

 <b>Reigate &amp; Banstead</b> BOROUGH COUNCIL Banstead   Horley   Redhill   Reigate	<b>TO:</b>	PLANNING COMMITTEE
	<b>DATE:</b>	28 October 2020
	<b>REPORT OF:</b>	HEAD OF PLANNING
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<b>AGENDA ITEM:</b>	11	<b>WARD:</b> Hooley, Merstham and Netherne

<b>APPLICATION NUMBER:</b>	20/00829/F	<b>VALID:</b>	23/04/2020
<b>APPLICANT:</b>	Prestige London Homes Ltd	<b>AGENT:</b>	Clemebil Ltd
<b>LOCATION:</b>	<b>8 BRIGHTON ROAD HOOLEY SURREY CR5 3EB</b>		
<b>DESCRIPTION:</b>	<b>Demolition of existing dwelling and erection of two buildings comprising 10 new homes with associated access, parking and landscaping. As amended on 24/06/2020 and on 30/06/2020</b>		
<b>All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.</b>			

## SUMMARY

This is a full application for the demolition of the existing dwelling on site and the erection of two buildings comprised of 10x 2 bedroom flats with associated access, parking and landscaping.

The site is currently occupied by a vacant detached chalet bungalow, which has been in a state of disrepair for a considerable period of time. The proposed scheme would see the demolition of this building and its replacement with a new building comprised of 7 flats. The building would be traditional in appearance, with a hipped roof, hanging tile and plain tile for the roof, a palette of materials typical of the vernacular of the borough. The building would be situated at a lower level than the neighbouring residential property to the south which and would appear appropriate in terms of its design, as well as its' scale within the road. Whilst the depth of the building would increase over and above that of the existing building, this would only be a marginally deeper projection in to the plot than the existing building and would be a significant reduction over and above the previously refused scheme 17/02060/F, which was dismissed at appeal. To the rear of the site would be a much smaller 1.5 storey building containing 3 flats. This building would be largely obscured from view by both the frontage building and surrounding vegetation and would not harm the character of the surrounding area.

Whilst the increased scale and amount of development, particularly the proposed frontage building, would change the relationship with surrounding residential

properties, it is not considered that their amenity in terms of light, privacy or outlook would be impeded.

It is acknowledged that there is a shortfall in parking provision for the site; however it has been demonstrated through the submission of comprehensive car ownership evidence that this proposed shortfall would not result displacement parking on to the highway or an increased risk to the safe operation of the highway network.

Many of the existing trees and vegetation would remain, offering ample screening of the proposed development from particular vantage points. Appropriate ecological measure would be put in place to ensure that protected species and their habitats identified on site can be appropriately protected and where necessary compensated for during and post development.

### **RECOMMENDATION(S)**

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

## **Consultations:**

County Highway Authority: has undertaken an assessment in terms of safety, capacity and policy grounds and have recommended a condition requiring the provision of secure cycle storage facilities in the event that planning permission is granted. It should be noted that the development is located on a section of the A23 that is not maintained by the County Highway Authority, instead being maintained by Highways England.

Highways England: The development would be accessed via the A23, which forms part of the SRN (Strategic Road Network) for which Highways England is the highway authority. Highways England will be concerned with proposals that have the potential to impact on the safe and efficient operation of the highway. Having reviewed the scheme Highways England has recommended conditions in the event of planning permission being granted for the submission of a Construction Transport Management Plan and a Construction Method Statement prior to the commencement of development.

Lead Local Flood Authority: On the matter of drainage the LLFA has reviewed the submitted surface water drainage strategy submitted in support of the application and is satisfied that the scheme would comply with the requirements of the NPPF 219 and Non-Statutory Technical Standards for sustainable drainage systems. It is advised that, in the event that planning permission is granted, suitably worded conditions and informatives are applied to ensure that the SuDS Scheme is properly implemented and maintained throughout the lifetime of the development.

Surrey Wildlife Trust: A Preliminary Roost Assessment, Arboricultural Method Statement and Bat Survey Report have been submitted in support of the application. The roost assessment and Bat survey report are deemed appropriate in scope and methodology, though the loss of one active roost would result. Recommendations and conditions/ informatives have been recommended. This is discussed in sections 6.22-6.24 of this report.

UK Power Networks: No objection subject to informatives.

SCC Minerals and Waste Authority: No objections raised.

## **Representations:**

Letters were sent to neighbouring properties on 4<sup>th</sup> May 2020. A total of 6 responses were received. Following the receipt of amended plans further notifications were sent to neighbouring properties on 2<sup>nd</sup> July 2020. A further 5 responses were received. The following issues have been raised:

Overdevelopment	See paragraph 6.2-6.7
Out of character	See paragraph 6.2-6.7
Out of character with the surrounding area	See paragraph 6.2-6.7
Overdevelopment	See paragraph 6.2-6.7
Alternative location/ proposal	See paragraph 6.2-6.7
Overlooking and loss of privacy	See paragraph 6.14-6.19
Overbearing relationship	See paragraph 6.14-6.19
Overshadowing	See paragraph 6.14-6.19
No need for the development	See paragraph 6.2-6.7
Loss of/ harm to trees	See paragraph 6.21
Loss of private view	See paragraph 6.14-6.19
Hazard to highway safety	See paragraph 6.20-6.25
Inadequate parking	See paragraph 6.20-6.25
Increased traffic congestion	See paragraph 6.20-6.25
Inconvenience during construction	See paragraph 6.20-6.25
Increased Noise and disturbance	See paragraph 6.20-6.25
Drainage/ sewerage capacity	See paragraph 6.14-6.19
Property values	See paragraph 6.14-6.19
Crime fears	See paragraph 6.14-6.19
Health fears	See paragraph 6.14-6.19

One letter has been received in support of the application on the grounds of improvement of the environment and economic benefits to for the local area.

## **1.0 Site and Character Appraisal**

- 1.1 The application site comprises a residential plot on the western side of the A23 (Brighton Road), in Hooley. At present, the site is occupied by a vacant chalet bungalow which is in a state of disrepair, with a front driveway and large rear garden. The site slopes quite significantly upwards away from the road frontage.
- 1.2 The site is located within the urban area; however, it is on the very edge of the urban settlement and marks the transition between the village of Hooley and open countryside which is within the Metropolitan Green Belt and Area of Great Landscape Value.
- 1.3 The immediate urban environment has a mixed character. Along the A23, development consists of a mixture of small blocks of flats and detached and semi-detached houses. Buildings are typically two storeys, although there is some 2.5/3 storey development at the small local centre to the south along Brighton Road. To the west of the site is a residential neighbourhood (Maple Way, et al.) consisting of two storey semi-detached dwellings and bungalows

typical of housing estate. The western side of Brighton Road within which the site sits retains a relatively verdant open character due to set back buildings and tree cover. To the north, the site adjoins a gas utility compound.

## 2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: The applicant did approach the Council for pre-application advice prior to the submission of the current planning application. The applicant was advised that there was not an in principal issue with the redevelopment of the site subject to the amount being appropriate. The view expressed was that the frontage building was large a should be reduced in its overall scale. Concern was raised with regard to the proposed shortfall in parking and that this would need to be strongly justified as part of an application submission.
- 2.2 Improvements secured during the course of the application: Amended plans have been submitted in response to concerns raised regarding elements of the design and scale of the frontage building.
- 2.3 Further improvements could be secured: Improvements to the scheme could be secured by way of suitably worded conditions and the imposition of informatives.

## 3.0 Relevant Planning and Enforcement History

The following list of applications are relevant to the consideration of this application:

17/02060/F	Amended proposal Demolition of existing building, redevelopment to provide 21 self- contained flats with basement parking, associated landscaping, refuse and cycle stores	Refused 31/01/2018 Appeal Dismissed
15/02725/F	Conversion of detached 7 bedroom house to 5 no.1 bedroom self- contained flats	Granted 24/03/2016
15/02005/F	Conversion of detached 7 bedroom house to 3 no.1 bedroom and 1 no.2 bedroom self- contained flats	Granted 19/11/2015

15/01300/F

Conversion and  
extension of detached 7  
bedroom house to 3 no  
.2 bedroom self-  
contained flats

Granted 20/08/2015

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

- 4.1 This is a full application for the demolition of the existing dwelling and the construction of 10 flats spread across two buildings (one to the front of the site and a smaller building to the very rear of the plot) with associated carparking and landscaping concentrated largely in between the two, with a small number of additional parking spaces to the front. Each of the units would have 2 bedrooms.
- 4.2 Block A to the front of the site is a large detached building that is of a traditional residential form, incorporating as it does a large hipped roof with pitched roof gable to the principal elevation, which also features two small flat roof dormer windows, and tile hanging to the first floor. A further three such dormers would feature to the rear elevation, along with one to the south side elevation. The block would be two storeys in height with accommodation in the roof, 9.1m to the extent of the ridge, 16m in width and 16.5m in depth. This building would contain 7x2 bed units.
- 4.3 Block B would be located to the very rear of the site, approximately 30m from Block A, at an elevated ground level to the front of the site. This building would be smaller in scale, being 1.5 storeys with accommodation in the roof, 6.8m in height, 16.5m in width and 8m in depth. Again the building would be of a traditional design with a hipped roof with tile hanging to the first floor, with small flat roof dormers to the front and rear elevations. This building would contain a further 3x2 bed units.
- 4.4 Turning to the external areas of the site, it is proposed to concentrate the majority of the parking spaces between the two buildings (12 in total) with a further 3 spaces to the front of Block A. Secure cycle and refuse storage would also be contained at the front of the site. Access to the site from the road would be to the north end via the existing entrance, with a covered access being incorporated in to the building leading to the main parking area. Landscaping would be incorporated around the buildings and the sides of the plot, with an area of amenity space in front of Block B.
- 4.5 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:  
Assessment;  
Involvement;

Evaluation; and  
Design.

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

Assessment	<p>The site is identified as being located within the built up area of Hooley. The area is defined as being of mixed character, ranging from semi-detached and terraced traditional cottages with pitched slate roofs to maisonette blocks ranging from 60s/70s to more recent styles. To the rear on Maple Way and St Margaret's Road there is somewhat of a more cohesive character, typical of a planned housing estate. A small shopping parade to the south is identified as being within short walking distance of the site, with convenience store, as is the proximity to Maple Way play area and recreation ground to the north. The site is assessed as being within a particularly sustainable location, being in close proximity to bus stops on the A23, with regular services running north and south with access to Redhill, Merstham rail station, Coulsdon, Purley and Croydon</p> <p>The presence of trees to the boundary are identified and, despite being of low quality, are to remain as they provide good screening of the site.</p>
Involvement	No community consultation is identified as having taken place.
Evaluation	It is not indicated that alternative development options have been considered.
Design	The design, form and scale of the proposed buildings has been informed the previous dismissed appeal, advice received during the pre-application stage and in response to the residential character area. The buildings have been designed to respect the Surrey vernacular, through the use of pitched roof, hanging tiles to the first floor with pronounced gable running from front to rear.

4.6 Further details of the development are as follows:

Site area	0.13 hectares
Site Density	76 d.p.h
Existing Use	C3 Residential (single dwelling)
Proposed Use	C3 Residential (10x 2 bed flats)
Existing Parking Space	3
Proposed parking spaces	15

Parking standard	2 car parking spaces per 2 bed unit in an area of Low Accessibility
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## 5.0 Policy Context

### 5.1 Designation

Urban area  
Transition to Metropolitan Green Belt

### 5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)  
CS10 (Sustainable Development),

### 5.3 Reigate & Banstead Development Management Plan 2019

Design	DES1 DES2 DES4 DES5 DES6 DES8
Access and Parking	TAP1
Climate change resilience and flooding	CCF1
Natural and Historic Environment	NHE3
Infrastructure to support growth	INF3

### 5.4 Other Material Considerations

National Planning Policy Framework	
National Planning Practice Guidance	
Supplementary Planning Guidance	Surrey Design Local Distinctiveness Design Guide A Parking Strategy for Surrey Parking Standards for Development
Other	Human Rights Act 1998 Community Infrastructure Levy Regulations 2010

## 6.0 Assessment

6.1 The application seeks permission for the demolition of the existing dwelling and the erection of two buildings comprised of 10 flats. The site is within the urban area and, as established through the previous consents to convert the existing building in to separate units, there is no in principle objection to residential development or intensification of residential use on the site. Therefore the main issues to consider are:

- Design and impact on character;
- Amenity of future occupiers;
- Housing Mix;
- Impact on neighbouring amenity;
- Highway Impacts, Access and parking;
- Trees and Landscaping;
- Ecology;
- CIL
- Affordable Housing

### Design assessment

- 6.2 The design of the proposed development has been informed by the character of the area, which other than being predominantly residential, is fairly mixed with regard to architectural style and age of properties. The inspector, in considering the refusal of application 17/02060/F, observed that *'there is no one single prevailing architectural style that characterises the residential development in the area. The development along this part of Brighton Road is of an overall domestic size and of traditional appearance with gaps between properties.'*
- 6.3 Beginning with Block A to the front of the site, it would represent an increase in scale and depth over the existing dwelling currently occupying the plot; however it is considered that on balance this would be acceptable. The overall height would be below that of the adjacent building to the south by approximately 0.55m, and the eaves too would be lower, as per the current relationship. The incorporation of hips to both side of the roof would serve to lessen the sense of scale when viewed in the road. The scheme has been amended from the original submission to remove a rear gable projection that would have mirrored that at the front, removing a not insignificant amount of bulk from the building. The building would be 2.5 storeys in height, which is appropriate and within the context of the area, which is observed to comprise 2-2.5 storey properties, with some even being 3 storeys in height within the wider area, as observed by the inspector in considering the previous application.
- 6.4 On the matter of the depth, the footprint within the plot would be approximately 5m greater than the existing building; however the majority of this is accounted for by the more forward projection of the proposed building, whilst to the rear this would only be 1m more than the existing house. The scheme has been reduced in depth during the course of the application by 1m, reducing the extent of crown roof in the process, to a point where it is considered that on balance Block A would be acceptable with regard to its height, bulk, depth and mass. Its siting forward of 10a to 10d Brighton Road would not in itself be harmful, following as it does a natural staggering of the building line at this point which increases in a northerly direction. The building is deemed to fit within the context of domestic sized residential development identified by the inspector and would be significant reduction on the previously refused submission, which

proposed 21 flats to be contained within a single building, 4 storeys in height, with a footprint which covered much of this extensive plot.

- 6.5 Block B is smaller in its overall size however it is located at an elevated position by virtue of the sloping ground level, increasing from front to rear. However views of the building from the wider street scene would be minimal, as it would be largely obscured by the frontage building, as well as vegetation to the side boundaries.
- 6.6 Both properties would utilise materials, such a plain tile for the roof, hanging tiles and red/ brown coloured brickwork that would be appropriate to the character of the area, which is quite mixed with regard to materials.
- 6.7 It is considered that, whilst the level of build form on the site would be increased, on balance the proposed development is considered to be acceptable with regard to its design and impact on the character of the wider area. The two buildings would be significantly spaced apart, allowing for an appropriate amount of soft landscaping in the intervening spaces to ensure that a sense of spaciousness is retained within the site, which would be appropriate for this location at the edge of the urban area.

#### Amenity for Future Occupiers

- 6.8 It is a fundamental objective of planning policy and stated within the National Planning Policy Framework that we provide high quality housing that is well designed and built to a high standard. The advice is amplified further by policies DES2 and DES5 of the Development Management Plan, which requires developments to demonstrate that dwellings have been designed to ensure that a good standard of amenity for all existing and future occupants and meet the minimum relevant nationally described space standards and be arranged to ensure that habitable rooms are arranged to have an acceptable outlook and where possible receive direct sunlight.
- 6.9 Nationally Described Space Standards require a 2 bedroom dwelling, in this case a flat, to provide a minimum of 61 sq. metres of internal floor area and a maximum of 70 sq. m, depending on the number of occupiers. All 10 of the proposed dwellings would meet or exceed this requirement. These are summarised in the table below:

<b>Flat No.</b>	<b>Floor Area (sq. m)</b>
1	62.64
2	76.4
3	72.8
4	66.5
5	62.2
6	66
7	62
8	69

9	74.4
10	78.3

- 6.10 Each of the bedrooms would be of an acceptable size, with windows appropriately placed to ensure each would be provided with an acceptable level of sunlight/ daylight as well as a reasonable outlook. Each of the main living spaces would be equally well served in this regard.
- 6.11 Not all the flats would be provided with their own private garden spaces; however some of the ground floor units would have access to private patio areas. There would be shared access to the grounds around the building, particularly in front of Block B to the rear. Policy DES5 of the DMP encourages the provision of such communal spaces, especially for flats, where private amenity space may be more difficult to provide. There would also be access to both Hooley recreation ground, approximately 200m to the north of the site further along Brighton Road, and Maple Way play area.
- 6.12 In light of the above the development is considered to provide an acceptable amount of living space for each unit, each of which is deemed to have an appropriate layout that would provide a good quality living environment for future occupants. The development is therefore deemed to comply with Policy DES5 of the Development Management Plan 2019.

#### Housing Mix

- 6.13 Policy DES4 of the DMP requires all new residential developments to provide homes of an appropriate type, size and tenure to meet the needs of the local community. Residential developments for up to 20 homes would be expected to provide 20% of dwellings as one or two bed units, in order to meet an identified need for smaller housing within the Borough. Each of the units would have 2 bedrooms. Over 65% of housing stock in Hooley had 3 or more bedrooms at the last census, and over 70% are houses as opposed to flats. The proposal would therefore meet the need for smaller housing units in the area, increasing housing mix and choice within Hooley. On this basis the scheme would achieve the aims of Policy DES4.

#### Impact on Neighbouring Residential Amenity

- 6.14 Block A would be in closest proximity to numbers 10A-10D Brighton Road the south, which occupy a large, two storey pitched roof building split in to flats, an area of private garden amenity space behind, with parking and large quadruple garage to the very rear of the plot. Block A would be sited 3.5m from this property at the closet point, 2m from the shared boundary between the two, whilst extending approximately 5m beyond the neighbouring rear elevation. Two side windows would face towards the application site; however these appear to be secondary. Rear facing windows feature to the ground and first floor, likely serving a habitable room on the ground floor with bedroom above. Block A would be positioned below the neighbouring property by approximately

0.4m. This, coupled with the separation distance between the two, would ensure that Block A would not be unacceptably overbearing in nature. This would be assisted by the angle of the proposed roof, which is sufficiently shallow to avoid unacceptable impact on the two neighbouring side windows, which would receive sufficient light between the buildings. With regard to the two neighbouring rear windows, a 45 degree measurement taken in the horizontal plane would be intersected though this would only be very marginal, and there would be a sufficient visual gap between the two to allow light to the neighbours and avoid unacceptable levels of overshadowing to the rear garden.

- 6.15 Block B would be sited 37m away from the neighbouring properties at a higher ground level. This would be a sufficient distance to avoid harmful overlooking between windows. The rear boundary of the 10A-10D is well screened by mature vegetation, which would assist in obscuring views. Block B would also be visible to a number of properties on Maple Way, particularly numbers 91-95, which are at an elevated position to the site. Whilst some views of these properties may be afforded from the proposed rear facing dormers, these views would be minimal given the lower ground position. In any case these windows would largely be facing towards the gas valve site and countryside beyond.
- 6.16 It is considered that, whilst giving rise to a degree of change in the relationship between the site and neighbouring properties, the scheme would be acceptable with regard to its impact on residential amenity, in accordance with Policy DES1 of the DMP.
- 6.17 On concerns raised with regard to increased health and crime fears resulting from the proposed development, it is not considered that a development for 10 residential units would give rise to such issues. Any instances of crime would be a police matter.
- 6.18 On the matter of impact on drainage capacity this would be a matter for consideration at building control stage. A condition requiring the submission of a drainage scheme prior to commencement of development would be included in the event of permission being granted.
- 6.19 Impact of the development on the values of surrounding properties is not a material planning consideration.

#### Highway Matters and Parking

- 6.20 The site is located within an area of low accessibility as defined within Annex 4 of the DMP. Within such an area a 2 bed flat would be expected to be provided with 2 parking spaces. On this basis the scheme would be expected to provide 22 parking spaces; 20 for residents and a further 2 spaces for visitors. The scheme proposes 15 spaces, a shortfall of 7. Policy TAP1(c) of the DMP expects development to comply with residential parking standard requirements unless satisfactory evidence is provided to demonstrate that non-compliance would not result in unacceptable harm. Such evidence could

include on-street parking surveys, evidence of parking demand, and/ or further information on the accessibility of the site.

6.21 The site is within 100m of bus stops on both sides of the A23 which are served by the 405 (TfL) bus route. This route is regular, and – compared to other services elsewhere in the borough – it is also frequent (every 12-14 minutes). This bus service would provide future residents with access to major town centres and rail services to London (on the Brighton mainline). These routes would also provide access to Croydon, central Coulsdon, Purley, Merstham and Redhill. The level of public transport access to key centres (for work, shopping and services) and rail stations (for commuting and travel) at this site is therefore far greater than many other areas of the borough, and belies the “low accessibility” categorisation of the site, which is based on walking times/distances to defined locations (rail stations and defined retail centres). Within the immediate vicinity, there are also a small number of shops and services available at the Hooley local parade (approximately 150m south of the site), including a small convenience store at the petrol station and a small news agent, both of which would offer everyday essentials without the need to travel further afield. There is clear evidence that travel to and from the site by means of a private car would be more than feasible and therefore the lower levels of car ownership than 2 per unit are realistic.

6.22 To further justify the parking shortfall, the application has been supported by assessment and evidence of car ownership levels in the Hooley and wider area. This evidence demonstrates that car ownership for flats is significantly lower than the 2 spaces suggested. The Council’s DMP parking evidence identified average car ownership in the Chipstead, Hooley & Woodmansterne ward as being 1.79 cars per household. It is worth recognising that this ward contains both (a) a very high proportion of larger detached family homes (4 and 5 bedrooms) which are shown to have higher car ownership in this area and (b) large areas of rural countryside with homes in much more remote and inaccessible locations than Hooley. When the data for the Output Areas covering the village of Hooley is interrogated, this identifies:

- Output area E00155891 – 241 cars across 129 households – 1.86 per household;
- Output area E00155893 – 238 cars across 143 households – 1.66 per household;
- Output area E00170400 – 148 cars across 98 households – 1.51 per household;
- Output area E00155892 – 172 cars across 115 households – 1.50 per household;
- Total – 799 cars across 485 households – 1.64 per household

As stated in paragraph 6.13 the housing stock across those areas is skewed in favour of larger homes (65% over 3 bed) so it is reasonable to assume that car ownership for a scheme of 2 bedroom flats will be lower than this level, and most likely below the 1.5 cars per household which would be allowed for within the scheme. The Council’s DMP Parking Standards Evidence document identifies that flats have much lower car ownership than average. Compared to

the borough average of 1.47 spaces per household, 2-bedroom flats have an average car ownership of 1.12 (owned) and 0.92 (rented), so between 63% and 76% of the overall average. Even if you apply the upper ratio (i.e. 76%) to the average for the Hooley area (1.64 as per this list above), car ownership could be expected to be 1.3 spaces per household for this scheme, equivalent to a requirement for 13 spaces overall. Even if additional parking did occur (for example from visitors), the adjacent road (the A23) is double yellow lined along its entire length, and the immediate vicinity of the site is subject to no waiting (at any time) and no loading restrictions between specified times. As such, there is no risk of displacement parking onto the adjoining highway causing safety or traffic flow issues, since it would be subject to robust enforcement. There are, however, dedicated parking bays along this side of the A23 a short walk away. These bays, although restricted, would allow for short stay visitors during the day of up to one hour and would also offer potential evening and weekend parking for visitors (or residents) for longer periods (as the restrictions do not apply after 7pm or at weekends). The lack of opportunity for displacement parking on the would ensure against increased risk of highway safety and operational issues.

- 6.23 The proposed access arrangements would remain similar to that of the existing, with the southern access being narrowed to become a pedestrian accessway. This part of the A23 forms part of the Strategic Road Network and therefore falls under the remit of Highways England. They recognise that this section of the A23 is prone to congestion due to the volume of traffic choosing to use this route. In order to ensure that the construction process does not interfere with this and cause highway safety issues, Highways England have recommended a condition requiring the submission of a Construction Transport Management Plan prior to commencement of development. This would include details of construction vehicle access and egress to/from the site, whether any temporary changes to the boundary are required to accommodate this access, the timing of delivery vehicles, construction vehicle frequency and any temporary pedestrian diversions. It is also expected that the management plan would confirm that no vehicles relating to the development will be parked outside of the site on the highway. A further condition requiring the submission of a Construction Method Statement shall also be included.
- 6.24 Surrey County Council has also commented on the application with regard to any impact that the development may have on the adjacent highway network. They acknowledge the shortfall in parking and that this could increase demand for parking on the highway; however it is considered unlikely due to the distance of the proposed development from the highway network. A condition requiring the provision of secure cycle storage would be included in the event of permission being granted to encourage alternative forms of transport in accordance with Policies CCF1 and TAP1 of the DMP 2019.
- 6.25 To conclude it is considered that sufficient evidence has been submitted to satisfy the requirement of Policy TAP1(c) that the proposed shortfall in parking provision would not result in an unacceptable level of harm to the safe operation of the highway, and therefore is deemed to be acceptable.

### Trees and Landscaping

- 6.21 There are no protected trees identified as being within the site, however there are a number of non-protected trees, both on and off site. It is proposed to remove 2 trees of low quality as well as carry out minor pruning works to off-site trees, to which there is no objection. A substantial amount of tree cover would remain to the site boundaries to provide ample screening of the development. A tree protection plan has been submitted and is deemed to be acceptable. A condition requiring the submission of a landscaping scheme would be attached in the event of permission being granted. On this basis the development is considered to comply with policy NHE3 of the Development Management Plan 2019 with regard to trees.

### Ecology

- 6.22 Due to the derelict nature of the existing building and its disuse having been occurring for some time, the site has the potential to house bats. As such a Preliminary Roost Assessment and Bat Survey have been submitted, which have been assessed by Surrey Wildlife Trust (SWT) and have been deemed appropriate in scope and methodology. An active bat roost (likely a Brown Long Eared feeding roost) has been identified within the building on site. The development would therefore result in the loss of an active roost. The applicant would be required to obtain a European Protected Species Licence prior to commencing any works which may affect bats and be required to undertake actions with regard to impact avoidance, mitigation, compensation and enhancement as detailed within the submitted Bat Survey Report Dated June 2020. This report also notes that the building offers suitable features for hibernating bats. As recommended in the submitted report, works to the building would be expected to be carried out outside of bat hibernation season. A bat box suitable for hibernating bats should also be installed on the proposed dwellings. Commuting and foraging bats have also been recorded. As nocturnal animals they are sensitive to artificial lighting. As such the development would be expected to comply with the requirements of the Bat Conservation Trusts document entitled "Bats and Lighting in the UK – Bats and the Built Environment" and recommendations of the submitted bat survey report.
- 6.23 It is also expected that the construction of the development would take place outside of the breeding season for birds. Additional planted would provide opportunity for bio-diversity net gain, the specific species of which would be secured by condition.
- 6.24 Subject to the development being carried out in accordance with the recommendations of the submitted ecology and bat surveys the development is deemed acceptable with regard to Policy NH3 of the DMP.

### CIL

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

#### Affordable Housing

6.26 Both the Development Management Plan and the Council's Affordable Housing SPD only require affordable housing or financial contributions towards it on sites over 10 units, in line with the NPPF. As this site is for 10 units, affordable housing cannot be required.

### **CONDITIONS**

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

<b>Plan Type</b>	<b>Reference</b>	<b>Version</b>	<b>Date Received</b>
Block Plan	2001 / PL 02	A	24.06.2020
Roof Plan	2001 / PL 06	A	24.06.2020
Floor Plan	2001 / PL 04	A	24.06.2020
Floor Plan	2001 / PL 05	A	24.06.2020
Section Plan	2001 / PL 11	A	24.06.2020
Elevation Plan	2001 / PL 09	A	24.06.2020
Site Layout Plan	2001 / PL 03	A	24.06.2020
Elevation Plan	2001 / PL 08	A	24.06.2020

#### Reason:

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

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

#### Reason:

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

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

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

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

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

Reason: To ensure good landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies NHE3, DES1 and DES3 of the Reigate and Banstead Development Management Plan 2019.

5. No development shall commence including groundworks preparation and demolition until all related arboricultural matters, including arboricultural supervision, monitoring and tree protection measures are implemented in strict accordance with the approved details contained in the Tree Protection Plan compiled by DAA, dated April 2020

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

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

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

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

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

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

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

8. No part of the development hereby permitted shall commence until a Construction Traffic Management Plan (CTMP) has been approved in writing by the Local Planning Authority (who shall consult Highways England). The CTMP shall include, but not be limited to, details to include factors such as proposed Traffic Management for construction vehicle access and egress to/from the site. This should include details of whether temporary changes will be made to the boundary to accommodate vehicles, delivery vehicle frequency and temporary pedestrian diversions. We would also expect confirmation that no vehicles relating to this development will be parked outside of the application site on the highway.

Reason: To minimize construction traffic generated by the development and to ensure that the A23 continues to be an effective part of the national system of routes for through traffic in accordance with Section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of highway safety.

9. Prior to construction work commencing on site the applicant shall submit a method statement in respect of the works to the front boundary of the property where it is contiguous to the strategic road highway boundary. This shall include information about the current condition of each of the existing verge crossings between the property and the highway and also means by which the existing street furniture in the grassed area outside the property boundary will be protected. The applicant will be responsible for making good

damage to highway land or street furniture as a result of the works to complete the development. The applicant shall express a willingness to enter in to an agreement with the highway authority for this section of the A23, which is Highways England, to carry out agreed reinstatement works. This will be an agreement under S278 of the Highways Act 1980.

Reason: To protect the interests of the Secretary of State for Transport and ensure that the footway and verge of the A23 where it is contiguous to the application site remains in good condition and is kept safe for the use of vulnerable road users. This condition is intended to ensure that the A23 continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

10. The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with the approved plans for:

(a) The secure parking of a minimum of 10 bicycles within the development site in a fully covered secure and accessible location.  
and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

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

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

- a) The results of infiltration testing completed in accordance with BRE Digest: 365 and confirmation of groundwater levels.
- b) Evidence that the proposed final solution will effectively manage the 1 in 30 & 1 in 100 (+40% allowance for climate change) storm events during all stages of the development.
- c) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.).

- d) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected. This could include details of how any exceedance flows could be contained within the carpark where possible. Linking soakaways wherever practical should be considered.
- e) Details of drainage management responsibilities and maintenance regimes for the drainage system.
- f) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

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

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

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

13. The development hereby approved shall not be occupied unless and until three of the proposed parking spaces have been provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason: In recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2019.

14. The development hereby permitted shall be carried out in strict accordance with the mitigation and avoidance recommendations of the bat survey report undertaken by David Archer Associates dated June 2020.

Reason: To ensure there is no harm to protected species and no loss of biodiversity with regards policy NHE2 of the Development Management Plan 2019.

## **INFORMATIVES**

1. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions

2. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at [www.firesprinklers.info](http://www.firesprinklers.info).
3. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, a 140 litre wheeled bin conforming to British Standard BSEN840 and a 60 litre recycling box should be provided for the exclusive use of the occupants of that dwelling. Prior to the initial occupation of any communal dwellings or flats, wheeled refuse bins conforming to British Standard BSEN840, separate recycling bins for paper/card and mixed cans, and storage facilities for the bins should be installed by the developer prior to the initial occupation of any dwelling hereby permitted. Further details on the required number and specification of wheeled bins and recycling boxes is available from the Council's Neighbourhood Services on 01737 276501 or 01737 276097, or on the Council's website at [www.reigate-banstead.gov.uk](http://www.reigate-banstead.gov.uk). Bins and boxes meeting the specification may be purchased from any appropriate source, including the Council's Neighbourhood Services Unit on 01737 276775.
4. You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:
  - (a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs Saturday and not at all on Sundays or any Public and/or Bank Holidays;
  - (b) The quietest available items of plant and machinery should be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels;
  - (c) Deliveries should only be received within the hours detailed in (a) above;
  - (d) Adequate steps should be taken to prevent dust-causing nuisance beyond the site boundary. Such uses include the use of hoses to damp down stockpiles of materials, which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of bowsers and wheel washes;
  - (e) There should be no burning on site;
  - (f) Only minimal security lighting should be used outside the hours stated above; and
  - (g) Building materials and machinery should not be stored on the highway and contractors' vehicles should be parked with care so as not to cause an obstruction or block visibility on the highway.

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

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

5. The use of landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above relevant conditions. Replacement planting of trees and shrubs shall be in keeping with the character and appearance of the locality. There is an opportunity to incorporate substantial sized trees into the scheme to provide for future amenity and long term continued structural tree cover in this area. It is expected that the

replacement structural landscape trees will be of Semi- Extra Heavy Standard size with initial planting heights of not less than 4m with girth measurements at 1m above ground level in excess of 14/16cm.

6. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
7. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
8. The applicant should ensure that the proposed development will result in no net increase in external artificial lighting in line with recommendations of the Bat Conservation Trusts document entitled 'Bats and Lighting in the UK – Bats and The Built Environment Series'.
9. If proposed site works affect an Ordinary Watercourse, Surrey County Council as the Lead Local Flood Authority should be contacted to obtain prior written Consent. More details are available on our website.

If proposed works result in infiltration of surface water to ground within a Source Protection Zone the Environment Agency will require proof of surface water treatment to achieve water quality standards.

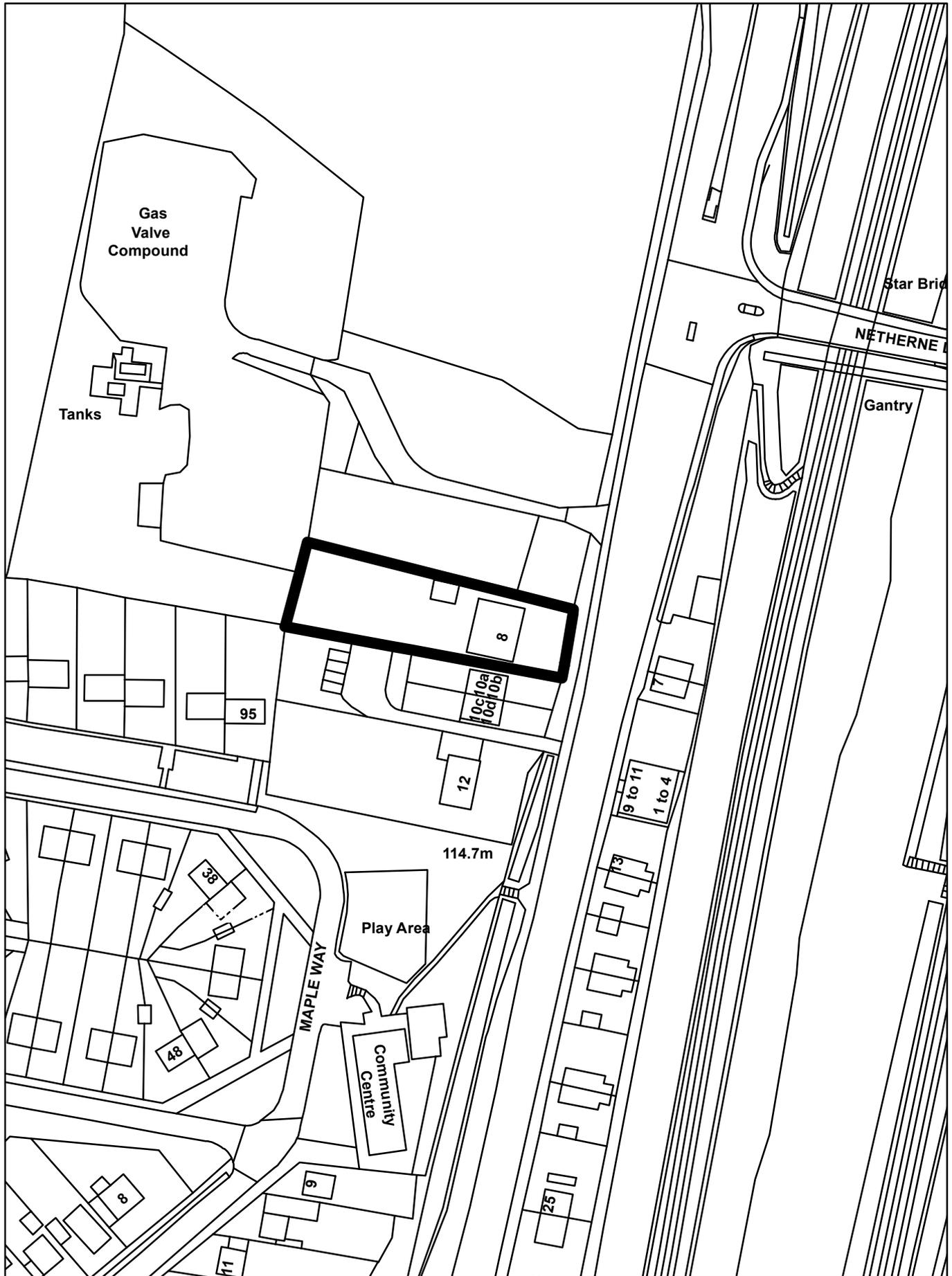
## **REASON FOR PERMISSION**

The development hereby permitted has been assessed against the NPPF 2019 and Development Management Plan policies DES1 DES2 DES5 DES8 TAP1 NHE2 NHE3 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

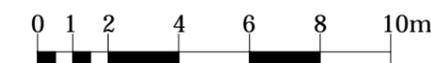
## **Proactive and Positive Statements**

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

# 20/00829/F - 8 Brighton Road, Hooley



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



Rev	Date	Description

# KAA

KA Architectural Ltd  
kaa1@email.com

Date  
Mar 2020

Scale  
1:200 @ A3

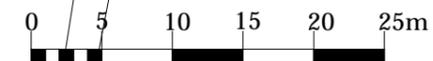
Client  
Mr K Chouhan

Project  
8 Brighton Road  
Hooley  
CR5 3EB

Title  
Proposed Site Plan

Drawing No  
2001 / PL 03

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



Tanks

95

12

1 to 4  
9 to 11

13

38

Play Area

Rev	Date	Description
A	23.6.20	Block A footprint reduced

**KAA**

KA Architectural Ltd  
kaa1@email.com

Date  
Apr 2020

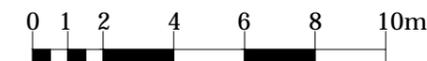
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Client  
Mr K Chouhan

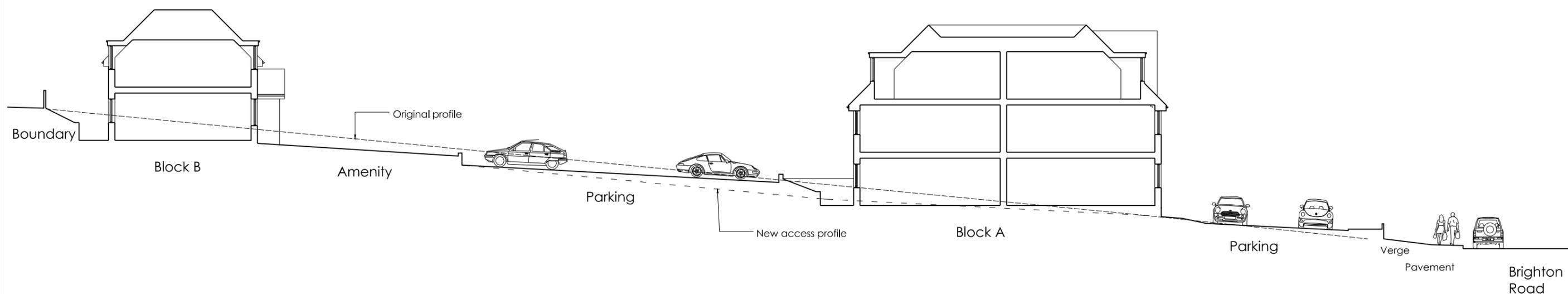
Project  
8 Brighton Road  
Hooley  
CR5 3EB

Title  
Block Plan

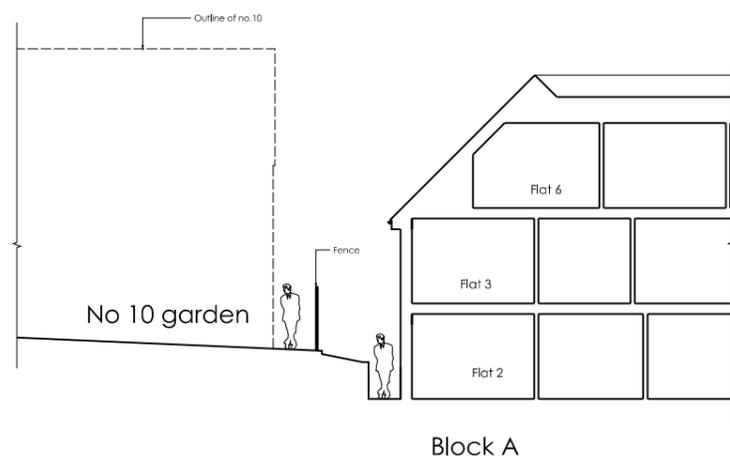
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2001 / PL 02 A



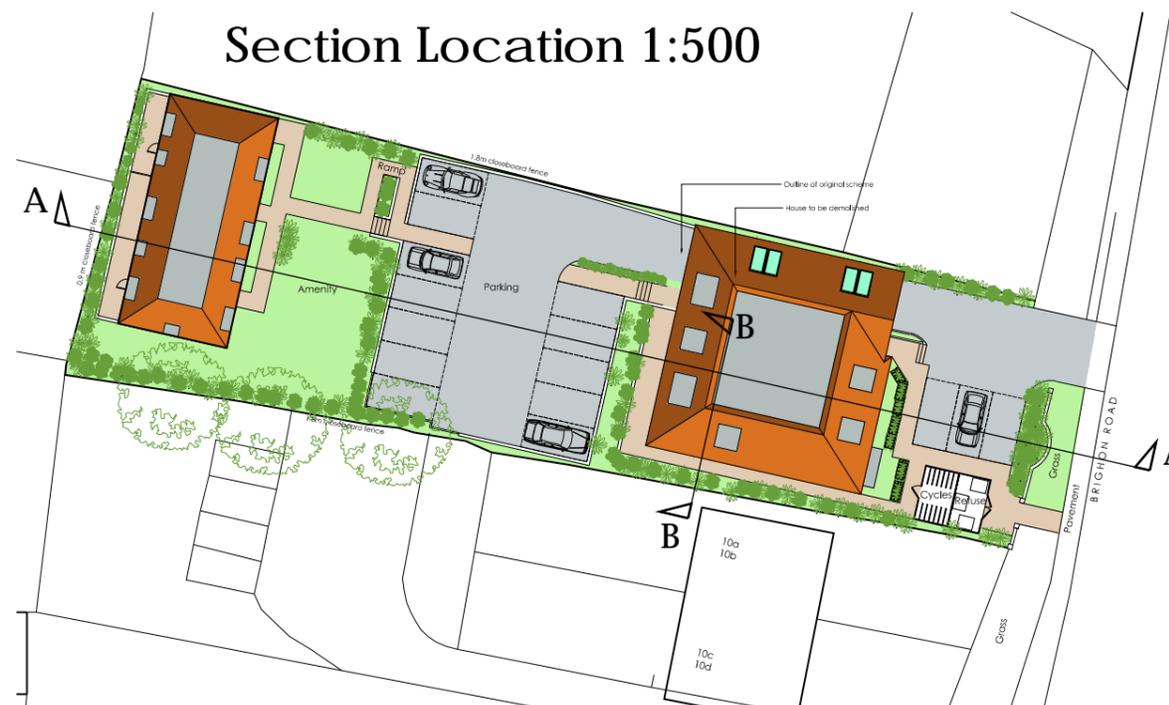
### Section A-A



### Section B-B



### Section Location 1:500



Rev	Date	Description
A	22.6.20	Section B-B added

**KAA**

KA Architectural Ltd  
kaa1@email.com

Date  
Mar 2020

Scale  
1:200 @ A3

Client  
Mr K Chouhan

Project  
8 Brighton Road  
Hooley  
CR5 3EB

Title  
Site Sections

Drawing No

2001 / PL 11 A

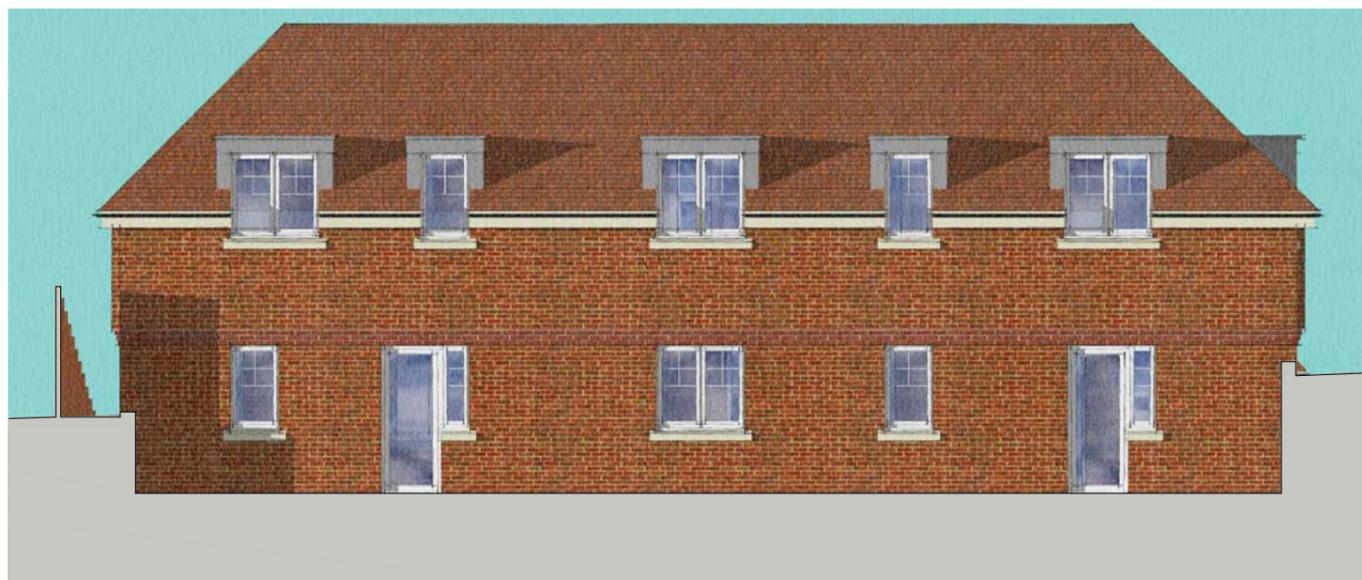
FRONT



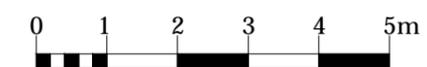
LEFT



REAR



RIGHT



Rev	Date	Description

**KAA**

KA Architectural Ltd  
kaa1@email.com

Date  
Mar 2020

Scale  
1:100 @ A3

Client  
Mr K Chouhan

Project  
8 Brighton Road  
Hooley  
CR5 3EB

Title  
Block B  
Elevations

Drawing No

2001 / PL 10

# West



# South

Outline of original scheme



Rev	Date	Description
A	22.6.20	Building depth reduced; south elev. tiling added

**KAA**

KA Architectural Ltd  
kaa1@email.com

Date  
Mar 2020  
Scale  
1:100 @ A3  
Client  
Mr K Chouhan

Project  
8 Brighton Road  
Hooley  
CR5 3EB

Title  
Block A  
Elevations  
Sheet 2

Drawing No  
2001 / PL 09 A



East

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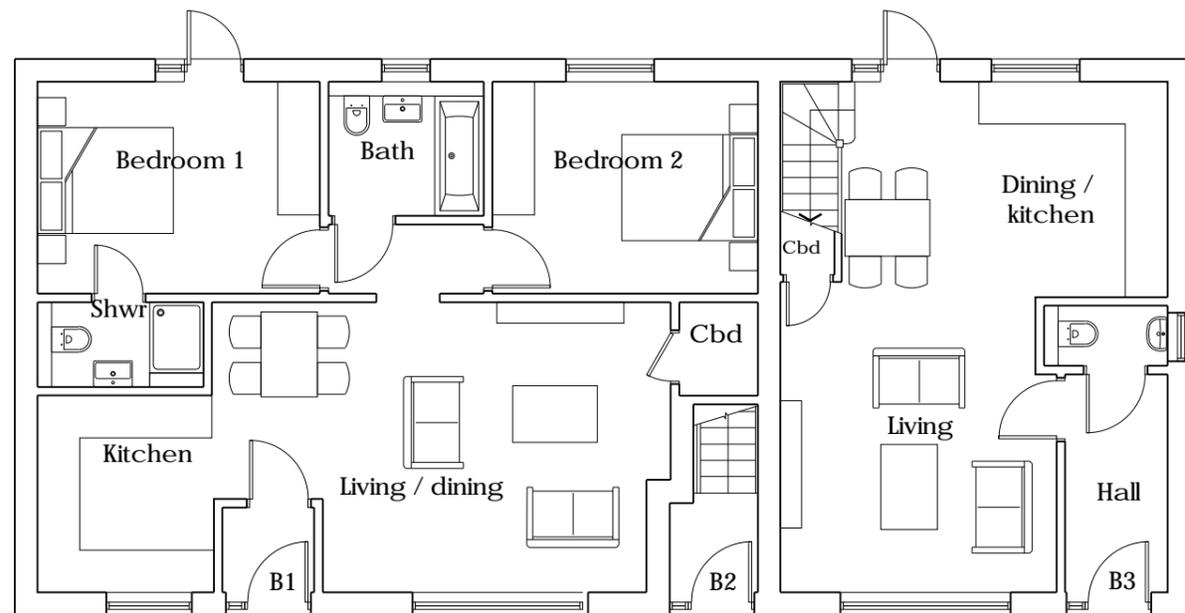


North

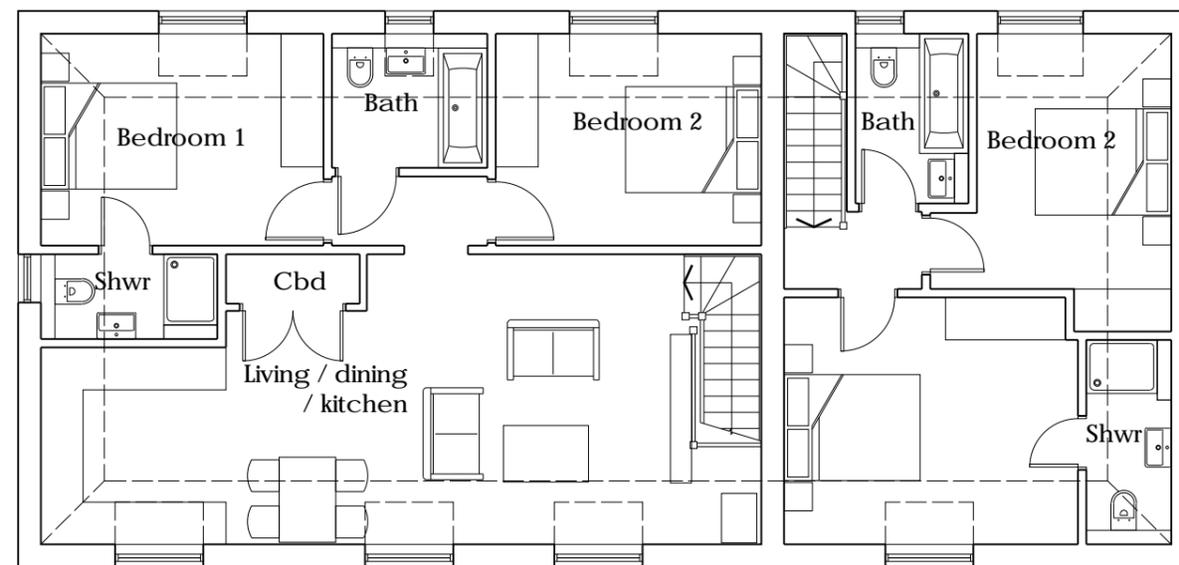


Rev	Date	Description
<b>KAA</b>		
<small>KA Architectural Ltd kaa1@email.com</small>		
Date	Mar 2020	
Scale	1:100 @ A3	
Client	Mr K Chouhan	
Project	8 Brighton Road Hooley CR5 3EB	
Title	Block A Elevations Sheet 1	
Drawing No	2001 / PL 08	

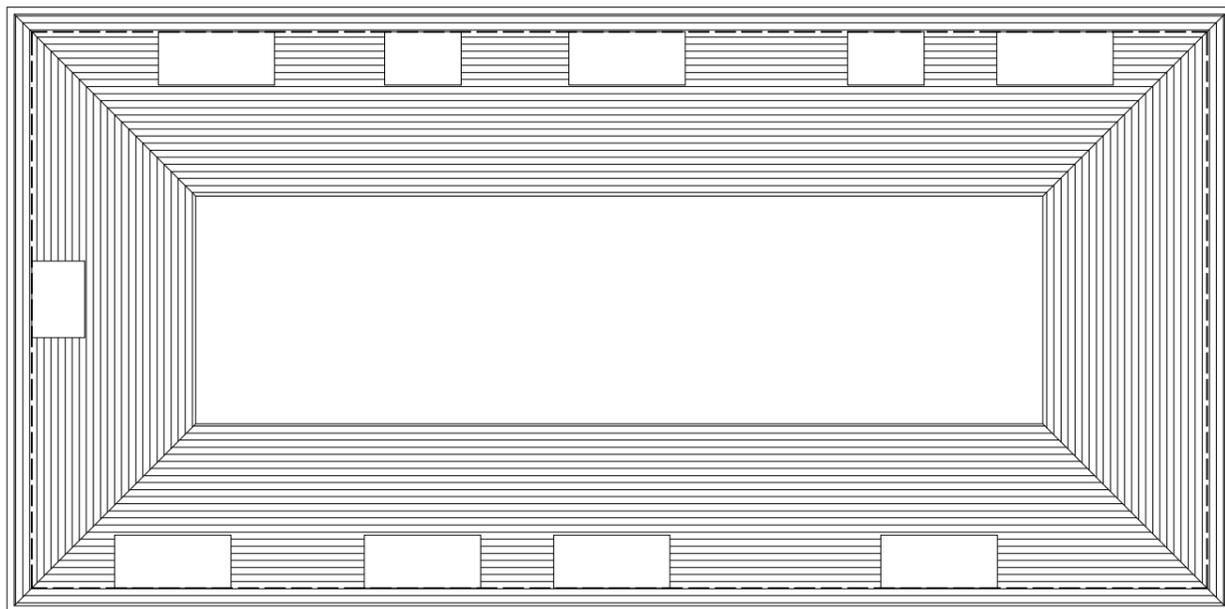
# GROUND FLOOR



# FIRST FLOOR



# ROOF



Rev	Date	Description
<b>KAA</b>		
<small>KA Architectural Ltd kaa1@email.com</small>		
Date	Mar 2020	
Scale	1:100 @ A3	
Client	Mr K Chouhan	
Project	8 Brighton Road Hooley CR5 3EB	
Title	Block B Floor Plans	
Drawing No	2001 / PL 07	

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



10a  
10b

House to be demolished  
Outline of original scheme

Rev	Date	Description
A	22.6.20	Building depth reduced

**KAA**

KA Architectural Ltd  
kaa1@email.com

Date  
Mar 2020  
Scale  
1:100 @ A3  
Client  
Mr K Chouhan

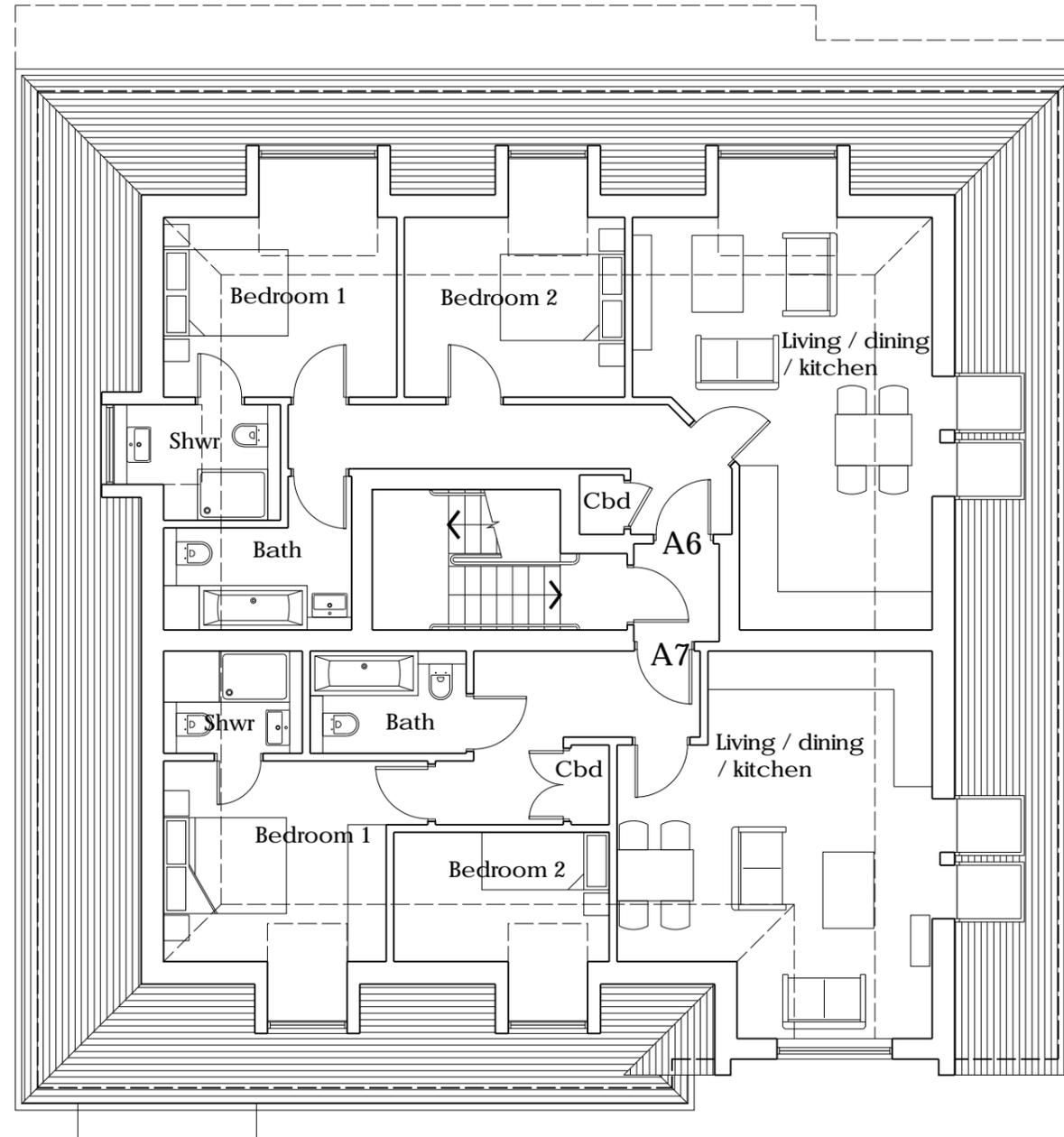
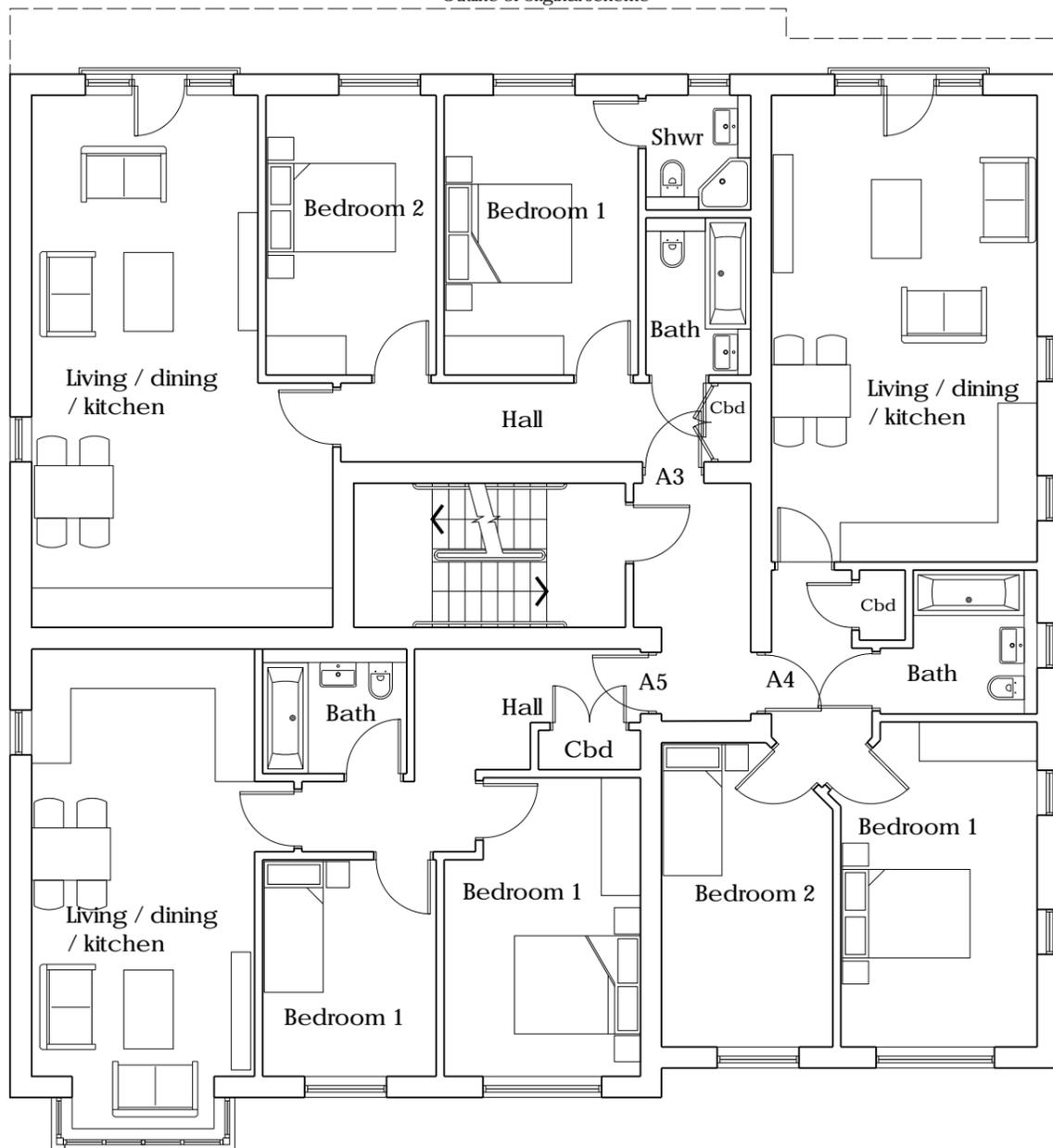
Project  
8 Brighton Road  
Hooley  
CR5 3EB

Title  
Block A  
Ground Floor Plan

Drawing No  
2001 / PL 04 A



Outline of original scheme



Rev	Date	Description
A	22.6.20	Building depth reduced

**KAA**

KA Architectural Ltd  
kaa1@email.com

Date  
Mar 2020

Scale  
1:100 @ A3

Client  
Mr K Chouhan

Project  
8 Brighton Road  
Hooley  
CR5 3EB

Title  
Block A  
First & Second  
Floor Plans

Drawing No

2001 / PL 05 A





Rev	Date	Description

**KAA**

KA Architectural Ltd  
kaa1@email.com

Date	Apr 2020
Scale	NTS
Client	Mr K Chouhan
Project	8 Brighton Road Hooley CR5 3EB
Title	Block A Perspective View
Drawing No	2001 / PL 12