

 <b>Reigate &amp; Banstead</b> BOROUGH COUNCIL Banstead   Horley   Redhill   Reigate	<b>TO:</b>	PLANNING COMMITTEE
	<b>DATE:</b>	30 <sup>th</sup> September 2020
	<b>REPORT OF:</b>	HEAD OF PLANNING
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<b>AGENDA ITEM:</b>	9	<b>WARD:</b> <i>Hooley, Merstham And Netherne</i>

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

## SUMMARY

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

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

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

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

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

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

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

## **RECOMMENDATION**

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

## Consultations:

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

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

## Representations:

Letters were sent to neighbouring properties on 15<sup>th</sup> May 2020 and a site notice was posted 21<sup>st</sup> May 2020.

17 responses have been received raising the following issues:

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

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

## **1.0 Site and Character Appraisal**

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

## **2.0 Added Value**

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

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

### 3.0 Relevant Planning and Enforcement History

3.1 00P/0928/F Construction of 12 x 3 bedroom houses with associated landscaping and parking, land at Chilberton Drive Granted  
6<sup>th</sup> December 2000

3.2 05/01803/F Erection of four x 3 bedroom houses with access and parking Refused  
5<sup>th</sup> October 2005

3.3 06/00116/OUT Erection of two semidetached and one detached four bedroom houses together with access roadway and related parking Refused  
27<sup>th</sup> March 2006  
Appeal dismissed  
18<sup>th</sup> October 2006

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

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

3.5 The subsequent appeal was dismissed on 18 October 2006. With regards to the first reason for refusal, the Inspector considered that the site provided

sufficient space to accommodate the construction of three houses. He considered that the development would reflect the prevailing density of the estate without appearing cramped or affecting neighbour's living conditions. However, he considered that the site provided an important visual relief in the surrounding built-up area and its loss would detract from the visual qualities of the area.

3.6 With regards to the second reason for refusal, the inspector considered that this issue could have been dealt with by an appropriate condition requiring an assessment of ground conditions to be provided prior to the commencement of development.

3.7 On the third issue, the Inspector considered that the site offered scope for informal recreation, particularly for small children, and that it made a small but significant contribution to local recreational needs. The proposed development would result in the loss of this facility and would have prejudiced the Council's aim of maintaining a supply of open land within urban areas.

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

4.1 This is a full application for the erection of a pair of 2 storey semi-detached properties, each with car parking and private amenity space, together with the repositioning of a driveway to neighbouring properties, replacement car parking and replacement landscaping.

4.2 The proposed dwellings would be two storeys in height and of a traditional design utilising a mixture of brick and render to the elevations and clay tiles to the roof. Each property would be provided with 2 off-street parking spaces and a private rear garden.

4.3 The existing driveway into the site would be repositioned and access to the parking outside nos. 86-92A, Chilberton Drive would be maintained. A further 5 parking spaces would be provided within the site from the realigned access road and a turning head. At the front of the site, on land which is owned by Surrey County Council, as the Highways Authority, the parking would be re-arranged to provide a further two spaces.

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

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

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

4.6 Further details of the development are as follows:

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

**5.0 Policy Context**

5.1 Designation

Urban area

5.2 Reigate and Banstead Core Strategy

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

### 5.3 Reigate and Banstead Development Management Plan 2019

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

### 5.4 Other Material Considerations

National Planning Policy Framework  
National Planning Practice Guidance  
Supplementary Planning Guidance

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

Other

Human Rights Act 1998  
Community Infrastructure Levy  
Regulations 2010

## 6.0 **Assessment**

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

6.2 The main issues to consider are:

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

- Impact on Trees
- Site contamination
- Community Infrastructure Levy

#### Loss of Open Space

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

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

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

#### Design appraisal

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

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

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

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

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

#### Neighbour amenity

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

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

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

#### Highway matters

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

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

#### Impact on Trees

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

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

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

#### Site Contamination

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

Community Infrastructure Levy (CIL)

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

Other issues

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

6.45 Concerns have been raised with regards to the potential for subsidence on the site. In the event that planning permission is granted, the developers would need to ensure that the building work is carried out in accordance with the Building Regulations.

6.46 Concern has been raised regarding the potential for harm to wildlife. Bats and their roosts are protected by law and the protected species legislation applies independently of planning permission. Whilst the proposal would result in the redevelopment of an area of open land and some tree felling, it is not considered likely to result in significant impact on existing wildlife habitats and may provide opportunities to incorporate features into the design which are beneficial. Measures to enhance biodiversity within the site could be designed into the development in accordance with para 118 of the NPPF and could be secured by a planning condition. A condition is recommended to seek further details.

6.47 With regards to sustainability issues, the application is not accompanied by an energy statement. However, in the event that planning permission was to be granted, a condition would be imposed requiring the submission of further details relating to energy efficiency and reductions in water usage in accordance with DMP policy CCF1.

**CONDITIONS**

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

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

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

<b>Plan Type</b>	<b>Reference</b>	<b>Version</b>	<b>Date</b>
Location Plan	439-IM/001	R8	11/06/2020
Block Plan	439-IM/002	R8	11/06/2020
Block Plan	439-IM/003	R10	09/09/2020
Proposed Plans	439-IM/004	R8	11/06/2020
Floor plans	439-IM/005	R6	17/04/2020
Roof plan	439-IM/006	R6	17/04/2020
Elevation plan	439-IM/007	R6	17/04/2020
Block plan	439-IM/008	R6	17/04/2020
Other plan	439-IM/012	R6	05/05/2020
Tree protection plan	TPP01		05/06/2020
Tree protection plan	AIA01		05/06/2020
Landscaping plan	PJC-0966-001	A	16/09/2020
Landscaping Spec	PJC-0966-002	A	16/09/2020

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

9. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plan numbered 439 IM 003 R10 for a minimum of 10 cars to be parked. Thereafter the parking area shall be retained and maintained for its designated purpose.

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

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

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

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

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

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

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

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

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

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

14. The development hereby approved shall not be occupied unless and until each dwelling has been provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) and a further 6 of available spaces to be provided with power supply to provide additional fast charge socket in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

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

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

- b) Achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations

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

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

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

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

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

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Core Strategy CS10 and the provisions of the NPPF

17. Prior to the commencement of development, in follow-up to the environmental desktop study report, a contaminated land site investigation proposal, detailing the extent and methodologies of sampling, analyses and proposed assessment criteria required to enable the characterisation of the plausible pollutant linkages identified in the preliminary conceptual model, shall be

submitted to the Local Planning Authority. This is subject to the written approval in writing of the Local Planning Authority, and any additional requirements that it may specify, prior to any site investigation being commenced on site. Following approval, the Local Planning Authority shall be given a minimum of two weeks written notice of the commencement of site investigation works.

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Core Strategy CS10 and the provisions of the NPPF

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

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Core Strategy CS10 and the provisions of the NPPF

- 19a. 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.
- 19b. Prior to occupation, a remediation validation report for the site shall be submitted to the Local Planning Authority in writing. The report shall detail evidence of the remediation, the effectiveness of the remediation carried out and the results of post remediation works, in accordance with the approved remediation method statement and any addenda thereto, so as to enable future interested parties, including regulators, to have a single record of the remediation undertaken at the site. Should specific ground gas mitigation measures be required to be incorporated into a development the testing and verification of such systems should be in accordance with CIRIA C735 guidance document entitled 'Good practice on the testing and verification of protection systems for buildings against hazardous ground gases' and British

Standard BS 8285 Code of Practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings.

Reason: To demonstrate remedial works are appropriate and demonstrate the effectiveness of remediation works so that the proposed development will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Core Strategy CS10 and the provisions of the NPPF

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

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

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Core Strategy CS10 and the provisions of the NPPF.

## INFORMATIVES

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

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

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

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

5. The applicant is advised that the essential requirements for an acceptable communication plan forming part of a Method of Construction Statement are viewed as: (i) how those likely to be affected by the site's activities are identified and how they will be informed about the project, site activities and programme; (ii) how neighbours will be notified prior to any noisy/disruptive work or of any significant changes to site activity that may affect them; (iii) the arrangements that will be in place to ensure a reasonable telephone response during working hours; (iv) the name and contact details of the site manager who will be able to deal with complaints; and (v) how those who are interested in or affected will be routinely advised regarding the progress of the work. Registration and operation of the site to the standards set by the Considerate Constructors Scheme (<http://www.ccscheme.org.uk/>) would help fulfil these requirements.
6. The applicant is advised that the Borough Council is the street naming and numbering authority and you will need to apply for addresses. This can be done by contacting the Address and Gazetteer Officer prior to construction commencing. You will need to complete the relevant application form and upload supporting documents such as site and floor layout plans in order that official street naming and numbering can be allocated as appropriate. If no application is received the Council has the authority to allocate an address. This also applies to replacement dwellings. If you are building a scheme of more than 5 units please also supply a CAD file (back saved to 2010) of the development based on OS Grid References. Full details of how to apply for addresses can be found [http://www.reigatebanstead.gov.uk/info/20277/street\\_naming\\_and\\_numbering](http://www.reigatebanstead.gov.uk/info/20277/street_naming_and_numbering)

7. Environmental Health would like to draw the applicant attention to the specifics of the contaminated land conditional wording such as 'prior to commencement', 'prior to occupation' and 'provide a minimum of two weeks notice'.
8. The submission of information not in accordance with the specifics of the planning conditional wording can lead to delays in discharging conditions, potentially result in conditions being unable to be discharged or even enforcement action should the required level of evidence/information be unable to be supplied. All relevant information should be formally submitted to the Local Planning Authority and not direct to Environmental Health.
9. The use of landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above relevant conditions. Replacement planting of trees and native hedging shall be in keeping with the character and appearance of the locality. There is an opportunity to incorporate structural landscape trees into the scheme to provide for future amenity and long term continued structural tree cover in this area. It is expected that the replacement structural landscape trees will be minimum of Advanced Nursery Stock sizes with initial planting heights of not less than 4.5m with girth measurements at 1m above ground level in excess of 16/18cm.
10. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
11. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see [www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice).
12. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).

13. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.

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

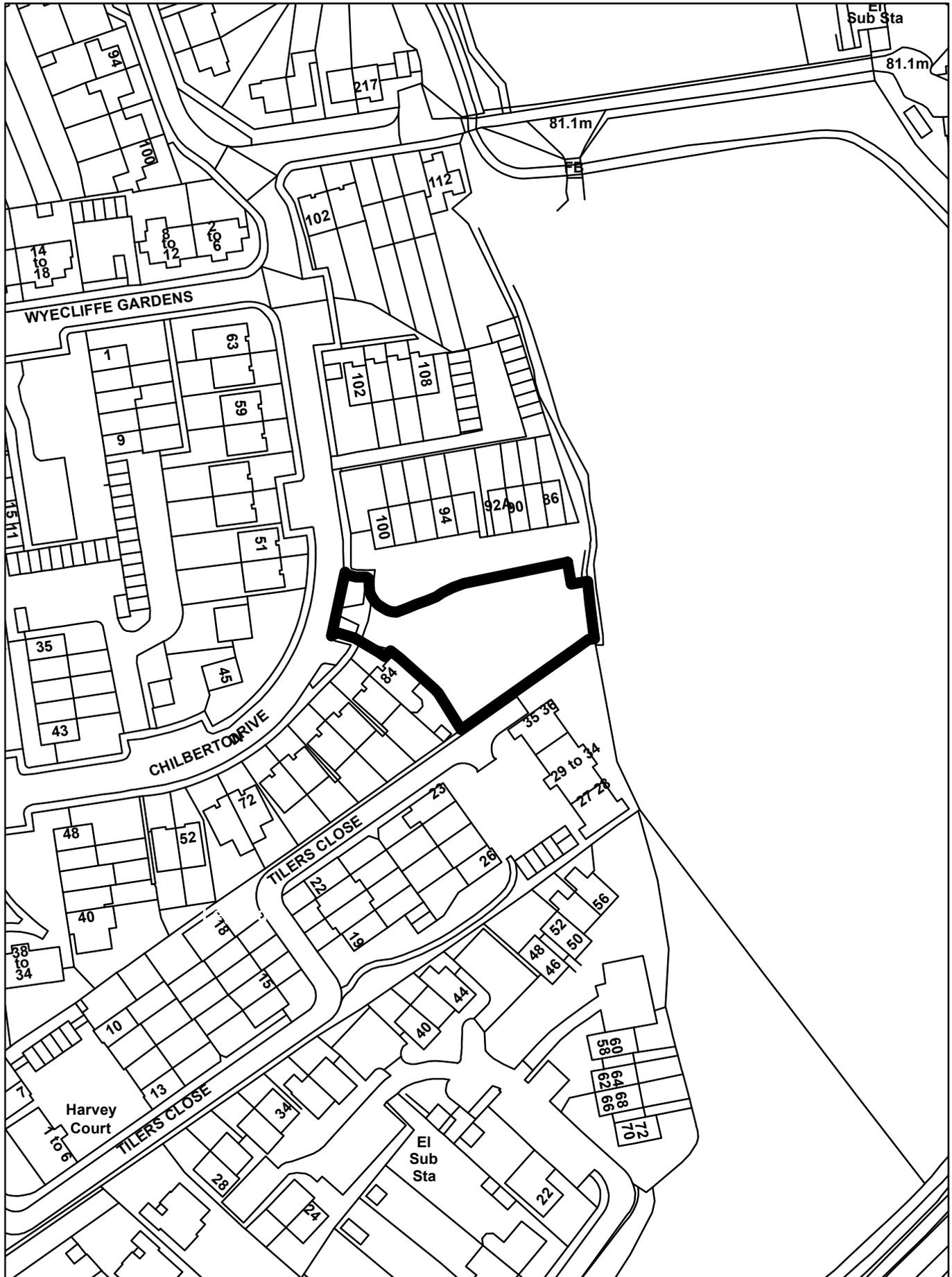
### **REASON FOR PERMISSION**

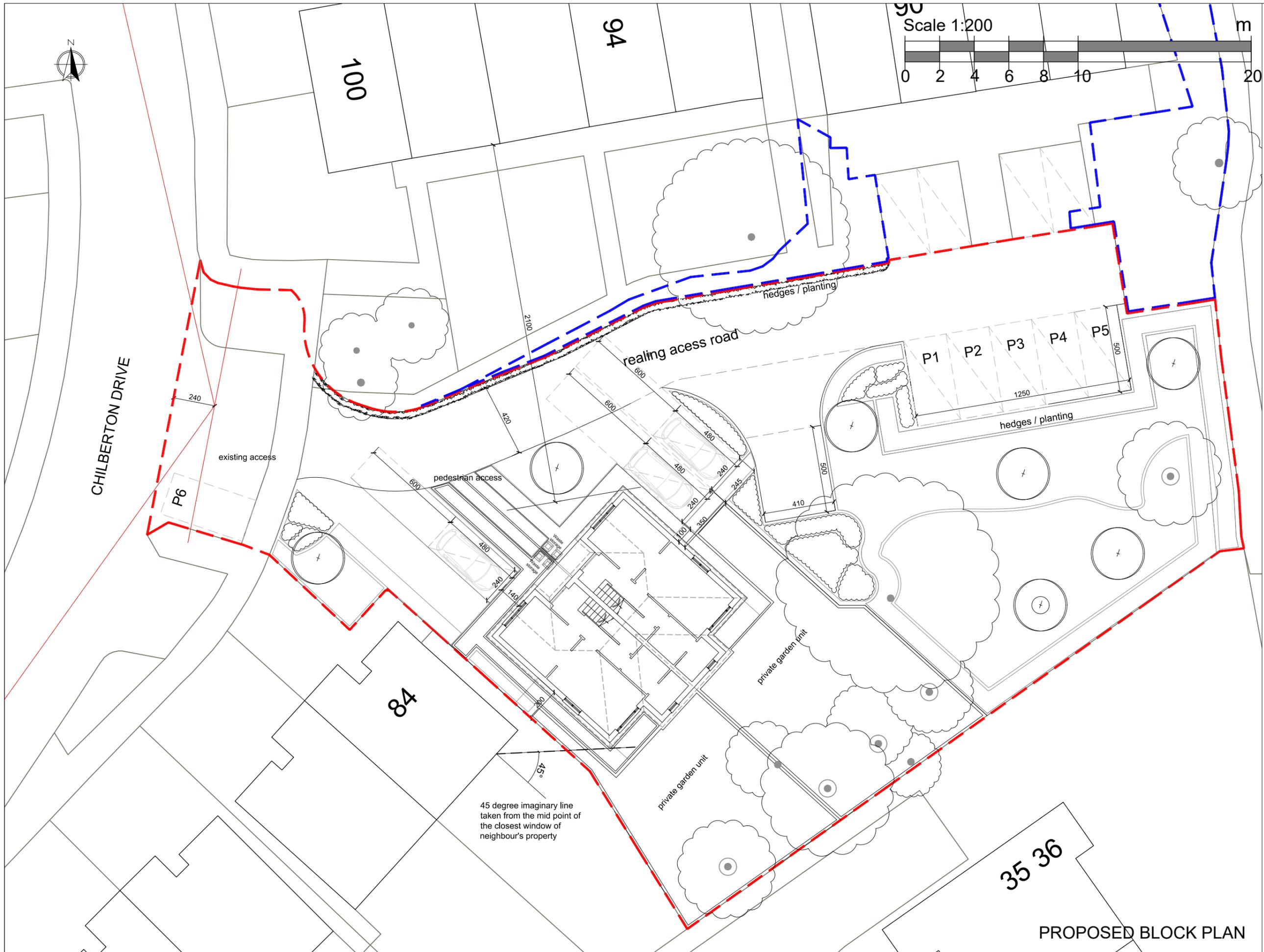
The development hereby permitted has been assessed against development plan policies CS1, CS2, CS10, CS11, CS12, CS14, CS17, DES1, DES4, DES5, DES8, DES9, OSR1, TAP1, CCF1, NHE3, INF3 and material considerations, including third party representations. It has been concluded that the development is in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

### **Proactive and Positive Statements**

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

# 20/00789/F - Land Adjacent To 86- 100 Chilberton Drive, Merstham





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

**Roberto Tripi**  
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Drawing No.	Rev.
439-IM/003	R10

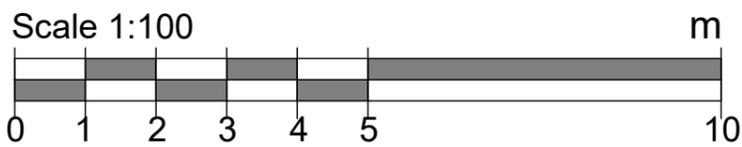
PROPOSED BLOCK PLAN



EXISTING FRONT ELEVATION



PROPOSED FRONT ELEVATION



PROPOSED STREET SCENE

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

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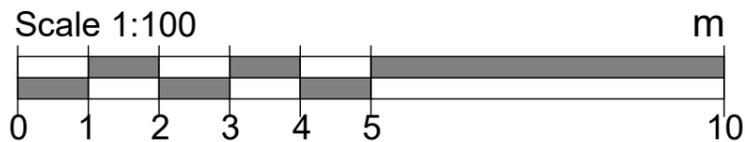
Drawing No.	Rev.
439-IM/010	R6



PROPOSED REAR ELEVATION



PROPOSED FRONT ELEVATION



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

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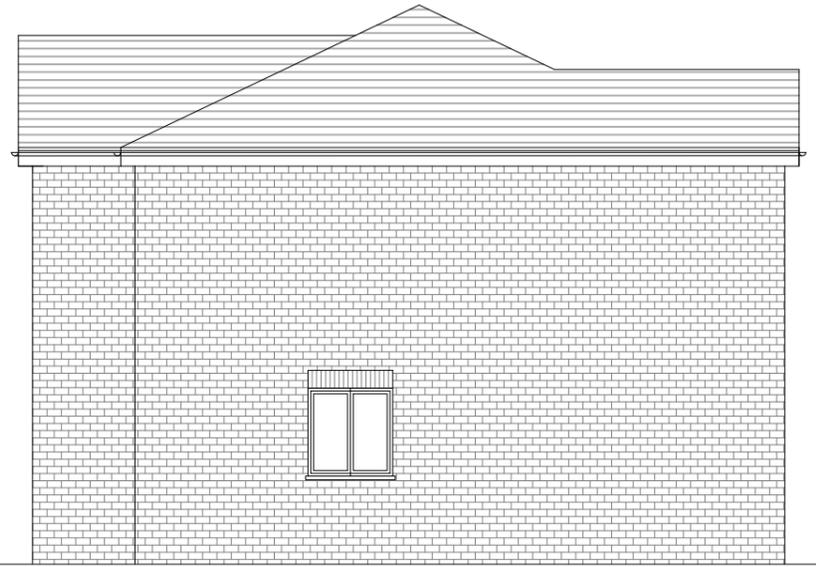
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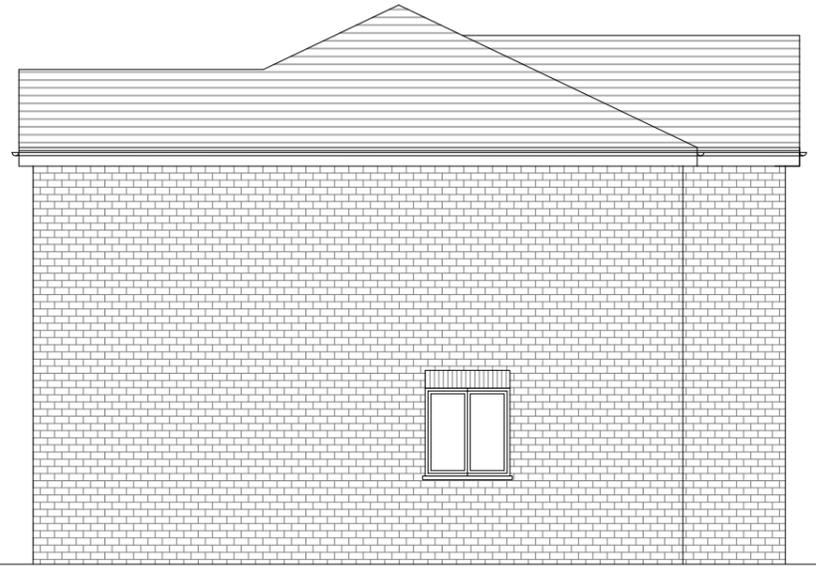
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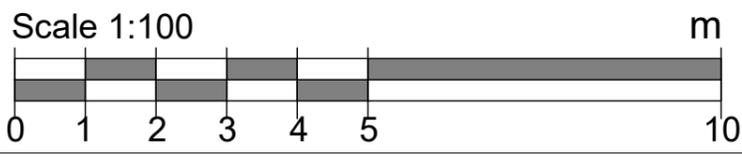
Drawing No.	Rev.
439-IM/007	R6



PROPOSED LEFT SIDE ELEVATION



PROPOSED RIGHT SIDE ELEVATION



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

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Drawing No.	Rev.
439-IM/008	R6

PROPOSED ELEVATIONS

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

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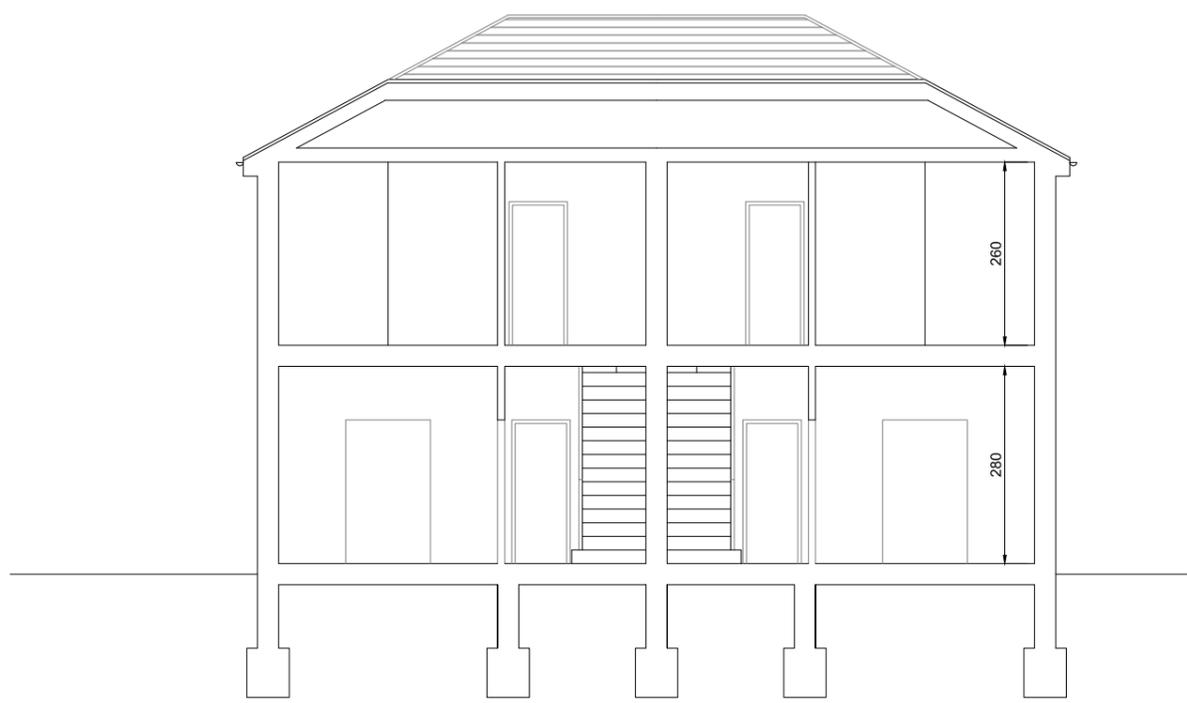


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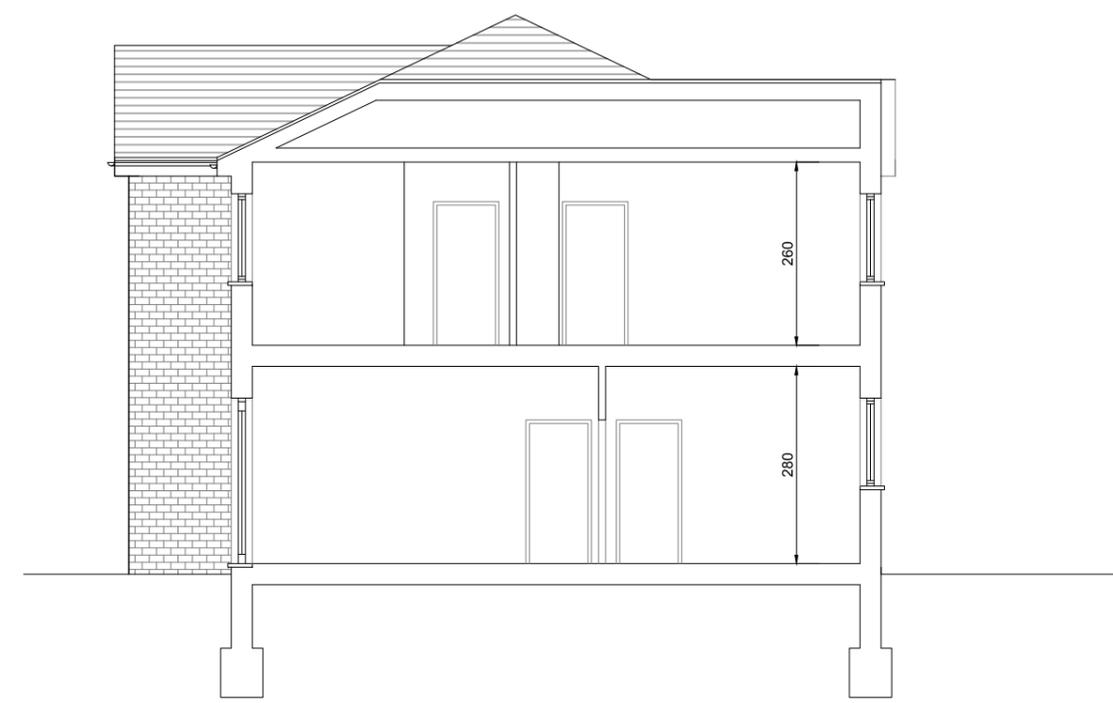
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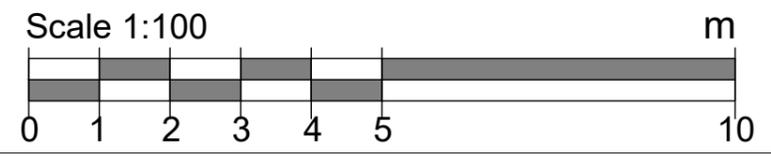
Drawing No.	Rev.
439-IM/009	R6



PROPOSED SECTION A-A



PROPOSED SECTION B-B



PROPOSED SECTIONS