall include indication of the location, height, direction, angle and cowling of lights, and the strength of illumination, accompanied by a light coverage diagram, has been submitted to and agreed in writing by the local planning authority.

The external lighting shall be implemented in accordance with the approved scheme and be retained thereafter and maintained in accordance with the manufacturer's instructions.

Reason: To protect the visual amenity of the area and neighbouring residential amenities with regard to Reigate and Banstead Core Strategy 2014 Policy CS10 and policy DES1, DES5, DES9 of the Reigate and Banstead Development Management Plan 2019.

18. No Air Source Heat Pumps shall be installed at the site until details of the final siting and positioning and model/make of the proposed Air Source Heat Pumps (ASHP) and an assessment, that demonstrates receiving windows at adjacent properties will be sufficiently far away that the noise output of the pumps will not result in an unacceptable noise level to the occupants, has been submitted to and approved in writing by the Local Planning Authority.

Thereafter, the ASHP shall be installed and maintained in accordance with the agreed details prior to the first occupation of that dwelling.

Reason: To protect the visual amenity of the area and neighbouring residential amenities with regard to Reigate and Banstead Core Strategy 2014 Policy CS10 and policy DES1, DES5, DES9 of the Reigate and Banstead Development Management Plan 2019.

19. The development shall be carried out in accordance with the mitigation measures set out within the Cherryfield Ecology Ecological Appraisal dated 05/04/2023 Section 4.3 and 4.4 Table 14.

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

20. No development above slab level shall commence until finalised details of the proposed biodiversity enhancement measures have been submitted to and approved in writing by the local planning authority (LPA). This should be designed alongside the soft landscaping proposals for the site and incorporate the recommended enhancement measures detailed in Section 4.4, Table 15 of the submitted Ecological Appraisal from Cherryfield Ecology dated 05/04/2023. The biodiversity enhancement measures approved shall

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be carried out and maintained in strict accordance with these details or as otherwise agreed in writing by the LPA, and before occupation of this development.

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

21. The development shall not be commenced unless and until the access road to Ferriers Way has been modified in accordance with the approved Markides Associates Plan numbered 22364 MA XX DR C 0103 P01, (included within the Transport Statement). Any variation from the approved plan shall be submitted to and agreed in writing by the Local Planning Authority and the access modified in accordance with these agreed plans. The access shall thereafter be permanently retained as approved.

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 2021 and Policy TAP1 Parking, access, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

22. The development hereby approved shall not be first occupied unless and until space has been laid out in accordance with the approved plans for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated 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 Access, Parking, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019 and in order that the development promotes more sustainable forms of transport, and to accord with the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17.

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

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

24. The development hereby permitted shall not be occupied unless and until a Travel Information Pack containing information on employment, education,

retail and leisure land uses within 2 km walking distance and 5km cycling distance of the site and details of public transport within 400 metres of the site and the destinations they serve including to the closest rail station to the site has been submitted to and approved in writing with the Local Planning Authority. The approved document shall be distributed to residents of the proposed development upon first occupation.

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 2021 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

25. Notwithstanding the approved plans the development shall not be occupied until a refuse collection point has been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. Thereafter the collection point shall be retained and maintained in accordance with the approved plans.

Reason: To ensure that the refuse collection point is correctly positioned to enable safe and efficient refuse collection and to safeguard the visual amenities of the locality with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

26. The development hereby approved shall not be first occupied unless and until a Water Efficiency Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall detail how the development will ensure that the potential water consumption by occupants of each new dwelling does not exceed 110 litres per person per day.

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

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

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

Reason: To ensure that the development promotes access to, and the expansion of, a high quality electronic communications network in

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accordance with Policy INF3 of the Reigate & Banstead Development Management Plan 2019.

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. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, to contact the Council's Neighbourhood Services team to confirm the number and specification of recycling and refuse bins that are required to be supplied by the developer. The Council's Neighbourhood Services team can be contacted on 01737 276292 or via the Council's website at http://www.reigate-banstead.gov.uk/info/20085/planning_applications/147/recycling_and_waste_developers_guidance
4. You are advised that the Council will expect the following measures to be included and considered as part of the required Construction Management Statement (CMS) details during any building operations to control noise, pollution and parking:
 - (a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs Saturday and not at all on Sundays or any Public and/or Bank Holidays;
 - (b) The quietest available items of plant and machinery should be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels;
 - (c) Deliveries should only be received within the hours detailed in (a) above;
 - (d) Adequate steps should be taken to prevent dust-causing nuisance beyond the site boundary. Such uses include the use of hoses to damp down stockpiles of materials, which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of bowsers and wheel washes;
 - (e) There should be no burning on site;
 - (f) Only minimal security lighting should be used outside the hours stated above; and
 - (g) Building materials and machinery should not be stored on the highway and contractors' vehicles should be parked with care so as not to cause an obstruction or block visibility on the highway.

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

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

5. The applicant is advised that the Borough Council is the street naming and numbering authority and you will need to apply for addresses. This can be done by contacting the Address and Gazetteer Officer prior to construction commencing. You will need to complete the relevant application form and upload supporting documents such as site and floor layout plans in order that official street naming and numbering can be allocated as appropriate. If no application is received the Council has the authority to allocate an address. This also applies to replacement dwellings. If you are building a scheme of more than 5 units please also supply a CAD file (back saved to 2010) of the development based on OS Grid References. Full details of how to apply for addresses can be found http://www.reigatebanstead.gov.uk/info/20277/street_naming_and_numbering
6. The applicant is expected to ensure the safe operation of all construction traffic in order to prevent unnecessary disturbance obstruction and inconvenience to other highway users. Care should be taken to ensure that the waiting, parking, loading and unloading of construction vehicles does not hinder the free flow of any carriageway, footway, bridleway, footpath, cycle route, right of way or private driveway or entrance. Where repeated problems occur the Highway Authority may use available powers under the terms of the Highways Act 1980 to ensure the safe operation of the highway.
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. Electric Vehicle Charging Points shall be provided in accordance with the Surrey County Council Vehicular, Cycle and Electric Vehicle Parking Guidance for New Development 2022. Where undercover parking areas (multi-storey car parks, basement or undercroft parking) are proposed, the developer and LPA should liaise with Building Control Teams and the Local Fire Service to understand any additional requirements. If an

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active connection costs on average more than £3600 to install, the developer must provide cabling (defined as a 'cabled route' within the 2022 Building Regulations) and two formal quotes from the distribution network operator showing this.

10. The use of landscape/arboricultural consultant is recommended to provide acceptable submissions in respect of the above arboricultural tree protection and landscaping conditions.
11. Environmental Health would like to remind the applicant of the specifics of the contaminated land conditional wording such as 'prior to commencement', 'prior to occupation' and 'provide a minimum of two weeks notice'. The submission of information not in accordance with the specifics of the planning conditional wording can lead to delays in discharging conditions, potentially result in conditions being unable to be discharged or even enforcement action should the required level of evidence/information unable to be supplied. All relevant information should be formally submitted to the Local Planning Authority and not direct to Environmental Health.

REASON FOR PERMISSION

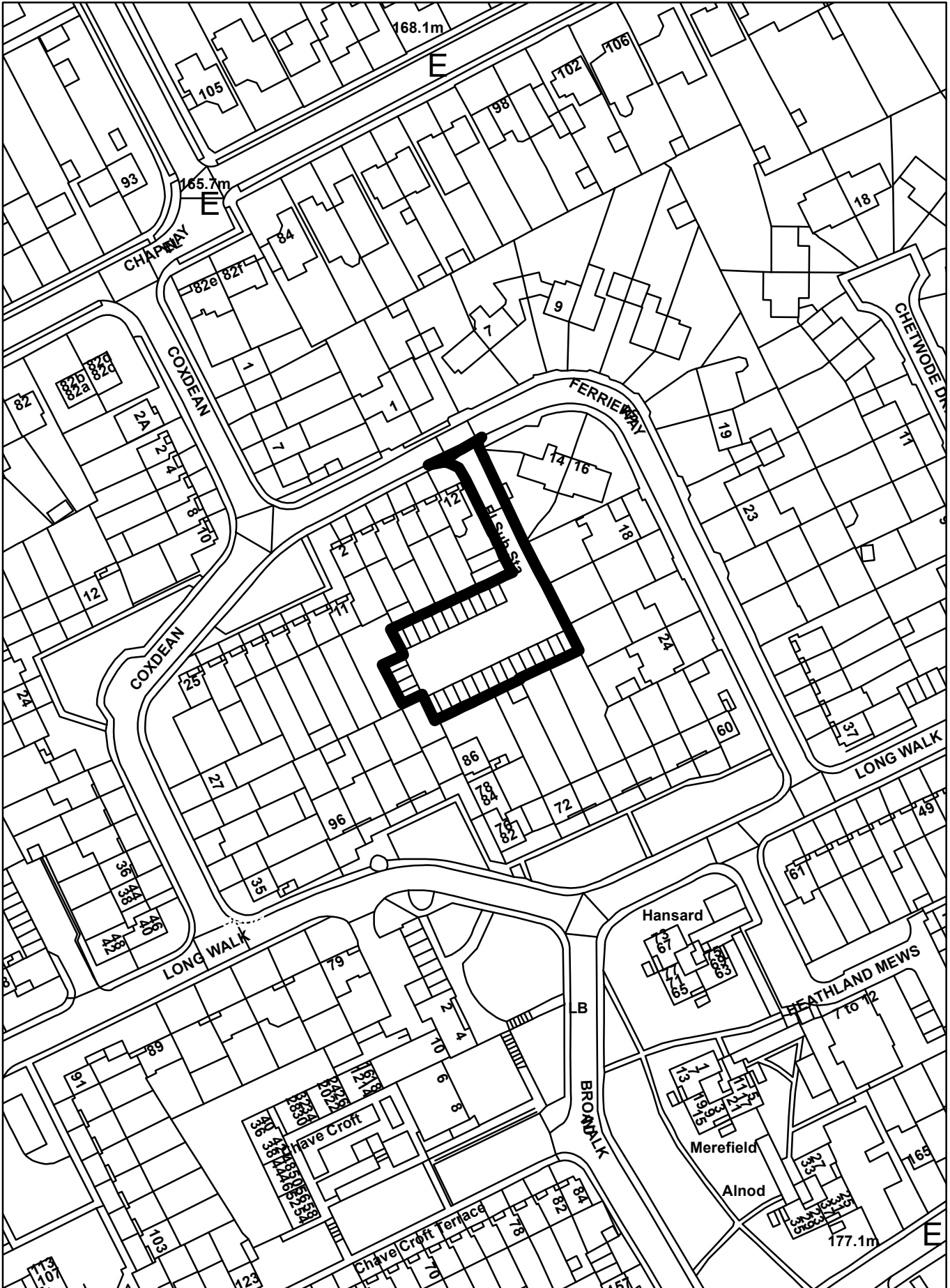
The development hereby permitted has been assessed against development plan policies CS1, CS10, CS11, CS14, CS17, DES1, DES4, DES5, DES8, DES9, TAP1, CCF1, CCF2, NHE2, NHE3 and INF3 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

Proactive and Positive Statements

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

23/00816/F - Garage Block, Ferriers Way, Epsom Downs

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Millimetres
0 10 100

134



- LEGEND**
- ORNAMENTAL PLANTING
 - SHRUB SCREENING PLANTING
 - MEADOW GRASS MIX
 - AMENITY LAWN GRASS
 - CONCRETE SETTS (Mayfair flags natural granite aggregate paving or similar color. Natural or similar size: 600mmX600mmX50mm Laid in stack bond)
 - CONCRETE SETTS (Mayfair flags natural granite aggregate paving or similar color. Charcoal or similar. Size: 600mmX600mmX50mm Laid in stack bond)
 - ASPHALT PAVING
 - DRIVEWAY - PERMEABLE MACADAM
 - CAR PARKING MARKER
 - CONCRETE KERBS
 - DROPPED KERB
 - TEMPORARY REFUSE COLLECTION POINT
 - PROPOSED PERIMETER FENCE EXTENTS
 - PROPOSED TIMBER FENCE
 - APPLICATION BOUNDARY
 - CAR PARKING
 - ACCESSIBLE CAR PARKING
 - EXISTING TREES
 - MAIN ENTRY TO PLOT
 - PEDESTRIAN ENTRANCE
 - EV CHARGING POINTS - PASSIVE (TWO OUTLET POINTS)
 - POLE LUMINAIRE
 - BOLLARD LUMINAIRE
 - GARDEN SHED

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

MAINTENANCE/CLEANING

DECOMMISSIONING/DEMOLITION

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

References

Rev: _____

NOTE:

- Drawing only to be used for the purpose for which it was created.
- All Dimensions are in millimeters unless otherwise specified.

KEY PLAN

Rev	Date	Description	By	CHK'd	App'd	Status
P2	18/08/2023	FOR INFORMATION		KR	MD	AD
P1	27/03/2023	FOR INFORMATION		NK	MD	AD

FOR INFORMATION **S2**

SNC-LAVALIN
Woodcote Grove
Ashley Road
Epsom, Surrey
England
KT18 5BW
Tel: +44 1454 662000
www.atkinsglobal.com

ATKINS
Member of the SNC-Lavalin Group

edaroth
Woodcote Grove
Ashley Road
Epsom, Surrey
England
KT18 5BW
Tel: +44 (0) 207121 2000
www.edaroth.co.uk

Raven Housing Trust
Raven Housing Trust
Raven House
29 Linkfield Lane
Redhill
Surrey RH1 1SS
www.ravenht.org.uk

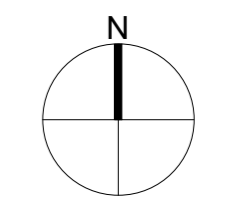
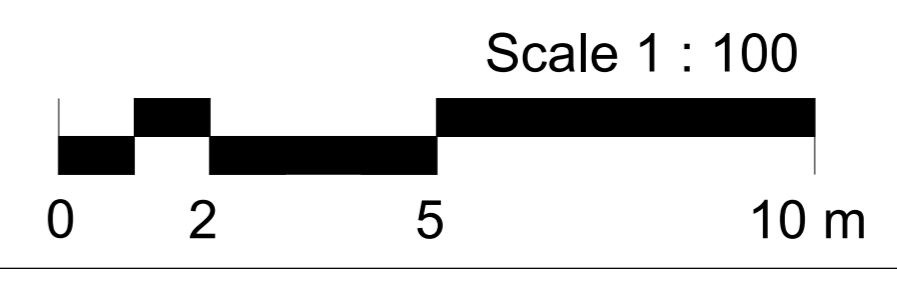
**RAVEN GARAGE SITES
BANSTEAD AND TADWORTH**

**SITE WIDE
LANDSCAPE PLAN
FERRIERS WAY**

Scale	Designed	Drawn	Checked	Authorised
1 : 100	MD	SH	MD	AD
Original No:	Date	Date	Date	Date
AO	18/08/2023	18/08/2023	18/08/2023	18/08/2023
Drawing Number	Revision			
5213970-ATK-04-00-DR-AR-021539				P2

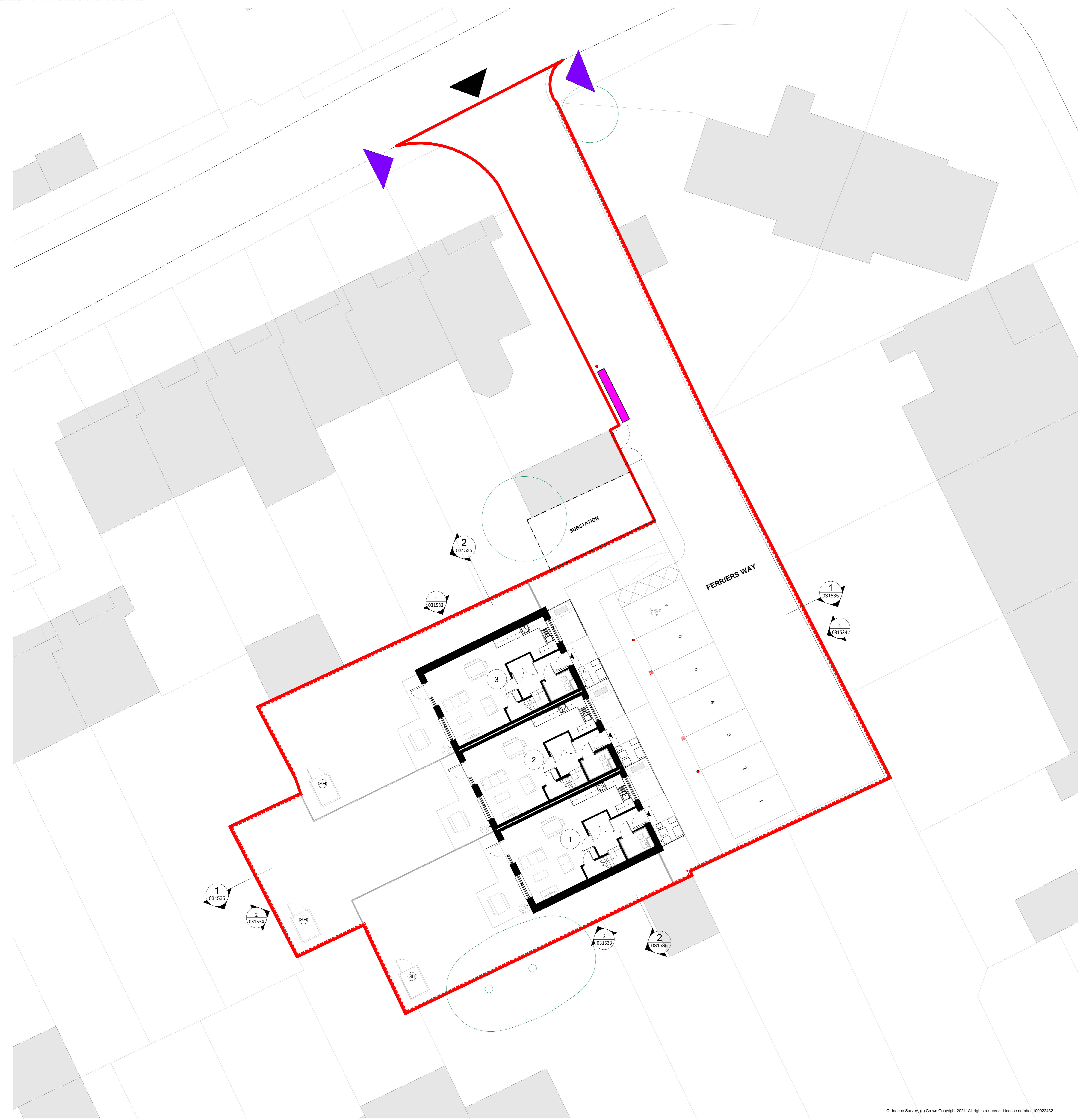
1 PROPOSED SITE PLAN-LANDSCAPE
SCALE 1 : 100

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Millimetres
10
0

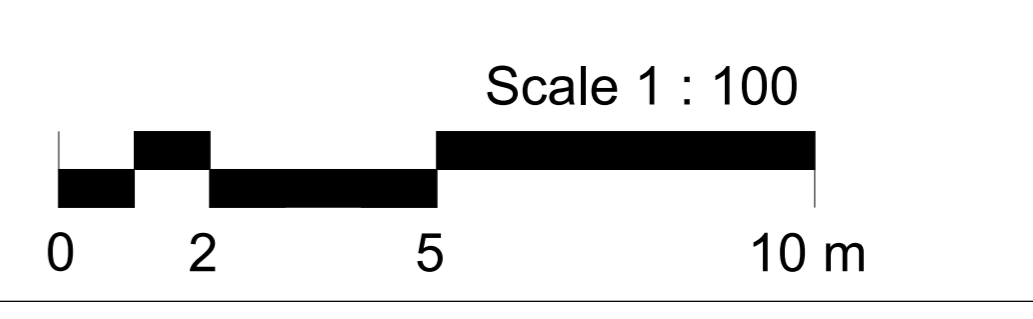
135



SCHEDULE OF ACCOMMODATION					
HOUSE - 2BRP (89 sqm)	HOUSE - 3BRP (107 sqm)	UNITS TOTAL	TYPOLGY	OCCUPANCY	PARKING
0	3	3	TYPOLGY 4	15	7
0%	100%	100%			

NOTE:
EXTENSIVE AREAS OF SURROUNDING LAND FALL WITHIN THE SAME OWNERSHIP AS THE DEVELOPMENT SITE. BLUE BOUNDARY HAS BEEN OMITTED FOR CLARITY. FOR OWNERSHIP BOUNDARY, REFER THE LOCATION PLAN.

- LEGEND**
- APPLICATION BOUNDARY
 - CAR PARKING
 - ACCESSIBLE CAR PARKING
 - EXISTING TREES
 - MAIN ENTRANCE
 - PEDESTRIAN ENTRANCE
 - EV CHARGING POINT - PASSIVE (TWO OUTLET POINTS)
 - REFUSE AND RECYCLING BINS
 - POLE LUMINAIRE
 - BOLLARD LUMINAIRE
 - PROPOSED PERIMETER FENCE EXTENTS
 - TEMPORARY REFUSE COLLECTION POINT
 - GARDEN SHED



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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- CONSTRUCTION
- MAINTENANCE/CLEANING
- DECOMMISSIONING/DEMOLITION

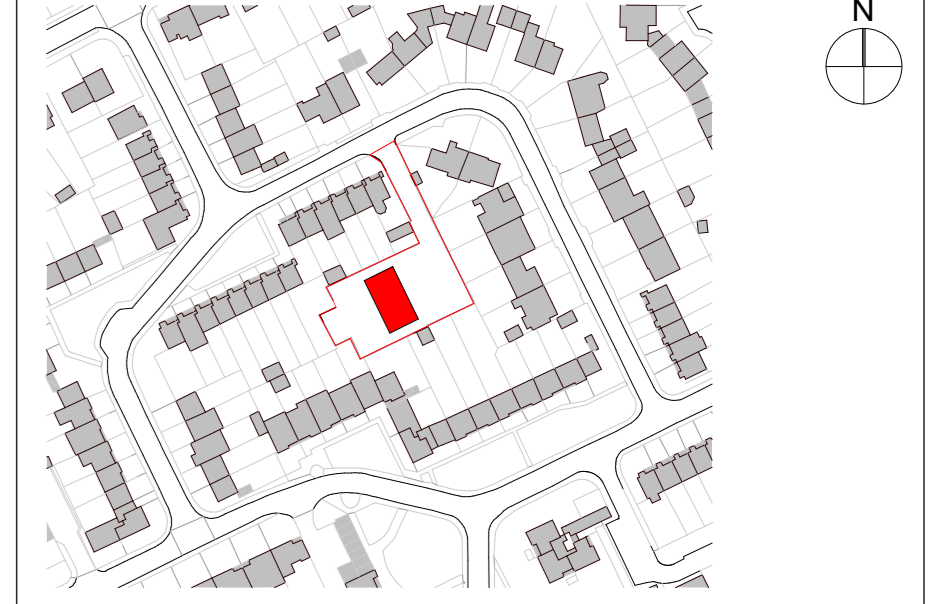
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References

Ref.	Source Name

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RAVEN GARAGE SITES BANSTEAD AND TADWORTH
SITE WIDE PROPOSED SITE PLAN FERRIERS WAY

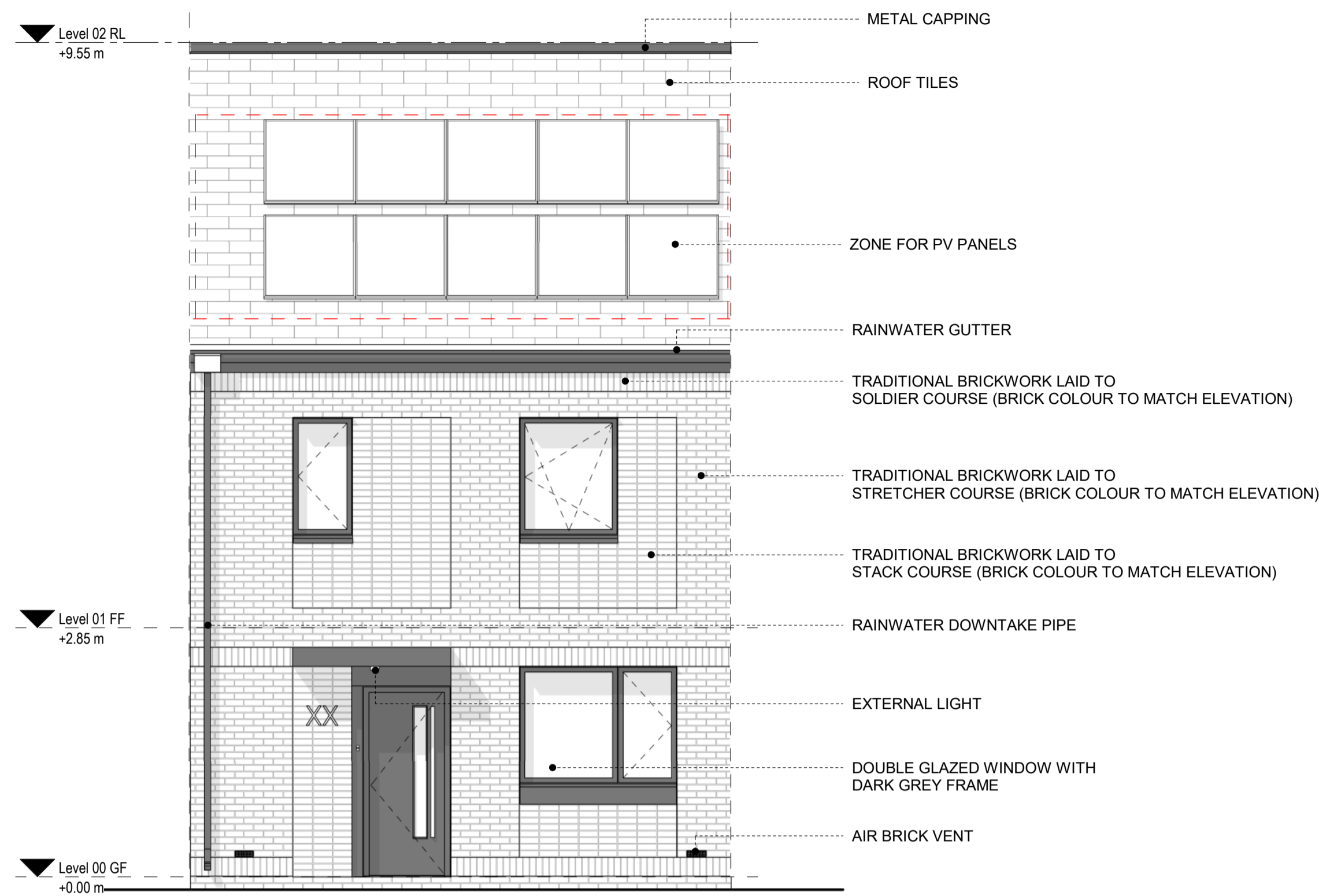
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Drawing Number	Revision			
5213970-ATK-04-00-DR-AR-021534	P2			

1 PROPOSED SITE PLAN
SCALE 1 : 100

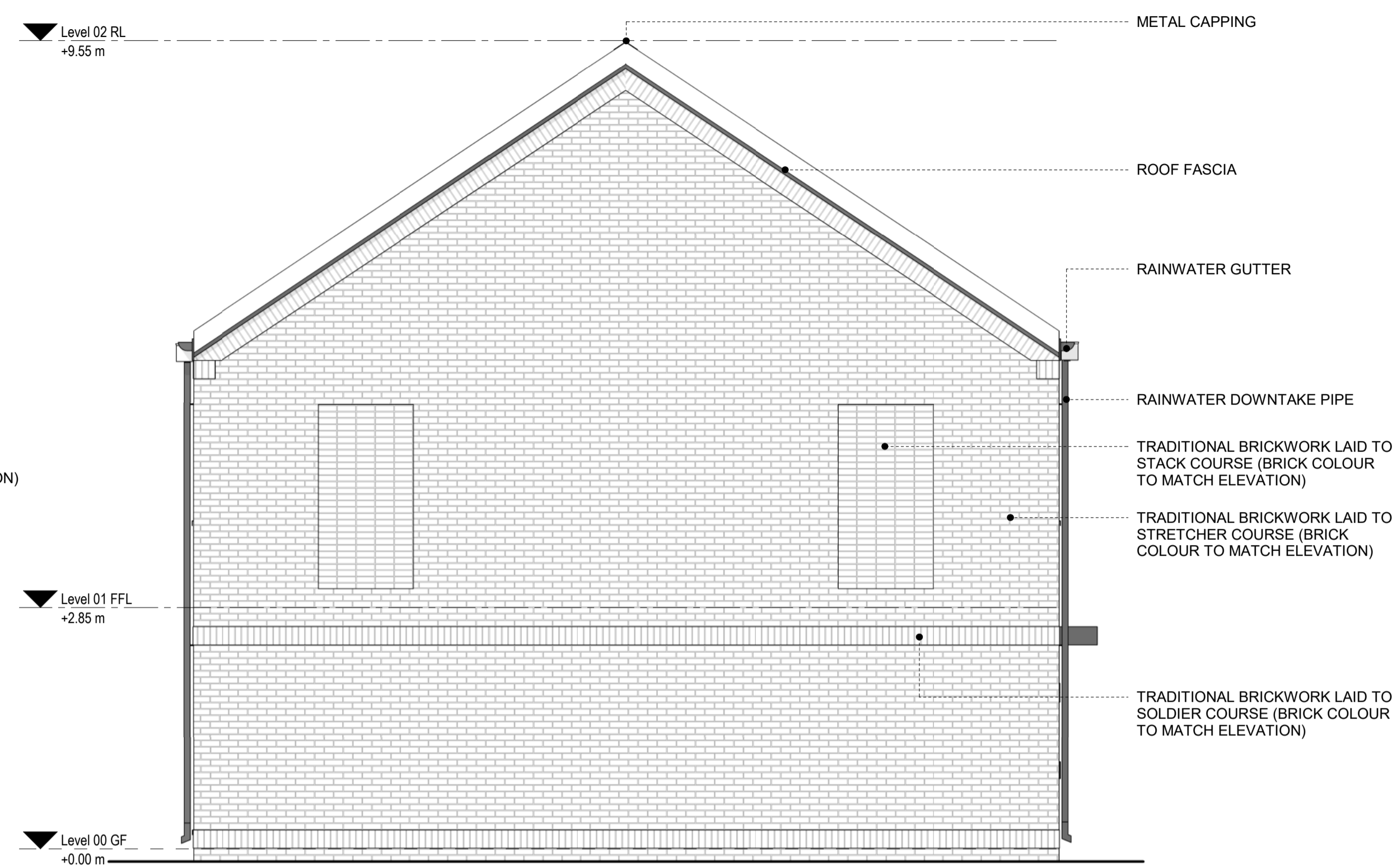
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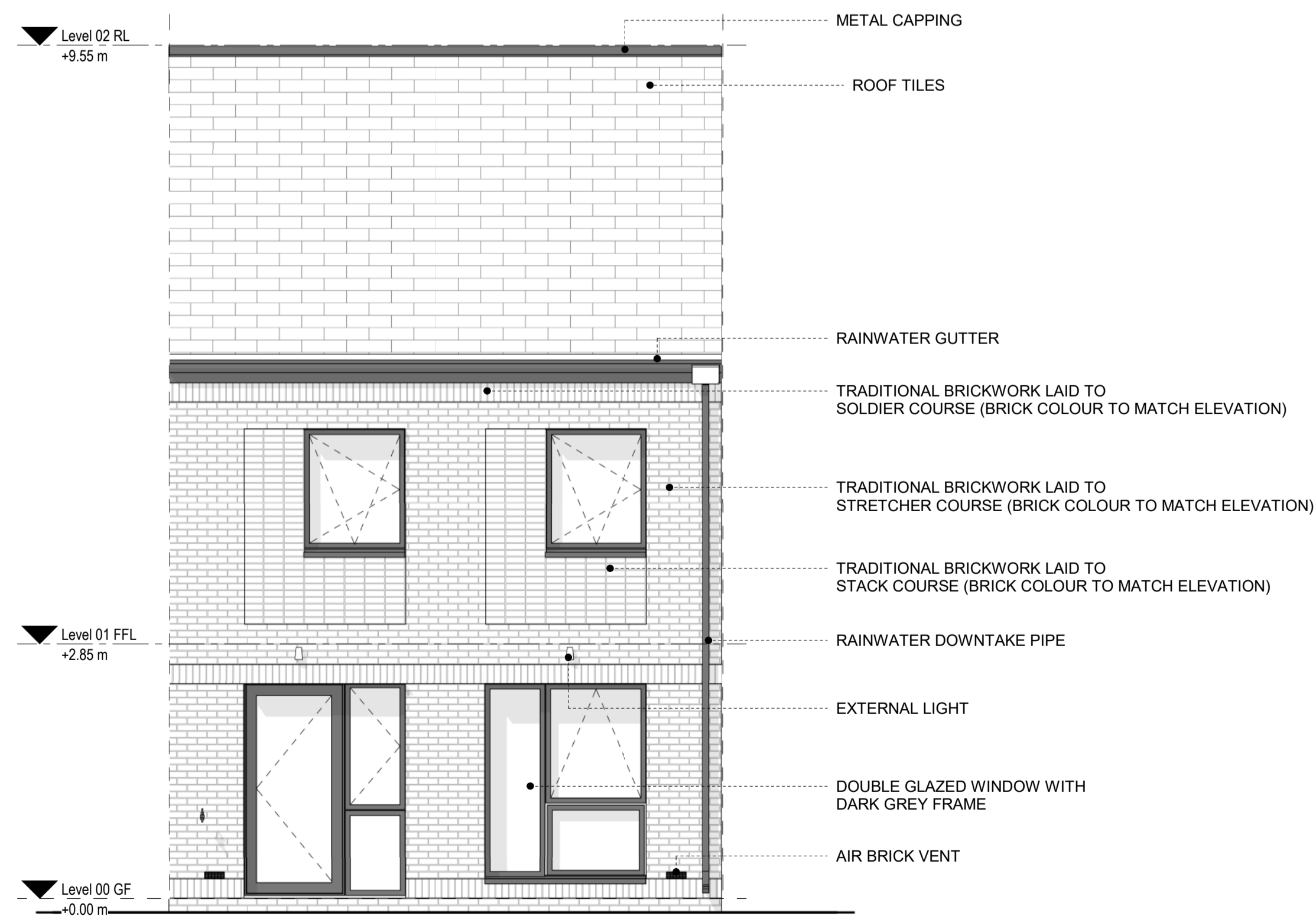
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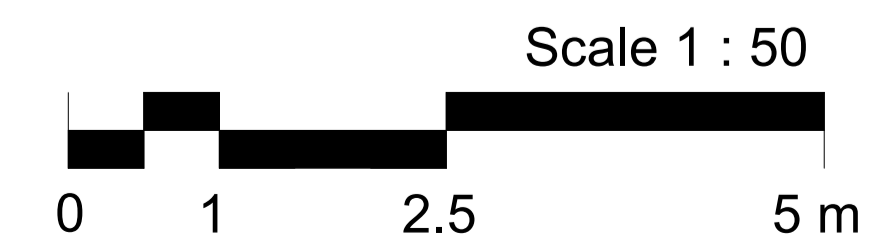
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SCALE 1 : 50



3 GABLE ELEVATION
SCALE 1 : 50



2 BACK ELEVATION
SCALE 1 : 50



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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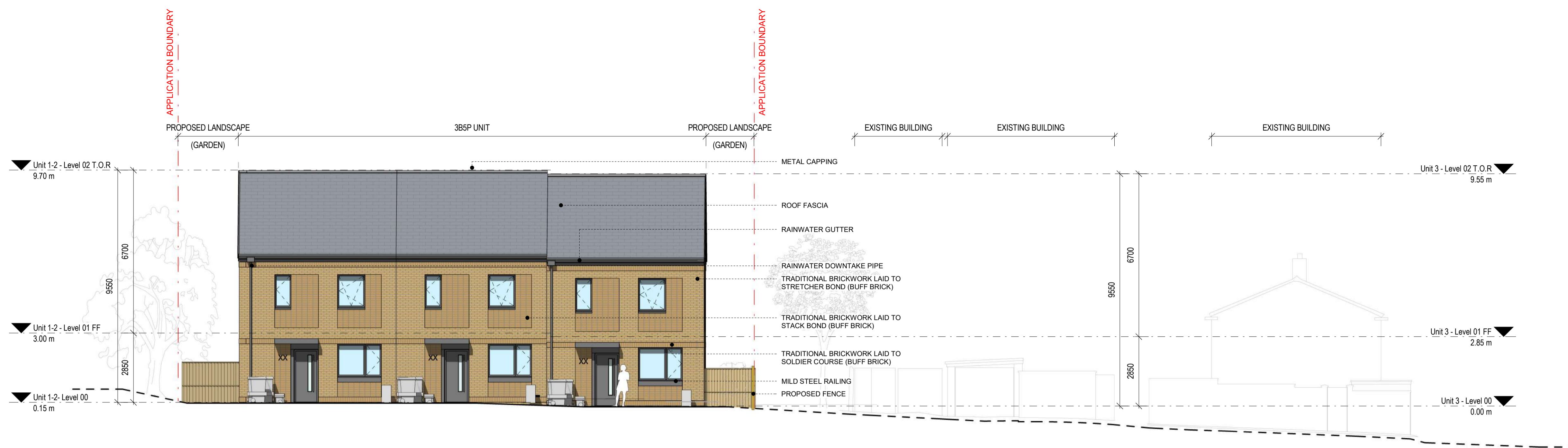
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Drawing Title: **GENERAL ARRANGEMENT UNIT TYPE ELEVATION**

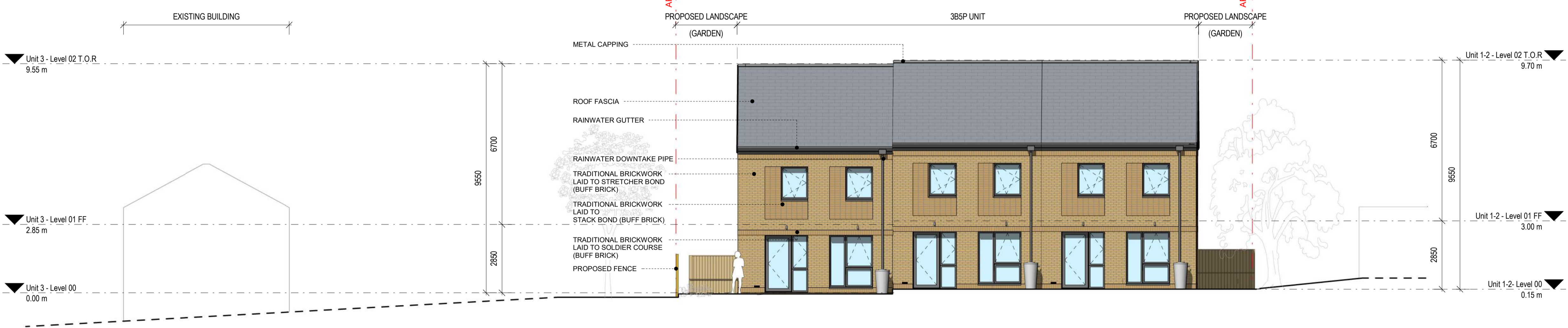
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Drawing Number	Revision
5213970-ATK-04-ZZ-DR-AR-011510	P2

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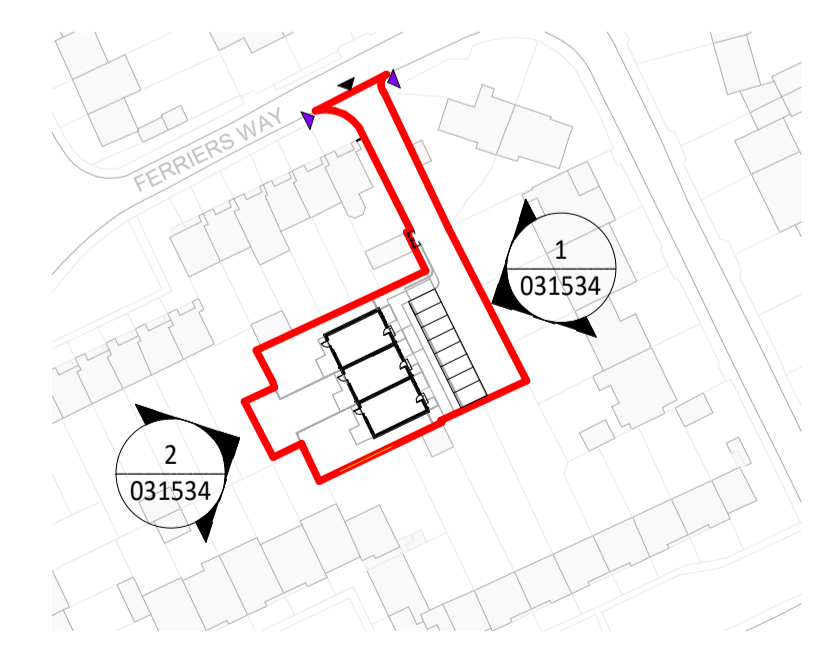


1 FERRIERS WAY - SITE ELEVATION EAST - PROPOSED
031534 SCALE 1 : 100



2 FERRIERS WAY - SITE ELEVATION WEST - PROPOSED
031534 SCALE 1 : 100

- LEGEND**
- - - APPLICATION BOUNDARY
 - - - WALKWAY PROFILE
 - GROUND PROFILE
 - - - ASSUMED GROUND PROFILE



3 SITE - KEY PLAN
031534 SCALE 1 : 1250
Scale 1 : 100
0 2 5 10 m

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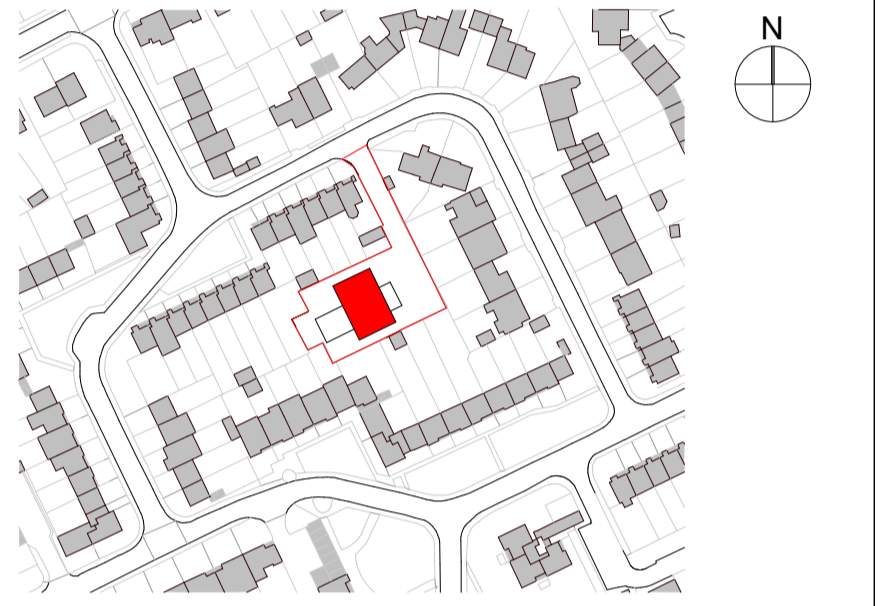
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P1	27/03/2023	FOR INFORMATION	NK	MD	AD

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Raven Housing Trust

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www.ravenht.org.uk

Project Title
**RAVEN GARAGE SITES
BANSTEAD AND TADWORTH**

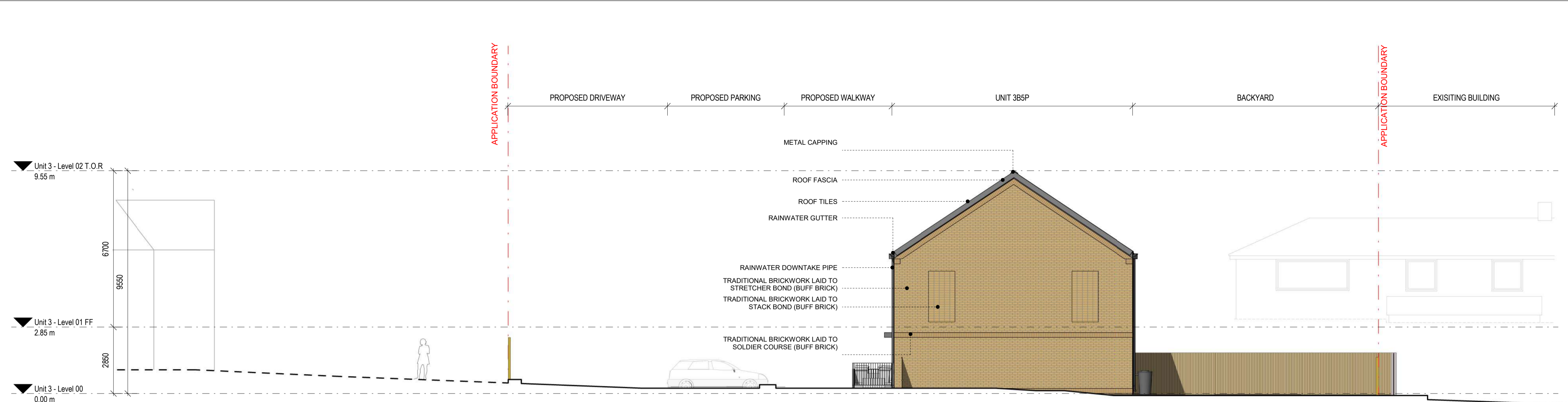
Drawing Title
**SITE WIDE
PROPOSED SITE ELEVATIONS
FERRIERS WAY**

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As indicated	MD	KR	MD	AD
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Drawing Number	Revision			
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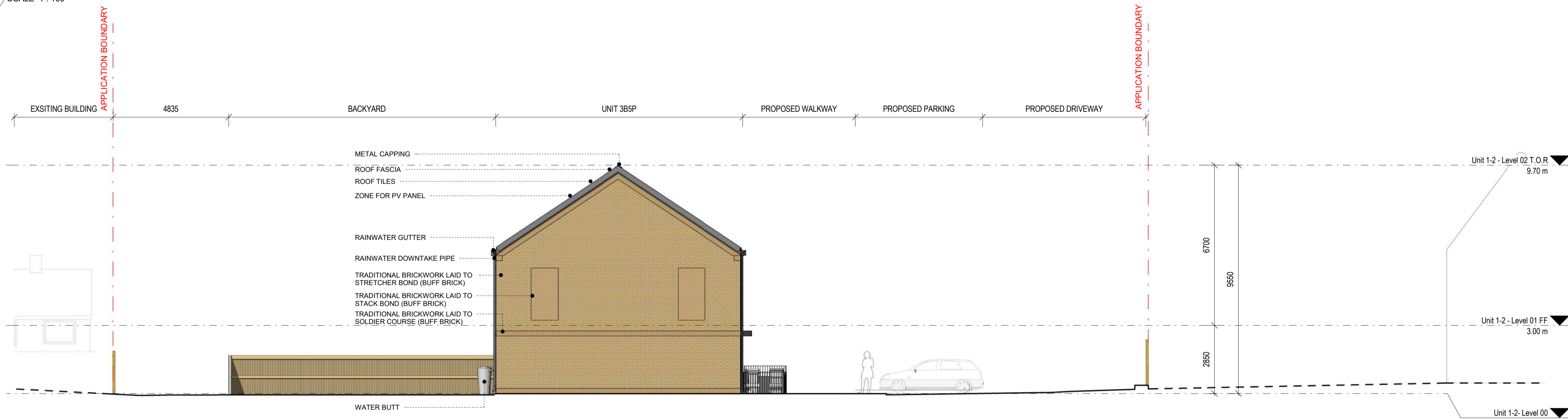
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Approved Item 7

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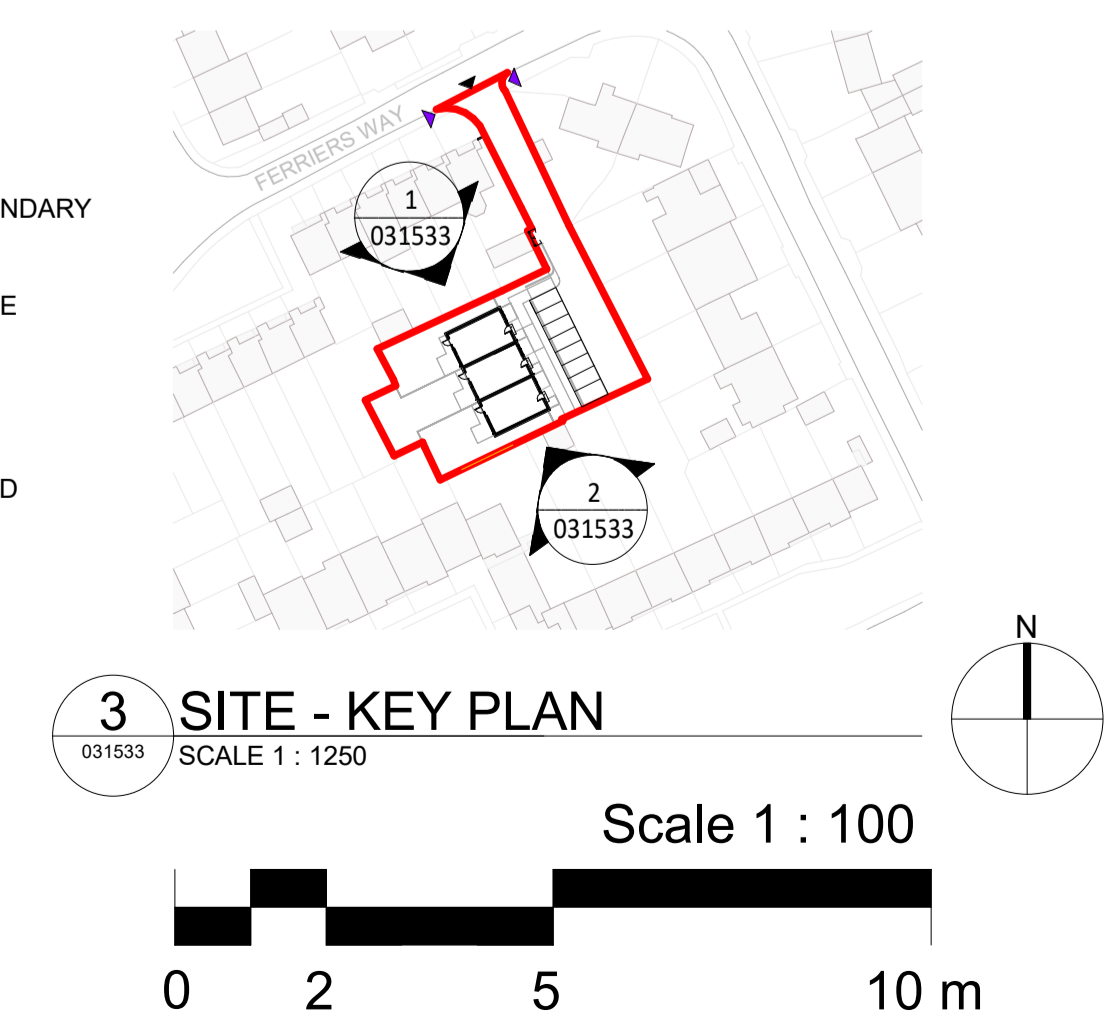


1 FERRIERS WAY - SITE ELEVATION NORTH - PROPOSED
031533 SCALE 1 : 100



2 FERRIERS WAY - SITE ELEVATION SOUTH - PROPOSED
031533 SCALE 1 : 100

- LEGEND**
- - - - - APPLICATION BOUNDARY
 - - - - - WALKWAY PROFILE
 - — — — — GROUND PROFILE
 - - - - - ASSUMED GROUND PROFILE



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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Project Title
RAVEN GARAGE SITES
BANSTEAD AND TADWORTH


Drawing Title
SITE WIDE
PROPOSED SITE ELEVATIONS
FERRIERS WAY

Scale	Designed	Drawn	Checked	Authorised
As indicated	MD	KR	MD	AD
Original Size	Date	Date	Date	Date
A1	18/08/2023	18/08/2023	18/08/2023	18/08/2023
Drawing Number	5213970-ATK-04-XX-DR-AR-031533			Revision
				P2

Agenda Item 8

Planning Committee
1st November 2023

Agenda Item: 8
22/02772/F

 <p>Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate</p>	TO:	PLANNING COMMITTEE
	DATE:	1st November 2023
	REPORT OF:	HEAD OF PLACES & PLANNING
	AUTHOR:	Michael Parker
	TELEPHONE:	01737 276339
	EMAIL:	Michael.parker@reigate-banstead.gov.uk
AGENDA ITEM:	8	WARD: <i>Earlswood And Whitebushes</i>

APPLICATION NUMBER:	22/02772/F	VALID:	06/01/2023
APPLICANT:	Natabi Properties Redhill Limited	AGENT:	Woolf Bond Planning
LOCATION:	F W MAYS HONDA 105 - 115 BRIGHTON ROAD REDHILL SURREY RH1 6PS		
DESCRIPTION:	Full planning application for the demolition of existing buildings and structures and the erection of a 38-unit retirement living scheme (use class c3) with car parking, access, and associated landscaping. As amended on 01/09/2023, 07/09/2023, 11/09/2023 and on 03/10/2023		
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

The site is located south of Redhill town centre within the Brighton Road, Redhill Local Centre, approximately 435m south of the Redhill Town Centre boundary and 835m from Redhill Railway Station. The site is located in the Brighton Road, Redhill Local Parade and within an Air Quality Management Area (No 12 dating from 2011). The site is adjoined on three sides by residential development. The land rises significantly to the west of the site with Garlands Road at a much high ground level. To the north is an existing flatted development, which includes retail units along its frontage. There are nearby bus stops going north towards Redhill and south towards Horley. National Cycle Route 21 runs along the Brighton Road between Horley and Redhill.

The site was previously in use as a Honda garage, with both sales and servicing available on site. There are two large buildings that sit towards the back of the site, one holds the workshop space, with the other holding the car showroom, offices and 3no. residential apartments. The site is now vacant. The site falls within the Urban area and part of the site also falls within the Brighton Road Local Centre.

This is a full application for the demolition of existing buildings and structures and the erection of a 38-unit retirement living scheme (use class c3) with car parking, access, and associated landscaping.

Agenda Item 8

Planning Committee
1st November 2023

Agenda Item: 8
22/02772/F

The development would comprise of 19 1-bed units and 19 2-bed units. The development is exclusive to the over 60's (noting that a partner can be over the age of 55) and is intended for the more independent older person with the apartments designed around a central core of communal facilities. The communal facilities include a residents' lounge, landscape gardens, refuse room and mobility scooter store. 11 of the units would have external balconies. 12 of the units would have Juliet balconies and 5 ground floor units would have outdoor space, which opens on to the communal space.

The scheme would not provide on-site affordable housing due to the specialist nature of the accommodation and following viability testing. The process has though demonstrated the potential for a contribution of £200,000 towards the off-site provision of affordable housing. This contribution will be secured by a S106 legal agreement.

In terms of design and scale it is acknowledged that the replacement development would be significant change from the existing built form. However, when the scale and form of the flatted scheme is compared to other flatted schemes in the area the scale and height is considered to be commensurate and acceptable.

Whilst significant in scale it is considered that the design and form of the eastern, streetscene elevation is sympathetic to the remaining historic Victorian housing to the south of the site by using appropriate roofing (slate) and elevational (red brickwork and render) materials and the use of gabled roofs and the use of well-proportioned sash style windows and brick detailing (such as gauged hack arches and brick quoins). The gable form, the varying ridge heights and breaking up of the front elevation in to separate elements results in a well-designed and proportioned street scene elevation which would not appear prominent in the street scene and appropriately reflects the more historic buildings within the street scene. Given the brownfield nature of the existing site where built form is right up to the rear of the site and the other flatted developments in the area, it is considered that the proposed depth and layout of the scheme is appropriate in this location and would not result in an overdevelopment of the site or have a detrimental impact on the character of the area.

Therefore, taking in to account the above the guidance of the NPPF to make efficient use of land and to give substantial weight to the development of brownfield sites it is considered that the impact on the character of the site and surrounding area would not be so harmful as to warrant refusal.

Taking in to account the proposed floor plans, the orientation of the proposed units, the level and type of communal facilities proposed and a condition to secure adequate ventilation and glazing to rooms (particularly those facing Brighton Road) it is considered that the proposal would provide a good standard for accommodation for the future occupants.

Whilst the proposal would result in a significant change in the relationship between the site and the neighbouring buildings, the proposal would not have an adverse impact upon existing neighbouring properties and would accord with the provisions

of DMP Policy DES1, DES8 and DES9. Potential noise disturbance from any proposed plant is proposed to be controlled by condition. As is the potential impact of the solar panels on the neighbours to the west from glare and reflection.

The proposed development proposes 24 parking spaces. This is below the minimum parking standards of 46 - shortfall of 22. However, planning policy and guidance is clear that these standards are a guide and provision can be below them if evidence indicates that the level of parking would not result in unacceptable levels of on street parking and in areas within or adjacent to town centres. In this case the under provision is considered justified due to the type of retirement living development proposed, which the submitted evidence indicates will likely result in the demand of 16 spaces, together with the sustainable location close to Redhill and all the amenities it enjoys. Therefore, the provision of 24 spaces would meet the demand and generation of the scheme plus allow extra capacity for visitors and potential healthcare visits and housekeeping/maintenance visits.

The scheme would be acceptable in all other regards subject to conditions.

Given the specific nature of this scheme, housing for older persons of 60 years plus, and the implication this has had on affordable housing provision and parking demand it is considered reasonable and necessary to include a clause in the S106 agreement which restricts the occupants to 60 years or over (with an allowance that a partner can be over the age of 55).

RECOMMENDATION

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

- (i) A contribution of £200,000.00 in-lieu of on-site affordable housing provision to go towards the provision of off-site affordable housing
- (ii) An age restriction for the occupation of the development to 60+ years old (with an allowance that a partner can be over the age of 55)
- (iii) The Council's legal costs in preparing the agreement

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

In the event that a satisfactorily completed obligation is not received by 1 May 2024 or such longer period as may be agreed, the Head of Places and Planning be authorised to refuse permission for the following reason:

1. The proposal fails to provide an agreed contribution towards affordable housing provision within the Borough of Reigate & Banstead and fails to adequately control the type of development (retirement living) and is therefore contrary to policy DES6 and DES7 of the Reigate and Banstead Development Management Plan 2019.

Agenda Item 8

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22/02772/F

Consultations:

Air Quality Officer: "I have no issues with the air quality assessment at this stage." Although made recommendation that building is moved further away from the A23 to reduce potential impact.

Environmental Protection Officer: recommends asbestos and contaminated land conditions.

Surrey County Council Highway Authority (CHA): The CHA 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.

Regulatory Support Services (RSS): The Council's Noise Consultants has considered the proposals and advised that the applicant has undertaken a suitable assessment and recommended appropriate mitigation. Conditions are recommended to secure implementation of appropriate window systems and plant.

Surrey County Council Minerals and Waste Planning Authority: no objection subject to the provision of adequate on-site waste facilities to deal with proposed use and a Waste Management plan condition.

Surrey County Council Lead Local Flood Authority (LLFA): Has reviewed the surface water drainage strategy for the proposed development and assessed it against the requirements of the NPPF, its accompanying PPG and the Non-Statutory Technical Standards for sustainable drainage systems.

The LLFA 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 the imposition of conditions requiring the submission of a detailed drainage scheme and a verification report.

Surrey Wildlife Trust: No objections raised following submission of additional information. Condition recommended in relation to Landscape and Ecological Management Plan.

Thames Water: No objection with regard to wastewater network and sewerage treatment works infrastructure capacity

Representations:

To date 8 representations have been received raising the following issues:

Issue	Response
Alternative location/ proposal preferred	Each case must be considered on its own merits. See paragraphs 6.2-6.11
Crime	See paragraph 6.59-6.60
Health fears	See paragraph 6.34-6.35 and 6.60
Inadequate parking	See paragraph 6.37-6.44
Inconvenience during construction	See paragraph 6.35
Increase in traffic and congestion	See paragraph 6.37-6.44
Loss of private view	Loss of a private view is not a material planning consideration
Loss of commercial space	See paragraph 6.2-6.11
No need for the development	See paragraph 6.2-6.11
Noise & disturbance	See paragraph 6.34
Overbearing relationship	See paragraph 6.28-6.36
Overdevelopment	See 6.12-6.27
Overlooking and loss of privacy	See paragraph 6.28-6.36
Overshadowing	See paragraph 6.28-6.36
Poor design	See paragraph 6.12-6.27
Property devalue	Property devalue is not a material planning consideration

1.0 Site and Character Appraisal

- 1.1 The site is located south of Redhill town centre within the Brighton Road, Redhill Local Centre, approximately 435m south of the Redhill Town Centre boundary and 835m from Redhill Railway Station. The site is located in the Brighton Road, Redhill Local Parade and in an Air Quality Management Area (No 12 dating from 2011). The site is adjoined on three sides by residential development. The land rises significantly to the west of the site with Garlands Road at a much high ground level. To the north is an existing flatted development, which includes retail units along its frontage. There are nearby bus stops going north towards Redhill and south towards Horley. National Cycle Route 21 runs along the Brighton Road between Horley and Redhill.
- 1.2 The site was previously in use as a Honda garage, with both sales and servicing available on site. There are two large buildings that sit towards the back of the site, one holds the workshop space, with the other holding the car showroom, offices and 3no. residential apartments. The site is now vacant.

Agenda Item 8

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2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: pre-application advice was provided under ref. PAM/22/00113 for 41 retirement living flats.
- 2.2 Improvements secured during the course of the application: reduction from 39 to 38 residential units and changes to design including reduction in height of front building, change in design and form of front building, removal of balconies and updated landscaping scheme. Additional highway, ecology and viability (for affordable housing assessment) information.
- 2.3 Further improvements could be secured: Conditions will be applied regarding levels, materials, contamination, tree protection, ecology, drainage, parking and highways, electric charging, water/energy efficiency and measures to protect the amenity of neighbouring and future occupants.

3.0 Relevant Planning and Enforcement History

- | | | | |
|-----|--------------|--|------------------------------|
| 3.1 | 03/02524/CLE | Certificate of lawfulness for the sale of new and used motor vehicles, the repair and services of motor vehicles, the sale of spare parts and accessories and uses ancillary to these. | Withdrawn Fri 17
Dec 2004 |
|-----|--------------|--|------------------------------|

4.0 Proposal and Design Approach

- 4.1 This is a full application for the demolition of existing buildings and structures and the erection of a 38-unit retirement living scheme (use class c3) with car parking, access, and associated landscaping.
- 4.2 The development would comprise of 19 1-bed units and 19 2-bed units. The development is exclusive to the over 60's (noting that a partner can be over the age of 55) and is intended for the more independent older person with the apartments designed around a central core of communal facilities. The communal facilities include a residents' lounge, landscape gardens, refuse room and mobility scooter store. 11 of the units would have external balconies. 12 of the units would have Juliet balconies and 5 ground floor units would have outdoor space, which opens on to the communal space.
- 4.3 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:
Assessment;
Involvement;
Evaluation; and

Design.

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

Assessment	The DAS includes at Section 1.0 and 2.0 details of site history & demographics, the site, transportation links, walking and cycling and Site analysis.
Involvement	In addition to the pre-application process an online public exhibition took place on 3 November 2022, with follow up one-to-one meetings with residents. Feedback from this public process is set out in the Statement of Community Involvement that accompanies this application.
Evaluation	Section 5.0 details the scheme's response to local contact and character design guide. Section 6 considers the impact on daylight and sunlight.
Design	Sections 7 to 13 provide details of the proposal. Section 14 sets out details of amendments made to the scheme post submission

4.5 Further details of the development are as follows:

Site area	0.29ha
Existing use	Former Honda car dealership - sales and servicing and 3 residential units
Proposed use	Retirement living scheme (Use Class C3)
Existing parking spaces	23
Proposed parking spaces	24
Parking standard	46 (38 for flats and 8 visitor)
Number of affordable units	0
Net increase in dwellings	35
Net retail floorspace	-1363 square metres
Existing site density	N/A
Proposed site density	131 dph
Density in surrounding area	156 dph (Sycamore Court, Greyhound Court, The Ivies) 152 dph (Bakers court, Archers Court)

5.0 Policy Context

5.1 Designation

Agenda Item 8

Planning Committee
1st November 2023

Agenda Item: 8
22/02772/F

Local Centre Boundary
Urban Area
Parking Score 8 (medium)
Air Quality Management Area - no. 12 dating from 2011

5.2 Reigate and Banstead Core Strategy (CS)

CS1 (Sustainable Development)
CS4 (Valued townscapes and the historic environment)
CS5 (Valued People/Economic Development),
CS7 (Town/Local Centres),
CS10 (Sustainable Development),
CS11 (Sustainable Construction),
CS12 (Infrastructure delivery)
CS14 (Housing Needs)
CS17 (Travel Options and accessibility)

5.3 Reigate and Banstead Development Management Plan 2019 (DMP)

EMP4 (Safeguarding employment land and premises)
EMP5 (Local Skills and Training opportunities)
RET3 (Local Centres)
DES1 (Design of new development)
DES4 (Housing mix)
DES5 (Delivering high quality homes)
DES6 (Affordable Housing)
DES7 (Specialist Accommodation)
DES8 (Construction Management)
DES9 (Pollution and contamination land)
OSR2 (Open space in new developments)
TAP1 (Access, Parking and Servicing)
CCF1 (Climate Change Mitigation)
CCF2 (Flood Risk)
INF3 (Electronic communication networks)
NHE2 (Protecting and Enhancing Biodiversity)
NHE3 (Protecting trees, woodland areas and natural habitats)
INF2 (Community facilities)
INF3 (Electronic communication networks)

5.4 Other Material Considerations

National Planning Policy Framework
2023 (NPPF)

National Planning Practice Guidance
(NPPG)

Supplementary Planning
Guidance/Documents

Surrey Design
Local Character and Distinctiveness
Design Guide SPD 2021
Climate Change and Sustainable

Construction SPD 2021
Vehicle and Cycle Parking
Guidance 2018
Affordable Housing
Human Rights Act 1998
Community Infrastructure Levy
Regulations 2010

Other

6.0 **Assessment**

6.1 The main issues to consider are:

- Loss of existing use and principle of residential use
- Design appraisal
- Housing Mix, Affordable Housing and Standard of Accommodation
- Neighbour amenity
- Highway matters
- Flooding and surface water drainage matters
- Contamination
- Trees and Ecology
- Energy, Sustainability and Broadband
- Crime
- Employment and skills training
- Community Infrastructure Levy
- Material considerations put forward by applicant

Loss of existing use and principle of residential use

6.2 The site is within a Local Centre and lawful use of the site is an employment use. Therefore, the potential loss of both retail and employment use require consideration.

6.3 The proposed accommodation for older people development scheme will replace the vacant garage and therefore there will be a loss of what could generally be termed a retail use at the Local Centre. Para 1.2.10 from the DMP states that: "Local centres provide an important function, serving the local needs of communities, and providing shops, services and facilities that are easily accessible and reduce the need to travel."

6.4 However Policy RET3: Local Centres of the DMP relate to previous use classes A1-A4 and D1/2, and the current use class of the automobile dealership would be under Sui Generis and therefore not fall under the requirements for criteria 1 and 2 from Policy RET3. It is still important to consider the importance of the Local Centre and the functions it provides to the local communities, but overall the loss of retail in this case is not considered to undermine the policy given the long term vacancy of the site.

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- 6.5 DMP Policy EMP4: Safeguarding employment land and premises states the following:
“Development of existing employment land and premises must comply with the following criteria:
1. The loss of employment land and premises will only be permitted if:
a. it can be clearly demonstrated that there is no reasonable prospect of (or demand for) the retention or redevelopment of the site for employment use (see Annex 3 for information on what will be required to demonstrate this); or
b. the loss of employment floorspace is necessary to enable a demonstrable improvement in the quality and suitability of employment accommodation; or
c. the proposal would provide a public benefit which would outweigh the loss of the employment floorspace.
2. Where loss is justified under (1) above, proposals for non-employment uses will only be permitted if they would not adversely affect the efficient operation or economic function of other employment uses or businesses in the locality.”
- 6.6 Within para 1.1.15 it goes onto state that:
“Policy EMP4 recognises the importance of safeguarding viable employment land and premises, whilst also recognising the requirements of national policy that such land and premises should only be protected if there is a reasonable prospect of employment use”
- 6.7 The policy is clear to recognise the importance of employment land and that evidence should be provided by the applicant to demonstrate that there is no demand for retention, or redevelopment of the site for employment purposes.
- 6.8 The applicant has provided a marketing report produced by APC detailing the marketing information for the site. It is considered that the information provided in the report is appropriate and meets the requirements of Annex 3 ‘Marketing requirements’ of the DMP. The marketing report demonstrates that the loss of the automobile dealership will not have an adverse impact due to the changing market and that there is no reasonable prospect of the retention of the site for the same use. The report also states that alternative uses for the site did not accumulate strong interest. The proposal for the site is not considered to cause an adverse effect on the economic function of employment uses locally, this is because of the nature of the site with many of the surroundings in residential use. For these reasons the application is considered to comply with DMP Policy EMP4.
- 6.9 Given that the scheme is considered to comply with both policy RET3 and EMP4 the redevelopment of the site for a residential use, in this case retirement living, is considered acceptable.
- 6.10 Policy DES7 supports schemes which provide accommodation for older people provided the proposals are easily accessible to shops, public transport, community facilities and services appropriate to the needs of the intended occupiers. As demonstrated in the Transport Statement the site is relatively accessible to shops and public transport and other services so the proposal is considered appropriate for such a use.

- 6.11 It should also be noted that the site is previously developed land and that both the Council's Development Plan and the NPPF promote the efficient use of the urban area. The NPPF at paragraph 120 c) states that planning policies and decisions should; "give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land".

Design appraisal

- 6.12 DMP Policy DES1 relates to the Design of New Development and requires new development to be of a high-quality design that makes a positive contribution to the character and appearance of its surroundings. New development should promote and reinforce local distinctiveness and should respect the character of the surrounding area. The policy states that new development will be expected to use high quality materials, landscaping and building detailing and have due regard to the layout, density, plot sizes, building siting, scale, massing, height, and roofscapes of the surrounding area, the relationship to neighbouring buildings, and important views into and out of the site.
- 6.13 It is acknowledged that the replacement development would be significant change from the existing built form. The built form would be moved much further forward in the site so that the bulk of the development is closer to Brighton Road and therefore would appear more prominent in the streetscene when compared to the existing dealership, which currently has a large forecourt. However, when the scale and form of the flatted scheme is compared to other flatted schemes in the area the scale and height is considered to be commensurate. Such as the Bakers/Archers Court to the north of the site. As well as examples of larger three, four and five storey buildings such as the YMCA building to the east the recently approved application at the Brook Road garage site (ref. 19/00210/OUT) to the east and Furness and Forum House further to the north of the site.
- 6.14 The east, street scene, elevation would be the most prominent elevation. Whilst significant in scale it is considered that the design and form is sympathetic to the remaining historic Victorian housing to the south of the site by using appropriate roofing (slate) and elevational (red brickwork and render) materials and the use of gabled roofs and the use of well-proportioned sash style windows and brick detailing (such as gauged hack arches and brick quoins). Whilst this is a flatted scheme the front elevation has also been designed so that it appears as a terrace row with access doors to the ground floor and the stepping down of the ridges, which helps to break up the front elevation. The flat roof elements are also hidden well behind the front pitched roofs. The north-eastern corner of the flatter building also turns the corner next to the entrance to help retain an active frontage. The southern end has been stepped down in height so that it is commensurate with the two-storey height of the properties immediately to the south and the northern elements, whilst three storey in height do step down so that the

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building matches the three storey height of the building immediately to the north (Archers Court). The result in my view is a well-designed and proportioned street scene elevation which would not appear prominent in the street scene and appropriately reflects the more historic buildings within the street scene.

- 6.15 The rear element of the scheme is significant in scale and depth and car parking is proposed right up to the rear of the site. However, given the brownfield nature of the existing site where built form is right up to the rear of the site and the other flatted developments in the area, it is considered that the proposed depth and layout of the scheme is appropriate in this location and would not result in an overdevelopment of the site or have a detrimental impact on the character of the area.
- 6.16 Therefore, taking in to account the above the guidance of the NPPF to make efficient use of land and to give substantial weight to the development of brownfield sites it is considered that the impact on the character of the site and surrounding area would not be so harmful as to warrant refusal.
- 6.17 Conditions are recommended to secure further details of the proposed materials and to secure the elevation and fenestration details.

Housing Mix, Affordable Housing and Standard of Accommodation

- 6.18 The submitted plans shows a total of 38 flats with a mix of 19 x 1 bed and 19 x 2 bed.
- 6.19 For Local Centre applications Policy DES4 requires that on “on all schemes, at least half of all homes [market homes] provided should be one and two bedroom homes.” Further on scheme of 20 or more homes at least 10% of homes must have three or more bedrooms. This mix accords with the first requirement of DMP Policy DES4 however would not comply with the second part. However, given the nature of the proposal which is specifically for retirement living where occupants are downsizing it is considered that this would not be a reason to refuse the application.
- 6.20 In terms of affordable housing the application does not provide any on site affordable housing. The applicant’s initial case was that the original scheme of 39 units was unable to provide any on-site units or contribution towards off site provision due to viability. This was primarily said to be down to current high build costs, the specialist nature of the product which provide for communal facilities which are not common in market schemes, and also the brownfield nature of the site which have additional costs compared to green field sites.
- 6.21 This position was tested by Council appointed consultants, Dixon Searle Partnership (DSP). DSP concluded that with a lower benchmark land value (BLV) being applied to the assessment there was a surplus of £418,207 which could go towards an off-site contribution. The Council’s Housing

Officer was satisfied with this position given the retirement living product and the applicant had also agreed to pay this amount.

- 6.22 However following the amendment of the scheme to 38 units and the continued rise in built costs the applicant has reduced their offer to £200,000. This offer, when taking in to account all the viability information submitted, is considered to be reasonable by both Planning Officers and the Housing Officer. Particularly as the 38 units scheme is much improved from the 39 unit scheme. Given the specific nature of the development for retirement living and the impact this has on viability it is considered reasonable to include a clause in the S106 legal agreement which ensures that the scheme is only occupied by people 60 years old of over (with an allowance for the partner to be 55 or older).
- 6.23 Policy DES5 requires that all new residential development must provide high quality adaptable accommodation and provide good living conditions for future occupants. New accommodation must meet the relevant nationally prescribed internal space standard for each individual unit unless the council considers that an exception should be made. Sufficient space must be included for storage, clothes drying and the provision of waste and recycling bins in the home. Adequate outdoor amenity space including balconies and terraces and /or communal outdoor space should be provided.
- 6.24 The drawings submitted illustrate that each flat proposed would accord with the appropriate space standard and each unit is provided with sufficient storage space. Private outdoor amenity space is provided for 16 of the 38 units (11 of the units would have external balconies and 5 ground floor units would have outdoor space, which opens on to the communal space). Of the remaining 22 units twelve of the units would have Juliet balconies. Meaning that only 10 of the units would have no form of balcony or outdoor space. However, all units would have access to the indoor and outdoor communal garden which would provide good quality space for the future occupants. The majority of the flats would be single aspect only, however they would all have adequate outlook and the windows would provide adequate light throughout the flats. The proposals would therefore comply with the requirements of DMP Policy DES5.
- 6.25 The site is located adjacent to a busy road and close to other commercial uses. No objection has been raised by the Council's air quality officer. The Council's Environmental Health Consultants have therefore recommended a condition to secure further details and implementation of noise and ventilation measures for the flats prior to first occupation.
- 6.26 To prevent unacceptable light levels to both the future occupants and neighbouring properties a condition is recommended to secure further details of any external lighting prior to installation, which is necessary because the submitted lighting scheme relates to the originally submitted scheme.
- 6.27 Policy DES7 requires that on sites of 5 or more homes, at least 20% of homes should meet the Building Regulations requirements for 'accessible

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and adaptable dwellings and on sites of 25 or more homes, at least 4% of homes should be designed to be adaptable for wheelchair users in accordance with the Building Regulations requirements for 'wheelchair user dwellings'. A condition is recommended to secure further details of this prior to occupation.

Neighbour amenity

- 6.28 In addition to the comments noted above DMP Policy DES1 also requires new development to provide an appropriate environment for future occupants whilst not adversely impacting upon the amenity of occupants of existing nearby buildings, including by way of overbearing, obtrusiveness, overshadowing, overlooking and loss of privacy.
- 6.29 To the east of the site is residential properties. Due to the distance away from the proposed development, on the other side of the A23, it is not considered that there would be an adverse impact on the occupants of this building.
- 6.30 The property directly to the north of the site appears to be currently vacant but was last in commercial use. Therefore, whilst the proposed building would be significantly closer to this building and deeper than the existing property due to the use of the building it is not considered that there would be an adverse impact to occupants of this building.
- 6.31 The site directly to the south of the site, 117 Brighton Road, is a two-storey semi-detached dwelling. There are north facing windows however by looking at the plans for a recent certificate application the existing windows are either secondary windows or serve non-habitable rooms (ground floor serve a larder and kitchen, first floor serves a windows). The closest element of the proposed building would extend beyond the rear elevation of this property by some way however given that the existing dealership building runs along the northern boundary of no.117 it is considered that the proposed development would still result in an improvement to the current relationship. No side facing windows are proposed other than landing windows. Therefore, no concern is raised with regard to loss of light, overbearing impact and loss of privacy.
- 6.32 In terms of the impact to properties to the west of the site, the proposal backs on to rear gardens for modest two storey dwellings nos. 125-157 Garlands Road. These properties are, to a varying degree, at a higher ground level than the application site. Therefore, the relationship between the rear of these dwellings and the proposed building is more like a back-to-back relationship between these two storey dwellings and a 1/1.5 storey to 2 storey dwelling rather than the full three storey height of the building. Taking in to account this relationship and the separation distances which are a minimum of 17.2m if you measure to the nearest rear elements (which are mainly non habitable elements) and minimum of 23m to the main rear elevations, and the fact that the building is to the east, it is considered that the relationship would not result in an unacceptable overbearing impact, loss of light or loss of privacy.

- 6.33 To the north of the site are Archers Court and Bakers Court. These blocks run north to south so that the outlook for the occupants of these flats is east and west. The scale of the proposed building combined with the higher ground level of the application site will inevitably result in a significant change in the relationship between the two sites. However due to the perpendicular relationship and the separation distance it is considered that the level of overlooking from the proposed north facing flats would not be such that it would result in an unacceptable level of overlooking or result in an unacceptable overbearing impact. From the submitted plans it is clear that the proposed building would not breach the 45-degree rule when taken from the nearest windows indicating that there would not be an unacceptable loss of light to these flats.
- 6.34 In terms of noise and disturbance from the development it is considered that the proposed residential use would have a lower impact than the existing lawful use of a car dealership with all the associated noise that resulted from such a use. Given that the site surrounds residential properties on all sides a residential use, which is for retirement living, is considered a suitable use that works well with the neighbouring land uses. The Council's noise consultants Regulatory Support Services (RSS) has consider the proposal and has raised no objection subject to a condition to secure information regarding any external plant and potential noise impacts.
- 6.35 The site is located within close proximity of a number of residential properties. It is therefore inevitable that there will be some disruption created by the development however this is not a reason to refuse the application. To reduce the impact on neighbouring residents were the application to be approved a condition is recommended to secure the submission of a Construction Management Statement which addresses matters such as working hours and potential disruption from noise and pollution.
- 6.36 In conclusion, whilst the proposal would result in a significant change in the relationship between the site and the neighbouring buildings, the proposal would not have an adverse impact upon existing neighbouring properties and would accord with the provisions of DMP Policy DES1, DES8 and DES9.

Highway matters

- 6.37 Policy TAP1 of the Development Management Plan 2019 requires new development to demonstrate that it would not adversely affect highways safety or the free flow of traffic, that it would provide sufficient off-street parking in accordance with published standards and that it would constitute development in a sustainable location.
- 6.38 In terms of the access Surrey County Council County Highways Authority (CHA) has raised no objection to the proposed access. The existing site access from Brighton Road at the north-eastern corner of the site would be retained and widened to serve the development for cars and delivery vans. The widened access would be satisfactory to serve two-way car movements

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at the site. The other three dropped kerb accesses would be closed with kerbs and footway reinstated. To enable the widened access, it is proposed to move the existing on street parking bays further south. There would be no loss of the amount of on street parking. Again, the CHA has not objected to this subject to a condition ensuring that the relocation is implemented. The widening of the access and change to parking restrictions also enables a refuse truck to pull up adjacent to the access to collect refuse and recycling. At a minimum of 3.7metres wide, with give way points at either end, the access would be more than adequate to accommodate likely vehicles to the site (cars and vans for deliveries) and the car park allows adequate turning space. In terms of likely traffic generation, the Transport Statement demonstrates that there would be a net reduction of traffic compared to the existing dealership use. Therefore, the proposal is considered acceptable with regard to highway safety and capacity. The CHA has recommended conditions to secure a Construction Transport Management Plan prior to commencement to ensure highway safety during the construction phase.

- 6.39 In terms of parking Policy TAP1 of the DMP states that all types of development should include car parking and cycle storage for residential and non-residential development in accordance with adopted local standards (see Annex 4) unless satisfactory evidence is provided to demonstrate that non-compliance would not result in unacceptable harm. Such evidence could include on-street parking surveys, evidence of parking demand, and/ or further information on accessibility. Development should not result in unacceptable levels of on-street parking demand in existing or new streets. Annex 4, under the Residential Standards Section p.174, does state that “The standards are provided as a guide and they may be varied at the discretion of the Council to take into account specific local circumstances” and that “A lower amount of parking may be appropriate in areas within, or adjacent to town centres.”
- 6.40 The proposed development includes 24 spaces, including 2 disabled bays. Whilst the number of disabled spaces meets the standards (5%) as set out above this is well short of the minimum parking standards for a standard C3 residential scheme with the required parking spaces being 46 spaces (38 spaces for the units and 8 visitor spaces).
- 6.41 The Transport Statement has addressed this shortfall by analysing the likely car demand for a housing scheme of this nature, which is different to general market C3 housing.
- 6.42 The Transport Statement advises that:
“Residents of age-restricted dwellings for retirement living have different daily routines and levels of mobility compared to normal residential development. Generally they do not have the same levels of car ownership and use and therefore parking demand is typically less than for normal residential. The site location near Redhill town centre with good accessibility by foot, cycle and public transport to a range of facilities means that residents would not need to own car on site.”

Analysis of the parking accumulation at the TRICS surveyed retirement flats sites in similar locations has been used to determine the potential maximum car parking requirement for the proposed development. The individual site data and resulting analysis is provided at Appendix 11 [Of the Transport Statement]. This confirms an average maximum parking demand rate of 0.401 spaces per residential unit which based on the proposed 39 units equates to some 16 cars.”

- 6.43 On this basis the proposed 24 spaces would meet the likely parking demand of 16 cars, providing 8 spaces for visitors and occasional healthcare and housekeeping/maintenance staff. Indicating that there is unlikely to be overspill on to the surrounding roads from this development. The CHA has raised no concerns with the evidence provided by the applicant or raised any objection to the level of off-street parking proposed. On this basis, when considering the type of occupancy and the sustainable location, no objections are raised with regards to the under provision of parking on the site. Conditions are recommended to secure the provision of the agreed car parking. Given the justification for the under provision of parking is related to the retirement living product of the scheme it is considered reasonable and necessary to include a clause in the S106 legal agreement which ensures that the scheme is only occupied by people 60 years old or over (with an allowance for the partner to be 55 or older). Conditions are also recommended to secure adequate cycle and mobility scooter parking and electric car charging points within the site.
- 6.44 In terms of refuse a bin store is proposed on the lower ground floor which would be approximately 10m from the edge of the highway, which is close to the Council's 9m guidance. As set out above the refuse truck would have space to pull in at the access point to enable cars to pass on the main road. Such a servicing arrangement is like many other properties along Brighton Road. A condition is recommended to secure the installation of the refuse area prior to occupation.

Flooding and Surface Water Drainage matters

- 6.45 The site is not located within flood zone 2 and 3. As such no concern is raised with regard to fluvial flooding. The sewage capacity for the site would be assessed at building control stage, no objection has been raised by Thames Water in this regard.
- 6.46 With regard to surface water drainage in support of the application, a Surface and Foul Water Drainage Strategy has been submitted and has been assessed by Surrey County Council Sustainable Drainage team as the Local Lead Flood Authority (LLFA) against the requirements of the NPPF, its accompanying PPG and the Non-Statutory Technical Standards for sustainable drainage systems. 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 the imposition of conditions requiring the submission of a detailed drainage scheme and a verification report.

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Contamination

- 6.47 The Council's Environmental Protection Officer has identified the potential for ground contamination and asbestos to be present on and/or in close proximity to the application site. Therefore, a number of conditions are recommended to mitigate against any potential harm.

Trees and Ecology

- 6.48 The site does not have any significant trees within the site. The submitted Arboricultural Impact Assessment (AIA) identifies one C grade tree which is recommended to be removed. The report concludes that the loss of the tree will not impact on the wider public amenity and that suitable replacement planting would more than compensate for its loss. The report advises that all third party trees are located far enough away so as not to be impacted by the development and therefore no tree protection measures are recommended.

- 6.49 The Council's Tree Officer has assessed the submitted information and advised as follows:

"The proposed plan is accompanied with a Tree Constraints Plan and an Arboricultural Impact Assessment (AIA), in accordance with the British Standard BS5837: 2012. There are no Tree Preservation Orders (TPOs) on the site, and it is not located in a Conservation Area.

There are not trees on the site, and the affection in trees in neighbours properties will be minimal. Due the lack of trees in the area, it will be really positive is some trees are planted as their plan proposed (although there is not details about the tree planting).

In light of the above, I do not have objections to the proposal development, there are not arboricultural concern, the tree to be remove is in poor conditions with low value, being the removal of one tree is considered reasonable by the British Standard BS5837:2012."

- 6.50 Based on the tree officer's comments, subject to a landscaping condition, no objection is raised with regard to impact on trees.

- 6.51 Given the urban location of the site and the built nature of the site it is considered unlikely that there is potential for the proposal to impact on protected species however to make sure this is the case the applicant has undertaken a Biodiversity Impact Assessment (BIA, written by ACJ Ecology, June 2022) and Preliminary Ecological Assessment (PEA, written by ACJ Ecology, May 2022). The PEA concludes that the habitats are of limited ecological value and that the likely impact on protected species is negligible. The BIA predicts that the proposal would result in a biodiversity net gain of +251.87% which would be a significant increase. The reports have been considered by Surrey Wildlife Trust (SWT).

- 6.52 Initially concern was raised that the further hazel dormouse survey had not been undertaken but following the submission of an Ecology Note (ACJ Ecology, March 2023), which has stated that there is no hazel dormouse habitat on the proposed development site and therefore it was an error to advise that further survey are required prior to determination, SWT has advised that “Based on the habitat(s) on the proposed development site this appears to be a suitable conclusion. No further comment, prior to determination”. As such officers are satisfied that the proposals will not impact on protected species or habitats. SWT has recommended a Landscape and Ecological Management Plan (LEMP) to help deliver the biodiversity net gain identified in the BIA report.
- 6.53 It is noted that a lighting plan was submitted with the application, which look in to account the potential impact on ecology. As above, this has not been updated following the change to the scheme and therefore needs to be updated to reflect the amended proposals. As such a condition is recommended to secure further details prior to the installation of any external lighting.

Energy, Sustainability and Broadband

- 6.54 DMP Policy CCF1 relates to climate change mitigation and requires new development to meet the national water efficiency standard of 110litres/person/day and to achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations.
- 6.55 The application includes an Energy Statement (by Energist). The report demonstrates that through the use of fabric first and demand reduction measures and renewable and low-carbon energy technologies, in this case a solar PV array, that the scheme would achieve a reduction in CO2 emissions of 19.43% over the TER. The report also sets out how the water consumption would be limited to 106 l/p/d by incorporating water saving measures and equipment, thereby meeting the requirement.
- 6.56 Following the recent changes to building regulations energy efficiency measures are now in excess of the 19% requirement. Therefore, it is not considered reasonable or necessary to include a condition requiring the 19% improvement. The water efficiency measures are still however required. In the event that planning permission is to be granted, a condition would be imposed to secure the implementation of the proposed water efficiency measures in order to comply with this element of DMP Policy CCF1.
- 6.57 The Surrey County Council Minerals and Waste Planning Authority has raised no objection subject to Council being satisfied that adequate waste storage and recycling is provided and the submission of a waste management plan to make sure as much of the material is re-used and recycled as possible. It is considered that the waste storage provision shown on site would be adequate. A condition is recommended in line with the recommendation.

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- 6.58 A condition is also recommended to ensure that each dwelling is fitted with access to fast broadband services in accordance with policy INF3 of the DMP. As above a condition is also recommended to secure the implementation of electric car charging points throughout the site.

Crime

- 6.59 Policy DES1 requires that: “Creates a safe environment, incorporating measures to reduce opportunities for crime and maximising opportunities for natural surveillance of public places. Developments should incorporate measures and principles recommended by Secured by Design.”
- 6.60 The submitted DAS advises that overall the scheme follows the principles of ‘Secure by design’ including lighting, secure cycle and bin storage, CCTV, access controls and use of doors and windows that meet specification. A condition is recommended to secure further details of the measures to be implemented to ensure it meets the Secure by Design standards.

Employment and skills training

- 6.61 Policy EMP5 states that “Requirements for employment and skills training in new development will be secured by means of condition or Section 106 agreements for new residential developments of 25 homes or more and for non-residential development in excess of 1,000sqm size (gross). The Council will seek to secure a minimum of 20% of the total jobs created by the construction of the new development for local residents or apprenticeships. Opportunities for training and placement schemes targeted at local residents in respect of any jobs created through the end use of any non-residential development will also be explored.”
- 6.62 As the proposal is for over 25 dwellings were the application to be approved the requirements would be secured for appropriate employment and skills training through a suitably worded condition.

Community Infrastructure Levy (CIL)

- 6.63 The Community Infrastructure Levy (CIL) is a fixed charge which the Council will be collecting from some new developments from 1 April 2016. It will raise money to help pay for a wide range of infrastructure including schools, road, public transport and community facilities which are needed to support new development. This development would be CIL liable and the exact amount would be determined and collected after the grant of any planning permission.
- 6.64 In terms of other contributions and planning obligations, The Community Infrastructure Levy (CIL) Regulations were introduced in April 2010 which state that it is unlawful to take a planning obligation into account unless its requirements are (i) relevant to planning; (ii) necessary to make the proposed development acceptable in planning terms; and (iii) directly related to the proposed development. As such only contributions, works or other obligations

that are directly required as a consequence of development can be requested and such requests must be fully justified with evidence. In this case an affordable housing contribution and an age restriction clause is required in line with the details set out in the report. No other contributions or requirements have been requested or identified by consultees. Accordingly, any request for an infrastructure contribution would be contrary to CIL Regulation 122.

Material considerations put forward by applicant

- 6.65 The applicant has put forward a number of benefits of the scheme which include:
1. Optimum re-use of previously developed land
 2. Meeting an identified need for accommodation for older people
 3. Meeting general housing needs
 4. Health and well-being benefits
 5. Economic development and employment
 6. Environmental benefits
- 6.66 It is accepted that these are relevant material considerations in any balancing exercise which would weight in favour of the application, particularly the redevelopment of brownfield land.

CONDITIONS

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

Plan Type	Reference	Version	Date Received
Site Layout Plan	LG 01	A	18.07.2023
Elevation Plan	PL 107	C	18.07.2023
Elevation Plan	PL 106	D	18.07.2023
Elevation Plan	PL 105	E	18.07.2023
Roof Plan	PL 104	G	18.07.2023
Floor Plan	PL 103	E	18.07.2023
Floor Plan	PL 102	D	18.07.2023
Floor Plan	PL 101	D	18.07.2023
Site Layout Plan	PL 100	H	01.09.2023
Section Plan	PL 117		03.10.2023
Site Layout Plan	PL 100	J	11.09.2023
Site Layout Plan	3470.02		16.12.2022
Location Plan	LP 01	A	16.12.2022

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.

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

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

3. The development shall be carried out in accordance with the levels details contained within the approved plans.

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

4. No development shall commence until a Construction Management Statement, to include details of:

a) Prediction of potential impacts with regard to water, waste, noise and vibration, dust, emissions and odours. Where potential impacts are identified, mitigation measures should be identified to address these impacts.

b) Detailed Site logistics arrangements

c) Information about the measures that will be used to protect privacy and the amenity of surrounding sensitive uses; including provision of appropriate boundary protection.

d) Means of communication and liaison with neighbouring residents and businesses.

e) Hours of work.

Has been submitted to and improved 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 is managed in a safe and considerate manner to help mitigate potential impact on the amenity and safety of neighbours and to accord with policy DES8 of the Reigate and Banstead Development Management Plan 2019.

5. No development shall commence until an Employment and Skills Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall detail how the development will promote local training and employment opportunities during construction and include:

- Measures to ensure the developer and contractors work directly with local employment and training agencies;
- Targets for employment of local labour
- Targets for work experience and apprenticeships
- Measures for monitoring and reporting outcomes against the plan to the Local Planning Authority at appropriate intervals during the development.

The development shall be carried out in accordance with the approved plan unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure the development promotes local training and employment opportunities with regard to Policy CS5 of the Reigate & Banstead Core Strategy 2014 and Policy EMP5 of the Reigate & Banstead Development Management Plan 2019.

6. Prior to the commencement of the development a Waste Management Plan shall be submitted to and agreed in writing by the Local Planning Authority. The plan shall demonstrate how the waste generated during the demolition, excavation and construction phase of the development is limited to the minimum quantity necessary and opportunities for re-use and recycling of any waste generated are maximised. The development shall then be implemented in accordance with the approved Waste Management Plan.

Reason: To ensure that the development maximises opportunities for re-use and recycling of any waste generated in accordance with Policy 4 of the Surrey Waste Local Plan 2019.

7. Prior to commencement of above ground construction a detailed scheme of glazing and ventilation shall be submitted to and approved in writing by the Local Authority. The scheme shall include evidence of compliance such as manufacturers specification sheets and shall be based on the principles detailed in SLR noise impact assessment (Version 2 dated August 2022). All details as approved shall be retained and maintained for the duration of the use hereby approved.

Reason: In order to protect the amenities of the future occupants with regard to Reigate & Banstead Development Management Plan 2019 policy DES1, DES5 and DES9.

8. No externally located plant, machinery or equipment shall be operated until assessment of the cumulative acoustic impact arising from the operation of all externally located plant has been submitted to and approved in writing by the local planning authority. The assessment of the acoustic impact shall be undertaken in accordance with BS 4142: 2014 (or subsequent superseding equivalent) and shall include a scheme of attenuation measures to ensure the cumulative rating level of noise emitted from the proposed building services plant is 5 dBA less than background.

Reason: To protect the amenities of adjoining occupiers and the surrounding area (Policy CS10 Sustainable Development of RBBC Core Strategy (2014)) and Policy DES1 and DES9 of the Reigate and Banstead Development Management Plan 2019.

9. No solar panels are to be installed until full details of the proposed PV scheme has been submitted to and approved in writing by the Local Planning Authority. The details shall include details of the proposed location, design and number of panels to be installed and details of how the reflection and glare will be minimised to ensure that it does not cause unacceptable harm to the neighbouring properties to the west of the site.

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The scheme shall be implemented as approved and no subsequent alterations to the approved scheme are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: to ensure the development does cause unacceptable glare and reflection to the neighbouring properties to the west with regard to Reigate & Banstead Development Management Plan 2019 policy DES1 and DES9.

10. The developer must either submit evidence that the building was built post 2000 or provide an intrusive pre-demolition and refurbishment asbestos survey in accordance with HSG264 supported by an appropriate mitigation scheme to control risks to future occupiers should asbestos be present onsite.

The remedial mitigation scheme must be written by a suitably qualified person and shall be submitted to the LPA and must be approved in writing prior to commencement to the development. The scheme as submitted shall identify potential sources of asbestos contamination and detail removal or mitigation appropriate for the proposed end use. Detailed working methods are not required but the scheme of mitigation shall be independently verified to the satisfaction of the LPA prior to occupation. The development shall then be undertaken in accordance with the approved details.

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land before development commences and to make the land suitable for the development without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment with regard to the Reigate and Banstead Local Plan Development Management Plan 2019 and the NPPF.

11. Prior to commencement of development a written comprehensive environmental desktop study report (preliminary risk assessment) is required to identify and evaluate possible on and off site sources, pathways and receptors of contamination and enable the presentation of all plausible pollutant linkages in a preliminary conceptual site model. The study shall include relevant regulatory consultations such as with the Contaminated Land Officer and be submitted to the Local Planning Authority and is subject to the approval in writing of the Local Planning Authority and any additional requirements that it may specify. The report shall be prepared in accordance with the Environment Agency's Land Contamination: Risk Management Guidance (2020) and British Standard BS 10175.

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to the Reigate and Banstead Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

12. Prior to commencement of development, in follow-up to the environmental desktop study (preliminary assessment), a contaminated land site investigation proposal, detailing the extent and methodologies of sampling, analyses and proposed assessment criteria required to enable the characterisation of the plausible pollutant linkages identified in the preliminary conceptual model, shall be submitted to the Local Planning Authority. This is subject to the written approval in writing of the Local Planning Authority, and any additional requirements that it may specify, prior to any site investigation being commenced on site. Following approval, the Local Planning Authority shall be given a minimum of two weeks written notice of the commencement of site investigation works. Please note this means a proposal is required to be submitted and approved prior to actually undertaking a Site Investigation.

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard the Reigate and Banstead Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

13. Prior to commencement of the development, a contaminated land site investigation and risk assessment, undertaken in accordance with the site investigation proposal as approved that determines the extent and nature of contamination on site and is reported in accordance with the standards of DEFRA's and the Environment Agency's Land Contamination: Risk Management Guidance (2020) and British Standard BS 10175, shall be submitted to the Local Planning Authority and is subject to the approval in writing of the Local Planning Authority and any additional requirements that it may specify. If applicable, ground gas risk assessments should be completed inline with CIRIA C665 guidance.

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard the Reigate and Banstead Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

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

B) Prior to occupation, a remediation validation report for the site shall be submitted to the Local Planning Authority in writing. The report shall detail evidence of the remediation, the effectiveness of the remediation carried out and the results of post remediation works, in accordance with the approved

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remediation method statement and any addenda thereto, so as to enable future interested parties, including regulators, to have a single record of the remediation undertaken at the site. Should specific ground gas mitigation measures be required to be incorporated into a development the testing and verification of such systems should have regard to CIRIA C735 guidance document entitled 'Good practice on the testing and verification of protection systems for buildings against hazardous ground gases' and British Standard BS 8285 Code of practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings.

Reason: To demonstrate remedial works are appropriate and demonstrate the effectiveness of remediation works so that the proposed development will not cause harm to human health or pollution of controlled waters with regard to the Reigate and Banstead Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

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

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

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to the Reigate and Banstead Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

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 (+ 40% 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 1.2 l/s.
 - 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 or 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 in accordance with policy CCF2 of the Reigate and Banstead Borough Council Development Management Plan 2019.

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 SuD and the implemented drainage design does not increase flood risk on or off site in accordance with policy CCF2 of the Reigate and Banstead Borough Council Development Management Plan 2019.

18. No development above slab level shall take place until details setting out how the applicant will ensure that:
- a) at least 20% of the homes meet the Building Regulations requirements for 'accessible and adaptable dwellings'; and
 - b) at least 4% of homes are designed to be adaptable for wheelchair users in accordance with the Building Regulations requirements for 'wheelchair user dwellings'
- have been submitted to and agreed in writing by the Local Planning Authority. The development shall be implemented in accordance with the agreed details.

Reason: In order that the scheme provides accessible housing in accordance with Reigate and Banstead Development Management Plan 2019 policy DES7.

19. Notwithstanding the approved plans no development shall take place above slab level until written details of:
- a) the materials to be used in the construction of the external surfaces;

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- b) the fenestration including material and type of opening (note the Council expects the sash windows to be vertically sliding and for the windows to be set back behind the reveal); and
- c) finalised brick detailing (the expectation is that the brick arches are gauged in accordance with the submitted plans)
- d) finalised details of boundary treatments (including retaining walls) and any other means of enclosure within the site have been submitted to and approved in writing by the Local Planning Authority, and on development shall be carried out in accordance with the approved details.

Reason: To ensure that a satisfactory external appearance is achieved of the development with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

20. Notwithstanding the approved plans no external lighting shall be installed on the building hereby approved or within the site until an external lighting scheme, which shall include indication of the location, height, direction, angle and cowling of lights, and the strength of illumination, accompanied by a light coverage diagram, and details of how it meets guidance in relation to impact on bats, has been submitted to and agreed in writing by the local planning authority.

The external lighting shall be implemented in accordance with the approved scheme and be retained thereafter and maintained in accordance with the manufacturer's instructions.

Reason: To protect the visual amenity of the area and neighbouring residential amenities, and ecology with regard to Reigate and Banstead Core Strategy 2014 Policy CS10 and policy DES9, NHE2 of the Reigate and Banstead Development Management Plan 2019.

21. No development shall commence until a Landscape and Ecological Management Plan (LEMP) has been submitted to and approved in writing by the Local Planning Authority (LPA) to show how the application will deliver the biodiversity net gain identified in the submitted Biodiversity Impact Assessment (ACJ Ecology, June 2022). The LEMP should be based on the proposed biodiversity enhancement measures specified in the above referenced report and shall include the following:
- a) Description and evaluation of proposed biodiversity net gain features to be managed
 - b) Ecological trends and constraints on site that might influence management
 - c) Aims and objectives of management
 - d) Appropriate management options for achieving aims and objectives
 - e) Prescriptions for management actions, together with a plan of management compartments
 - f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period)
 - g) Details of the body or organisation responsible for implementation of the plan

- h) Ongoing monitoring and remedial measures
- i) Legal and funding mechanisms by which the long-term implementation of the plan will be secured by the applicant with the management body(ies) responsible for its delivery.
- j) Monitoring strategy, including details of how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme

The agreed details shall be implemented before occupation of this development, unless otherwise agreed in writing by the LPA, and maintained/monitored in accordance with the agreed details.

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

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

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

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 Reigate and Banstead Borough Development Management Plan 2019 policies NHE3 and DES1, and the recommendations within British Standards including BS8545:2014 and British Standard 5837:2012.

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23. No development shall commence until a Construction Transport Management Plan, to include details of:
- (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) programme of works (including measures for traffic management)
 - (e) provision of boundary hoarding behind any visibility zones
 - (f) HGV deliveries and hours of operation
 - (g) vehicle routing
 - (h) measures to prevent the deposit of materials on the highway
 - (k) on-site turning for construction vehicles

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

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

24. The development shall not be occupied until:
- a) the existing northern most access to Brighton Road has been modified with parking restrictions (relocated parking bay and double yellow lines) to allow for on street refuse collection in accordance with the approved plan 3470.02 (also as included in appendix 7 of the PEP Transport Assessment dated September 2022); and
 - b) The three existing crossovers have been closed and reinstated in accordance with the approved plan 3470.02 (also as included in appendix 7 of the PEP Transport Assessment dated September 2022).

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

25. The refuse store shown on the approved plan PL101 Revision D shall be erected and made ready for use (i.e. bins installed) prior to the first occupation of the development.

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

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

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

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

27. The development hereby approved shall not be first occupied unless and until space for four bicycles and seven mobile scooters to be stored in a secure and covered location with EV charging points for each bike and mobile scooter has been provided in accordance with a scheme to be submitted to and approved in writing with the Local Planning Authority. Thereafter the bicycle and scooter parking area shall be retained and maintained for its designated purpose.

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

28. The development hereby approved shall not be occupied unless and until 20% (5) of spaces are fitted with a fast charge socket and a further 20% (5) are supplied with a power supply for the future installation of a charging system in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

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

29. The development hereby permitted shall not be occupied unless and until a Travel Information Pack containing information on employment, education, retail and leisure land uses within 2 km walking distance and 5km cycling distance of the site and details of public transport within 400 metres of the site and the destinations they serve including to the closest rail station to the site has been submitted to and approved in writing with the Local Planning Authority. The approved document shall be distributed to residents of the proposed development upon first occupation.

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

30. The development shall not be occupied until a scheme demonstrating compliance with 'Secured by Design' award scheme has been submitted to and approved in writing by the Local Planning Authority. The approved details shall be completed before the occupation of the development hereby permitted and shall be permanently maintained as such thereafter.

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Reason: To ensure that the development provides a secure environment for future residents in accordance with Policy DES1 of the Reigate & Banstead Development Management Plan 2019.

31. The development hereby approved shall be carried out in accordance with the Energy Strategy report by Energist (dated 02/08/22 rev. R00) to ensure that the development restricts potential water consumption by occupants to maximum of 110 litres per person per day. All measures for each unit shall be implemented, installed and operational prior to first occupation of that unit.

Reason: To ensure that the development supports the efficient use of resources and minimises carbon emissions and has an acceptable final appearance with regard to Policy CS10 of the Reigate & Banstead Core Strategy 2014 and Policy CCF1, DES1 of the Reigate & Banstead Development Management Plan 2019.

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

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

INFORMATIVES

1. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at www.firesprinklers.org.uk.
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions. Further information can be found on the Council website at : [Climate Change Information](#).
3. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, to contact the Council's Neighbourhood Services team to confirm the number and specification of recycling and refuse bins that are required to be supplied by the developer. All developer enquires on recycling and refuse bin ordering, collections and discussing waste matters is via our department email address RC@reigate-banstead.gov.uk . Please also note our website area for developers <https://www.reigate->

banstead.gov.uk/info/20062/recycling_and_refuse/392/fees_for_recycling_and_refuse_services/3.

4. 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
5. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed 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/flooding-advice.
6. The developer is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
7. 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.

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9. The applicant is expected to ensure the safe operation of all construction traffic in order to prevent unnecessary disturbance obstruction and inconvenience to other highway users. Care should be taken to ensure that the waiting, parking, loading and unloading of construction vehicles does not hinder the free flow of any carriageway, footway, bridleway, footpath, cycle route, right of way or private driveway or entrance. Where repeated problems occur the Highway Authority may use available powers under the terms of the Highways Act 1980 to ensure the safe operation of the highway.
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. Environmental Health would like to draw the applicant attention to the specifics of the contaminated land conditional wording such as 'prior to commencement', 'prior to occupation' and 'provide a minimum of two weeks notice'. The submission of information not in accordance with the specifics of the planning conditional wording can lead to delays in discharging conditions, potentially result in conditions being unable to be discharged or even enforcement action should the required level of evidence/information be unable to be supplied. All relevant information should be formally submitted to the Local Planning Authority and not direct to Environmental Health.

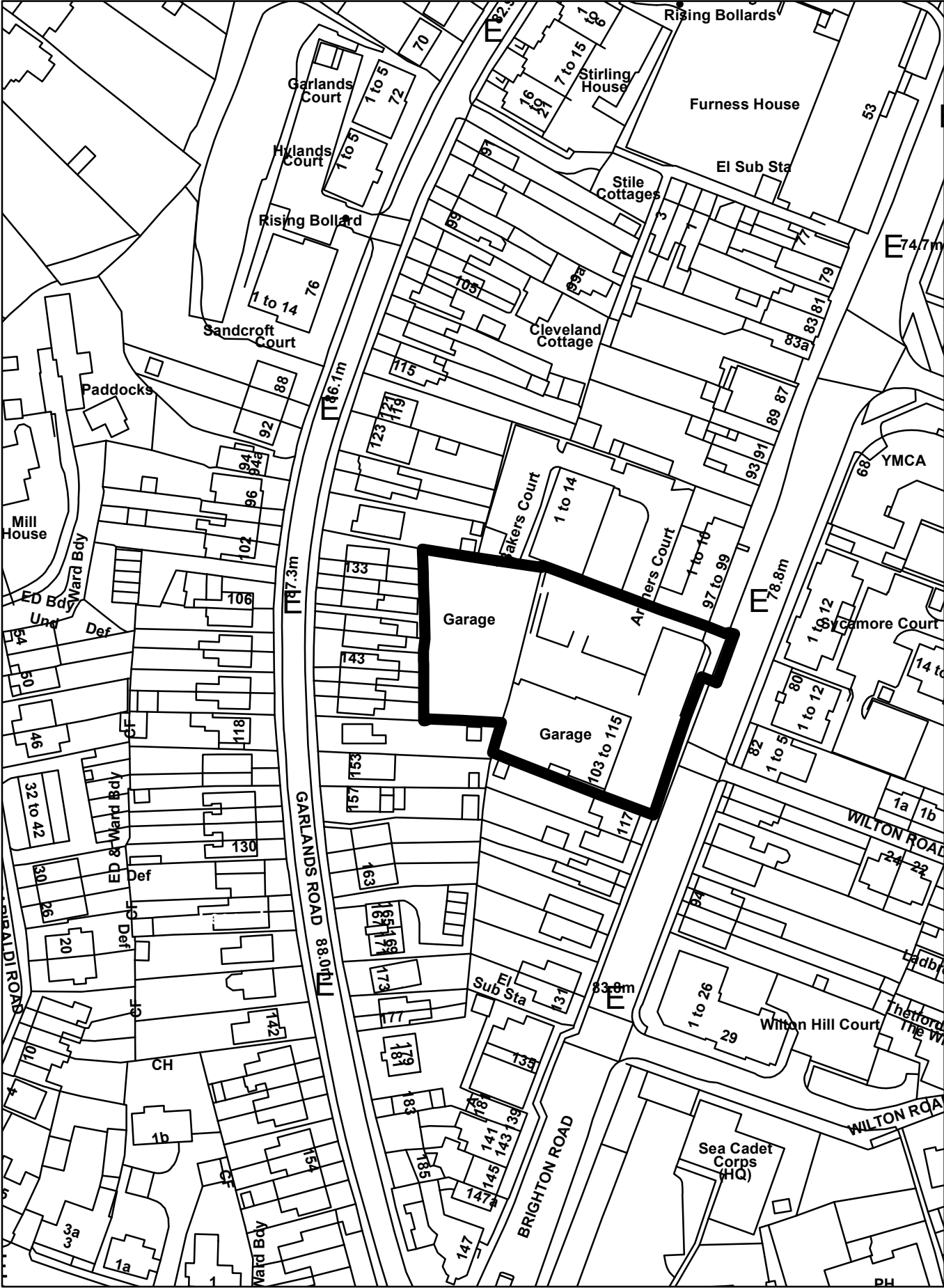
REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies CS1, CS4, CS5, CS7, CS10, CS11, CS12, CS14, CS17 and EMP4, EMP5, RET3, DES1, DES4, DES5, DES6, DES7, DES8, DES9, OSR2, TAP1, CCF1, CCF2, INF3, NHE2, NHE3, INF2, INF3 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

Proactive and Positive Statements

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

22/02772/F - F W Mays Honda,
105 - 115 Brighton Road, Redhill





Accommodation Schedule

Site Area	= 2,670 sq m / 0.71 acres / 0.29 Hectares	
L. Ground Floor	GIA = 2,011m ² / GEA = 2,241m ²	
Ground Floor	GIA = 1,071m ² / GEA = 1,135m ²	
First Floor	GIA = 1,202m ² / GEA = 1,275m ²	
Second Floor	GIA = 985m ² / GEA = 1,048m ²	
Total	GIA = 3,458m ² / GEA = 3,683m ²	

Totals:	19 x 1 beds / 19 x 2 beds	38 No.
	50%	50%

Parking Provision - 24 Spaces

Scale 1:125

0 5 10M

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Revision	Date	Description	Drawn
Rev A	09.08.2022	Minor updates to reflect elevational changes following Pre-App feedback from Conservation Officer	DPH
Rev B	24.08.2022	Minor updates to reflect elevational changes & additional notation added following Pre-App feedback (Reduced to 39 Flats)	DPH
Rev C	05.10.2022	Red line boundary updated to include amendments to site entrance and parking bay alteration works (see PEP drawing)	DPH
Rev D	21.11.2022	Car parking spaces amended to create landscape buffer to southern boundary (against No. 151) Planter added to top of existing concrete plinth of retaining wall to enable climbing plants to be grown. Additional trees added to rear boundary	DPH
Rev E	11.04.2023	Planning changes to respond to Planning Officers requests during determination period - Removal of gable to front elevation, further stepping to roof line, removal of 2nd floor flat, materials adjusted to break-up elevation into individual properties, some balconies changed to Juliettes, landscaping updated	DPH
Rev F	15.08.2023	Planning changes to respond to Planning Officers requests during determination period - Roof-line parapet added to separate roof bay windows lowered to ground level only	DPH
Rev G	07.07.2023	Parking space 24 relocated, access road adjusted and additional planting zone added	DPH
Rev H	30.08.2023	Parking space 24 relocated, access road adjusted to reflect Highways Consultants vehicle tracking requirements	DPH

Client
NATABI PROPERTIES LTD

Project
C3 RETIREMENT LIVING (AGE RESTRICTED) APARTMENTS, BRIGHTON RD, REDHILL

Drawing
PROPOSED SITE PLAN (UPPER GROUND FLOOR LEVEL)

Scale	Date	Drawn	Checked
1:125 @ A1	07.06.2022	DPH	

Job No. 5092 Dwg No. PL 100 Revision H Status **PLANNING**

Poplar House Hazell Drive Newport S.Wales NP108Y T.+44 (0)1633 81 71 71 www.kwlarchitects.co.uk



Accommodation Schedule

Site Area = 2,670 sq m / 0.71 acres / 0.99 Hectares	
L. Ground Floor	GIA = 2,011m ² / GEA = 2,241m ²
Ground Floor	GIA = 1,071m ² / GEA = 1,135m ²
First Floor	GIA = 1,202m ² / GEA = 1,275m ²
Second Floor	GIA = 985m ² / GEA = 1,048m ²
Total	GIA = 3,458m² / GEA = 3,683m²

Totals:	19 x 1 beds / 19 x 2 beds	38 No.
	50%	50%

Parking Provision - 24 Spaces

Scale 1:125

0 5 10M



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Rev A	09.08.2022	Minor updates to reflect elevational changes following Pre-App feedback from Conservation Officer	DPH
Rev B	24.08.2022	Minor updates to reflect elevational changes & additional notation added following Pre-App feedback (Reduced to 38 Flats)	DPH
Rev C	05.10.2022	Red line boundary updated to include amendments to site entrance and parking bay alteration works (see PEP drawing)	DPH
Rev D	21.11.2022	Car parking spaces amended to create landscape buffer to southern boundary (against No. 151) Planter added to top of existing concrete plinth of retaining wall to enable climbing plants to be grown. Additional trees added to rear boundary	DPH
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Rev F	15.08.2023	Planning changes to respond to Planning Officers requests during determination period - Roof-line parapet added to separate roof bay windows lowered to ground level only	DPH
Rev G	07.07.2023	Parking space 24 relocated, access road adjusted and additional planting zone added	DPH
Rev H	30.08.2023	Parking space 24 relocated, access road adjusted to reflect Highways Consultants vehicle tracking requirements	DPH
Rev J	08.09.2023	Sectional Lines / Elevations added to Site Plan for clarification of Elevation locations for LPA	DPH

Client: NATABI PROPERTIES LTD

Project: C3 RETIREMENT LIVING (AGE RESTRICTED) APARTMENTS, BRIGHTON RD, REDHILL

Drawing: PROPOSED SITE PLAN (UPPER GROUND FLOOR LEVEL)

Scale	Date	Drawn	Checked
1:125 @ A1	07.06.2022	DPH	

Job No: 5092 Dwg No: PL 100 Revision: J Status: PLANNING

Agenda Item 8

KWL Architects

Poplar House Hazell Drive
Newport S. Wales NP108Y
T. +44 (0)1633 81 71 71
www.kwlarchitects.co.uk



BRIGHTON ROAD ELEVATION (EAST)

MATERIALS KEY:

- RED MULTI FACING BRICK
- DARK RED FACING BRICK (CONSTRAT)
- SMOOTH RED FACING BRICK DETAIL
- OFF-WHITE RENDER
- LIGHT GREY METAL RAILINGS & BALCONIES
- ARTIFICIAL SLATE ROOF (CONCRETE TILES)
- WHITE PVC WINDOWS, FASCIAS & SOFFITS
- GREY LEAD/GRP DORMERS
- BLACK PVC RAINWATER GOODS
- RECON STONE CILLS, HEADS AND DOOR SURROUNDS
- OUTLINE OF EXISTING BUILDINGS ON SITE



SIDE ELEVATION (SOUTH)



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Revision	Date	Description	Drawn
Rev A	08.08.2022	Southern elevation roof amended to lift area, dormers altered, gauged brick window heads added, box-ends to barge boards removed following feedback from conservation officer (26.07.22) PV panels added (300sq.m)	DPH
Rev B	24.08.2022	Minor updates to elevations to lower roof lines to Brighton Rd fontage following Pre-App feedback (Reduced to 39 Flats)	DPH
Rev C	12.04.2023	Planning changes to respond to Planning Officers requests during determination period - Removal of gable to front elevation, further stepping to roof line, removal of 2nd floor flat, materials adjusted to break-up elevation into individual properties, some balconies changed to Juliettes, landscaping updated	DPH
Rev D	15.06.2023	Roof line parapet added between 'House 1' & '2', bay windows lowered to ground floor only to 'House 1' & '2'. 'House 1' changed from render to alternate brickwork.	DPH
Rev E	07.07.2023	Ridge lines lowered to 'Houses 1, 2 and 3' with roof line to 'House 4' adjusted to reflect roof structure amendments	DPH

Client: NATABI PROPERTIES LTD
 Project: C3 RETIREMENT LIVING (AGE RESTRICTED) APARTMENTS, BRIGHTON RD., REDHILL
 Drawing: PROPOSED ELEVATIONS (BRIGHTON ROAD - EAST & SOUTH FACING)
 Scale: 1:125 @ A1 Date: 07.06.2022 Drawn: DPH Checked: DPH
 Job No: 5092 Dwg No: PL 105 Revision: E Status: PLANNING
 Poplar House Hazell Drive Newport S.Wales NP108FY T.+44 (0)1633 81 71 71 www.kwlarchitects.co.uk

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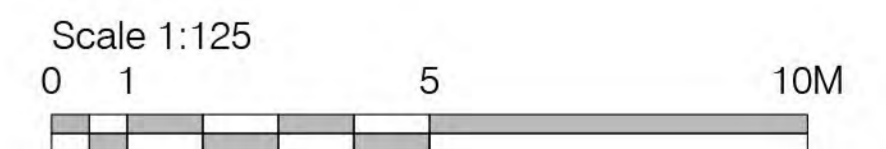
REAR ELEVATION (WEST)

MATERIALS KEY:

- RED MULTI FACING BRICK
- DARK RED FACING BRICK (CONTRAST)
- SMOOTH RED FACING BRICK DETAIL
- OFF-WHITE RENDER
- LIGHT GREY METAL RAILINGS & BALCONIES
- ARTIFICIAL SLATE ROOF (CONCRETE TILES)
- WHITE PVC WINDOWS, FASCIAS & SOFFITS
- GREY LEAD/GRP DORMERS
- BLACK PVC RAINWATER GOODS



SECTIONAL ELEVATION (WEST)



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Revision	Date	Description	Drawn
Rev A	08.08.2022	Southern elevation roof amended to lift area, dormers altered, gauged brick window heads added, box-ends to barge boards removed following feedback from conservation officer (26.07.22) PV panels added (300sqm)	DPH
Rev B	24.08.2022	Minor updates to elevations to lower roof lines following Pre-App feedback (Reduced to 39 Flats) Contextual Elevation added	DPH
Rev C	12.04.2023	Planning changes to respond to Planning Officers requests during determination period - Removal of gable to front elevation, further stepping to roof line, removal of 2nd floor flat, materials adjusted to break-up elevation into individual properties, some balconies changed to Juliettes, landscaping updated	DPH

Client				NATABI PROPERTIES LTD			
Project				C3 RETIREMENT LIVING (AGE RESTRICTED) APARTMENTS, BRIGHTON RD, REDHILL			
Drawing				REAR AND SECTIONAL ELEVATION (WEST)			
Scale	Date	Drawn	Checked	Scale	Date	Drawn	Checked
1:125 @ A1	07.06.2022	KSS	DPH	1:125 @ A1	07.06.2022	KSS	DPH
Job No	Dwg No	Revision	Status	Job No	Dwg No	Revision	Status
5092	PL 107	C	PLANNING	5092	PL 107	C	PLANNING

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 Newport S.Wales NP108FY
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SIDE ELEVATION (NORTH)

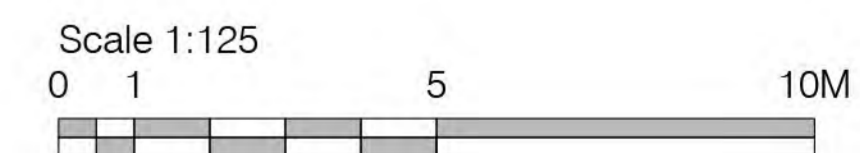
MATERIALS KEY:

- RED MULTI FACING BRICK
- DARK RED FACING BRICK (CONTRAST)
- SMOOTH RED FACING BRICK DETAIL
- OFF-WHITE RENDER
- LIGHT GREY METAL RAILINGS & BALCONIES
- ARTIFICIAL SLATE ROOF (CONCRETE TILES)
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- BLACK PVC RAINWATER GOODS

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CONTEXTUAL SIDE ELEVATION (NORTH)



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Revision	Date	Description	Drawn
Rev A	08.08.2022	Southern elevation roof amended to lift area, dormers altered, gauged brick window heads added, box-ends to barge boards removed following feedback from conservation officer (26.07.22) PV panels added (300sq.m)	DPH
Rev B	24.08.2022	Minor updates to elevations to lower roof lines following Pre-App feedback (Reduced to 39 Flats) Contextual Elevation added	DPH
Rev C	12.04.2023	Planning changes to respond to Planning Officers requests during determination period - Removal of gable to front elevation, further stepping to roof line, removal of 2nd floor flat, materials adjusted to break-up elevation into individual properties, some balconies changed to Juliettes, landscaping updated	DPH
Rev D	07.07.2023	Additional roof line parapet added to initial block to break up roof line	DPH

Client: NATABI PROPERTIES LTD

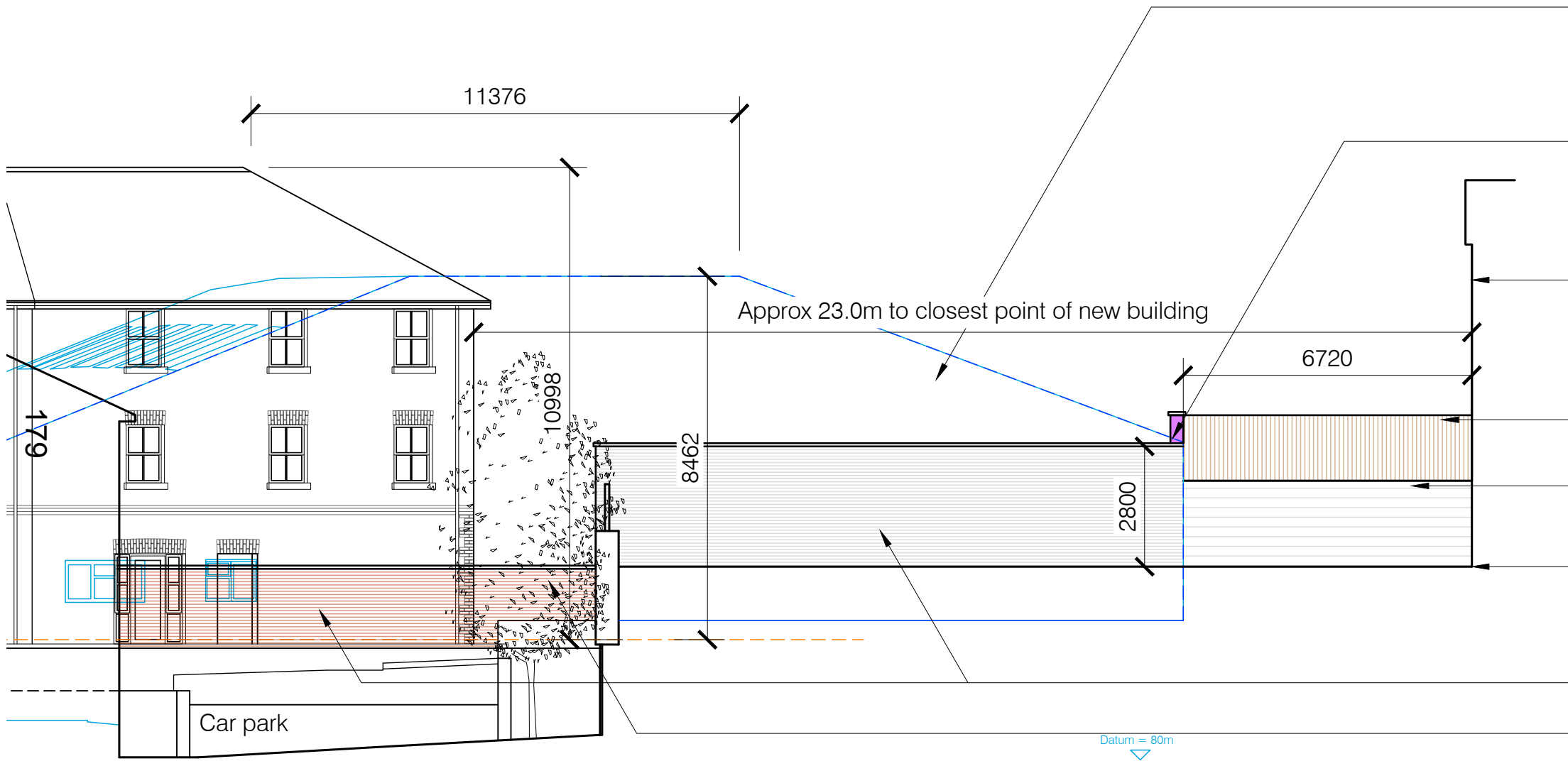
Project: C3 RETIREMENT LIVING (AGE RESTRICTED) APARTMENTS, BRIGHTON RD, REDHILL

Drawing: PROPOSED ELEVATIONS (NORTH & CONTEXTUAL)

Scale	Date	Drawn	Checked
1:125 @ A1	07.06.2022	DPH	

Job No.	Dwg No.	Revision	Status
5092	PL 106	D	PLANNING

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- Outline of gable to existing workshop.
Gable wall to be part demolished to height to be agreed with neighbouring property (circa 1.8m above ground level)
- Rear Elevation - Demolished to existing eaves level and new stone coping provided to top of wall to finish. Suggested height circa 1.8m TBC. Wall may need building up in some areas to achieve a uniform height)
- No. 129 Garlands Road
Approx eaves level taken from Lidar height data
- Existing timber boundary fence with No.131
- Existing blockwork retaining boundary wall (neighbours garden approx 2m higher?)
- Approx ground level taken from Lidar height data
- Section of existing gable wall / retaining wall to be kept
- New on-site tree planted at head of access driveway at neighbours request

No.129 Garland Rd



Revision	Date	Description
Rev A	25.11.2022	Retained boundary wall height increased and tree added at top of access driveway to screen neighbours garden.

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Drawn
DPH

Client NATABI PROPERTIES LTD			
Project C3 RETIREMENT LIVING (AGE RESTRICTED) APARTMENTS, BRIGHTON RD, REDHILL			
Drawing REAR & SIDE BOUNDARY REDUCTION OF GABLE WALL PROPOSALS			
Scale 1:125 @ A3	Date 27.10.2022	Drawn DPH	Checked
Job No. 5092	Dwg No. PL 113	Revision A	Status PLANNING

Agenda Item 8

Poplar House Hazell Drive
Newport S.Wales NP108FY
T.+44 (0)1633 81 71 71
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