

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	19 th May 2021
	REPORT OF:	HEAD OF PLACES & PLANNING
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AGENDA ITEM:	9	WARD: Earlswood and Whitebushes

APPLICATION NUMBER:	20/01876/F	VALID:	23/09/2020
APPLICANT:	Denton Homes	AGENT:	WS Planning & Architecture
LOCATION:	LAND TO REAR OF 1-3 WEST AVENUE SALFORDS REDHILL RH1 5BA		
DESCRIPTION:	Erection of 2x3 bed semi-detached dwellings. As amended on 18/12/2020, 15/01/2021, 22/02/2021, 26/02/2021 and 31/03/2021		
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SUMMARY

This is a full application for the erection of two 3 bedroom semi-detached dwellings. The proposed dwellings would occupy part of the rear gardens of 1-3 West Avenue, with the dwellings fronting Hillford Place to the north. The proposed dwellings would be of a traditional design, incorporating hipped roofs with projecting gables and materials that would be in keeping with the character of the surrounding area.

The proposal would see the introduction of residential development to the south side of Hillford Place where currently there is an absence of built form. However it is the view that this would not be unacceptable. The site is within the urban area where there is not an in principle objection to development. The dwellings would be located to the very western end of the grass verge to the south of Hillford Place, in close proximity to other residential properties, ensuring the character contribution of the verge and its tree cover are maintained, so avoiding them appear isolated or out of keeping. The dwellings would be of a design and scale that is in accordance with the character and pattern of residential development in the locality.

The introduction of new dwellings in this location would result in a change in the relationship with neighbouring properties, however it is not considered that this would result in an unacceptable level of harm to their amenity. The dwellings would be a sufficient distance from the donor properties and properties to the rear to ensure there would not be undue loss of privacy, nor would they be particularly overbearing in nature due to their position at the end of rear gardens. Whilst

properties opposite the application site along Hillford Place would likely experience the greatest change, properties facing each other is a very common arrangement in most suburban neighbourhoods. Properties are generally set back from the road by approx. 8m, as would be the case with the new dwellings, meaning a separation distance of approx. 20m between the properties. This would be an acceptable distance to avoid overlooking and the change in a previous uninterrupted view could not be resisted due to this not being a material consideration.

Each dwelling would be provided with two parking spaces, which would accord with the Councils' parking standards for 3 bed dwellings in an area of low accessibility. It has been demonstrated through the course of the application that these parking spaces are of a sufficient size to allow vehicles to enter and exit safely, ensuring that the development would not give rise to increased risk to highway safety.

With regard to trees, there are a number of trees in close proximity to the site within the rear of neighbouring gardens and along the verge. In order to ensure against harm to these a condition requiring the approval of a tree protection plan prior to development would be included in the event of permission being granted. Additional planting would be secured by a landscaping condition.

RECOMMENDATION

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

Consultations:

Highway Authority: The County Highway Authority has undertaken an assessment in terms of the likely net additional traffic generation, access arrangements and parking provision and are satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway. The County Highway Authority therefore has no highway requirements subject to conditions and informatives.

Salfords and Sidlow Parish Council: Objection made on the grounds of impact on highway safety of the immediate road network. Further comment made that the introduction of development to the south side of Hillford Place would be contrary to the character of the area and not sympathetic to the existing environment.

Representations:

Letters were sent to neighbouring properties on 7th October 2020. A site notice was displayed on the 29th October 2020. A total of 75 objections were received. Following the receipt of amended plans further notifications were sent to neighbouring properties on 13th January 2021. A further 55 objections were received. Following further amendments on the 11th March 2021 and 6th April 2021 respectively, a further 48 objections were received. The following issues have been raised:

Issue	Response
Overdevelopment	See paragraph 6.3-6.8
Out of character	See paragraph 6.3-6.8
Poor design	See paragraph 6.3-6.8
Alternative location/ proposal	See paragraph 6.3-6.8
Overlooking and loss of privacy	See paragraph 6.9-6.18
Overbearing relationship	See paragraph 6.9-6.18
No need for the development	See paragraph 6.3-6.8
Loss of/ harm to trees	See paragraph 6.19-6.26
Loss of private view	See paragraph 6.9-6.18
Hazard to highway safety	See paragraph 6.19-6.23
Inadequate parking	See paragraph 6.19-6.23
Increased traffic congestion	See paragraph 6.19-6.23
Poor access	See paragraph 6.19-6.23
Conflict with a covenant	This is not a material planning consideration
Property values	See paragraph 6.9-6.18 This is not a material planning consideration

Crime fears	See paragraph 6.9-6.18
Inconvenience during construction	See paragraph 6.19-6.23
Increased Noise and disturbance	See paragraph 6.9-6.18
Harm to wildlife habitat	See paragraph 6.9-6.18
Drainage/ sewerage capacity/ flooding	See paragraph 6.9-6.18 The Site is within Flood Zone 1 where this development is acceptable in principle.

1.0 Site and Character Appraisal

- 1.1 The application site comprises the rear gardens of 1-3 West Avenue Salfords. The existing dwellings comprise semi-detached 1930s-50s dwellings with quite generous, rectangular rear gardens. The properties are of similar appearance, being of a hipped roof design with small pitched roof gables above the front windows, with a mix of render and hanging tile to the walls. Along the north boundary of the site is a strip of verge and soft landscaping which continues east-west along the south side of Hilford Place
- 1.2 The area is residential in character, consisting of a mix of detached and semi-detached two storey dwellings. Properties along Hilford Place to the north are also traditionally designed set within rectangular plots which are notably larger than those of West Avenue. To the east is the A23 Horley Road, a main road running north-south through the borough. The site is within close proximity to a number of bus stops, providing routes to Horley, Redhill, and Reigate.

2.0 Added Value

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

3.0 Relevant Planning and Enforcement History

The is no planning or enforcement history relevant to this site.

4.0 Proposal and Design Approach

- 4.1 This is a full application for the construction of 2 x 3 bedroom semi-detached dwellings to the rear of numbers 1-3 West Avenue, with the site frontage facing north on to Hillford Place. Over the course of the application the dwellings have been reduced from four bedrooms to there. The properties would be of a traditional design, with hipped roof over both properties, two hipped roof gables to the principal and rear elevations and bay windows on the ground floor. The walls would be of facing brickwork with clay hanging

tiles to the first floor. Each dwelling would be 8m in height, with a maximum depth of 9.6m. There would be a gap of 1.25m to the side (east) boundary, whilst a gap of 1m would be retained to the west side boundary.

- 4.2 Internally each dwelling would provide 3 bedrooms, all to the first floor, with kitchen and living/dining area to the ground floor. It is not proposed to incorporate accommodation in the roof.
- 4.3 Externally each property would have a rear garden along with a small area of patio immediately to the rear of the house. Bicycle storage would also be located to the rear. To the front of each dwelling would be two parking spaces, with small areas of landscaping immediately to the front of the house and to the side of the hardstanding. A small path 1.2m wide would feature up the middle of the two properties serving both dwellings.
- 4.4 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:

Assessment;
Involvement;
Evaluation; and
Design.

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

Assessment	<p>The character of the surrounding area is assessed as being predominantly residential in character. It is described as being within walking distance of many of the local amenities. These include Salfords primary school within ¼ mile, local shops, restaurants and petrol filling station within 0.5 miles (7min walk), East Surrey Hospital at 0.8miles (15 min walk) as well as several sports and social clubs. Petridgewood Common is virtually opposite.</p> <p>The style and character of the properties in the area are stated as being generous detached and semidetached houses of a traditional style with large bays at the front. Materials are a blend of facing brickwork, render and vertical tiling. Many of the properties have been extended to the rear as well as converted in the roof space.</p> <p>No existing site features worthy of retention are identified.</p>
Involvement	No community consultation is stated to have taken place.
Evaluation	The statement does not include any evidence of other development options being considered.

Design	The design of the dwellings has been informed by the residential character of the area.
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4.6 Further details of the development are as follows:

Site area	0.045 Hectares
Existing parking spaces	0
Proposed parking spaces	4 (2 spaces per dwelling)
Parking standard	4 - 2 spaces per 3 bed dwelling in low accessibility area
Net increase in dwellings	2
Proposed site density	44.4 dwellings per hectare

5.0 Policy Context

5.1 Designation

Urban area
Local Shopping Centre

5.2 Reigate and Banstead Core Strategy

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

5.3 Development Management Plan

DES1 (Design of new development),
DES4 (Housing mix),
DES5 (Delivering high quality homes),
DES6 (Affordable housing),
DES8 (Construction management),
DES9 (Pollution and contaminated land),
NHE3 (Protecting trees, woodland areas and natural habitats),
TAP1 (Access, parking and servicing),
CCF1 (Climate change mitigation),
INF3 (Electronic communication networks),
RET3 (Local Centres)

5.4 Other Material Considerations

National Planning Policy Framework
2019

National Planning Practice Guidance

Supplementary Planning Guidance

Surrey Design

Local Distinctiveness Design Guide

A Parking Strategy for Surrey

Parking Standards for Development

Affordable Housing

Other

Human Rights Act 1998

Community Infrastructure Levy

Regulations 2010

6.0 **Assessment**

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

6.2 The main issues to consider are:

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

Design appraisal

6.3 The application proposes the erection of a pair of 3 bedroom semi-detached dwellings. The design of the dwellings would be quite traditional, responding to the character of properties in the surrounding area which, whilst varying in appearance, are of a 1930s-50s style, within which the dwellings would sit comfortably. The footprint of the two dwellings would be noticeably larger than the donor dwellings, however they would be consistent with opposing dwellings along Hillford Place, which are larger and set within larger plots. The gap retained to the side boundaries would also be consistent with surrounding development and would not appear overly cramped. During the course of the application the scheme has been amended in response to concerns from officers with regard to the footprint and height of the dwellings as well as the depth and proximity to side boundaries, in response to which the dwellings have been reduced in size. The materials, consisting of a mix of red

facing brickwork and plain hanging tiles to the upper floor would be appropriate within the wider context and reflect the borough vernacular.

- 6.4 The two dwellings would not be dissimilar to that of the pair of semi-detached dwellings approved immediately to the south of the site along Woodside Way (application Ref: 07/01660/F).
- 6.5 Reference has been made in representations to application 11/00645/F relating to a proposal to construct a single storey dwelling to the rear of 33 Woodside Way. This was refused partly on the grounds of harm to the character of the area. This application was subsequently dismissed at appeal. The dwelling proposed to cover much of the width of the plot and sit at a right angle to 2 Hillford Place.
- 6.6 Within the appeal decision the inspector noted that *'Hillford Place has been developed at a slightly higher density but is also characterised by linear development set back from the road. There are, however, no dwellings along the southern side of the road, which is characterised along its length by a belt of trees and vegetation that runs along the rear boundary of the long gardens of the properties to the north of Woodside Way. Although that vegetated belt has been thinned at the appeal site [...] the absence of built development here is an important element of local distinctiveness.* The inspector went on to say: *'No. 2 Hillford Place, the adjacent property to the north-east of the appeal site, provides, in my view, the natural termination point for development at this point on the road, given the absence of built development along the south side of Hillford Place. The development proposed would extend the run of houses along the eastern side of the road around the corner onto the south side. Whilst I have considered this appeal on its own merits, I share the Council's concerns that this could create an undesirable precedent that could lead to pressure for further development along the south side of the road which would be difficult to resist and which would further erode the established character of the area.* The inspector noted also that the single storey nature of the dwelling, coupled with its' small irregular shaped plot, width and relationship to 2 Hillford Place, the bungalow would have sat on its own, contrary to the character and pattern of development of the area.
- 6.7 In this case it is It is accepted that the current proposal would see the introduction of development to the south side of Hillford Place in a location where currently there is none. However the proposed dwellings would be in close proximity to existing development along both West Avenue and Hillford Place. They therefore follow a more obvious pattern of development rather than appearing isolated as was the case with that proposal. They would not sit at an obvious right angle to the donor properties and would be two storeys within plots that are of a size that is not out of character with the area. The introduction of a relatively small development of two dwellings that would only result in the loss of the very western end of the existing grass verge is not considered to result in a harmful change to the character of the area in, with much of the landscape verge being retained. Although the Inspector noted the potential precedent impact, concerns over precedents should not

influence individual applications which must be treated on their individual merits.

- 6.8 In light of the above the design of the proposal is considered to be acceptable and would not result in harm to the character of the area, and would therefore accord with Policies DES1 and DES2 of the Development management Plan 2019 (DMP) 2019 and Local Distinctiveness Guide SPG.

Neighbour Amenity

- 6.9 The two dwellings would occupy part of the the rear gardens of 1-3 West Avenue. The flank wall of the proposed dwellings would be 16.2m from the rear elevations of these properties. A single first floor side window would feature facing towards these properties; however this window serves a bathroom and would be conditioned to be obscure glazed. Whilst the first floor rear windows serving bedrooms one and two would allow for a degree of overlooking across rear gardens, this is quite a common relationship in the area, with existing properties along West Avenue and Woodside Way, where gardens are fairly open, and boundaries defined by low level fencing and trellising. Whilst the buildings would have a visual presence from the donor properties it is not considered that the height of the dwellings would be overbearing in nature.
- 6.10 The dwellings would be sited 1m from the side boundary of 1 Woodside Way, with the footprint aligning with the rear part of the neighbouring garden. The garden of 1 Woodside Way is particularly deep (approximately 35m). Again, whilst the mass of the proposed buildings would have a visual presence it is not considered that the development would have a particularly overbearing impact to the detriment of the enjoyment of the garden. There is a particular abundance of tree cover at this point which would obscure some of the built form from view.
- 6.11 The rear elevations of the proposed dwellings would face towards 1A and 1B Woodside Way to the South, both of which were granted permission in 2007. There would be a minimum septation distance of 20m between the rear elevation of 1A and 25m between 1B. This would be an acceptable distance and, whilst some views of the neighbouring rear gardens may be afforded, again this would be a common relationship.
- 6.12 Neighbouring properties to the north of Hillford Place would likely experience the biggest change with the introduction of the new dwellings. Properties along Hillford Place are set back from the road by approx. 8m. This would also be the case with the proposed dwellings. This would result in a separation distance of approx. 20m between opposing front elevations, which is generally considered acceptable and would not be an unusual relationship within a suburban neighbourhood.
- 6.13 In light of the above it is therefore considered that the proposal would not give rise to an unacceptable level of harm with regard to neighbour amenity and

would comply with Policy DES1 of the Development Management Plan in this regard.

- 6.14 Objection has been made on the grounds that the development would result in a poor outlook and loss of view for neighbouring properties. It is recognised that the development would result in change, but it is not considered that this would be materially harmful as the proposed dwellings would be a sufficient distance away from neighbouring properties to not impact on outlook. It is also the case that a 'right to a view' is not a material planning consideration in the assessment of a planning application.
- 6.15 Regarding inconvenience and increased noise and disturbance during construction, whilst it is accepted that this can be an issue for residents, it is a temporary impact, rather than being capable of a reason for refusal. Statutory noise legislation is in place to deal with excessive noise levels. A condition requiring the submission and approval of a construction transport management plan would be included on any grant of permission.
- 6.16 Regarding objection on the grounds of harm to a Conservation Area, the site is not located within such designated areas. Whilst it has not been identified that there are protected species within the vicinity of the site, separate legislation is in place to ensure the protection of such species and their habitats.
- 6.17 As regards to concern about impact on property values, this is not a material planning consideration that can be taken into account. With regard to the development being in conflict with a covenant, this is not a material planning consideration that can be taken into account.
- 6.18 Concern has been raised about possible crime fears. The design is not one that would result in significant change in crime risk. It is also not the view that such a development would give rise to health issues. Issues regarding drainage would be considered under Building Regulations Legislation. The Site is within Flood Zone 1 where this development is acceptable in principle.

Highway matters

- 6.19 The site is located within an area of low accessibility as defined within Annex 4 of the DMP2019. A three bedroom dwelling would be expected to provide two parking spaces in line with the Councils' Residential Parking Standards. Each property would provide two parking spaces to the front of the dwelling, therefore meeting the required standard.
- 6.20 Policy TAP1 of the DMP 2019 requires new development to provide safe access for all road users. Development should not Unnecessarily impede the free flow of traffic on the public highway, or compromise pedestrians or any other transport mode, including public transport and cycling. It should not materially exacerbate traffic congestion on the existing highway network or increase the risk of accidents or endanger the safety of road users including pedestrians, cyclists, and other vulnerable road users. It is noted that a

significant number of objections have been received concerning the impact of the development on the existing parking situation, particularly around school drop off and pick up times, which would be exacerbated by the introduction of new dwellings. Additionally significant concerns have been raised regarding the potential consequences on the safe operation of the highway caused by cars entering and exiting the site from a road that is 5m in width from the front boundary of the site to the north edge of the road.

- 6.21 During the course of the application the County Highway Authority has been consulted, commenting initially that the proposed parking spaces were not of an adequate depth to achieve sight lines of 43 metres from a point 2.4 metres back in to the carriageway from the nearside kerb line. The applicant submitted revised site layout plans increasing the depth of the proposed parking spaces and demonstrating the aforementioned sightlines could be achieved. Following the submission of these revised plans, the Highway Officer commented that *'the distance between the back of the proposed parking spaces and the northern kerb line of Hillford Place is 11.99 metres. Assuming that a car 2.0 metres wide between the mirrors (as shown on Manual for Streets) is parked on the northern side of Hillford Place opposite the proposed development, the distance is reduced from 11.99 metres to 9.92 metres. This would not provide adequate space for a vehicle to leave the site without causing a highway safety problem.'* In order to overcome this issues, further amendments were made to widen each parking space to 3m and providing a dropped kerb and hardstanding across the whole frontage. This would allow cars to safely enter and leave the development as shown on the submitted plan numbered 201325/TR/02 Rev B.
- 6.22 Regarding refuse collection, this would take place from the front of each of the houses, which is the current arrangement for the rest of Hillford Place.
- 6.23 Part of the land edged in blue on the location plan forms part of the public highway. The applicant would need to apply to stop up the highway within the blue line edging of the site under Section 247 of the Town and Country Planning Act 1990.2. In the event that planning permission were granted, this would not give the applicant the consent to enclose, work on or stop up land which forms part of the public highway. The applicant would therefore be advised via an informative that the proposed development will affect land which forms part of the publicly maintained highway, contrary to Section 138 of the Highways Act 1980. Public highway status can only be removed from land, which forms part of the publicly maintained highway, by a legal procedure called a Stopping Up Order. When highway rights are extinguished, control of the land reverts to the freeholder of the sub-soil. This process would need to be undertaken prior to the commencement of any development as it cannot be carried out retrospectively.

Amenity for future occupants

- 6.24 The application proposes 2 x 3 bedroom dwellings. Policy DES5 of the DMP requires new residential development to comply with Nationally Described Standards for living space. Each dwelling would therefore be required to

provide a minimum of 84 sqm. Each of the proposed dwellings would exceed these standards. Primary living areas such as living rooms and bedrooms would be well served by appropriately placed windows, allowing a sufficient level of light to enter habitable rooms, and each room would have a reasonable outlook and would be conveniently laid out.

- 6.25 Each property would have access to a rear garden of approximately 80 sqm. Whilst this would be somewhat small than many properties found along Hillside Place and Woodside Way, it is noted that the two properties to the rear (1A and 1B Woodside Way) are similar in terms of their plot size and garden space. The size of garden would be appropriate for a 3 bedroom dwelling which could be occupied by up to 6 people and would afford space for external storage of bins and areas for drying cloths in line with Policy.
- 6.26 In light of this the proposal is considered to comply with the requirements of the Nationally Described Space Standards and Policy DES5 of the DMP 2019.

Trees and landscaping

- 6.27 Within and around the site there are a number of trees and other forms of vegetation, particularly to the east and along the existing verge to the south side of Hillford Place. Whilst none of the trees are protected by tree preservation orders, they do contribute to the verdant character of this part of Hillford Place. Arboricultural information has been submitted in support of the application. The Councils' Tree Officer has commented on the application and has made the following comments:
- 6.28 *Three trees are detailed within the information supplied, T1 field maple is located close to the proposed entrance and will require facilitation pruning to enable site access there is also an incursion into the root protection area calculated at 11%. Whilst the incursion is within the tolerance levels for the species and guidance within the above standard, it will be necessary to ensure that works within the RPA relating to the hard standing area is adequately protected and supervised by a suitably qualified arboricultural consultant, preferably the retained AC who has compiled this report. There is also a minor incursion into the RPA in respect of the installation of foundations which may require hand excavation for the first 750mm, any roots encountered would be dealt with in the appropriate way under the supervision of the arboricultural consultant. The two other trees detailed within the report comprise of a small self-sown ash numbered T3, which in all probability will succumb to Ash Dieback requiring its removal in the future. T2 is a maturing eucalyptus that is unaffected by the proposed development and has been previously crown reduced.*

The hedging to the front of the application site will require partial removal to facilitate development if approved, it is unclear from the Tree Protection Plan (TPP) how much of this hedge will be retained or how it will be protected from the construction processes and activities.

The arboricultural report and TPP do not provide details of underground services, drainage routes or soakaways that will be required should the development be approved. The constraints of the plot closest to T1 are high with identified 'No Dig Areas' and the construction of hard surface. The design and layout of underground services and drainage runs are not normally known at this point of the planning process and are designed post decision. Whilst the trees are low quality and off site, they are outside of the legal controls of the applicant, unmanaged and unsupervised the proposed development could result in significant damage to rooting environments, affecting both tree health and stability in the future. The submitted arboricultural information provides some detail on retained supervision and monitoring of the identified arboricultural issues and is acceptable in principle, however further more detailed information will be required both on the matter of supervision at 'key' stages of the development and the installation of service and drainage routes. The Council will require a finalised Arboricultural Method Statement and Tree Protection Plan. The Tree Officer would also recommend a construction method statement be imposed and that this should be compiled in conjunction with the approved arboricultural details. Whilst available space for landscaping is limited a landscape condition should also be imposed.

Subject to compliance with the above mentioned conditions, it is considered that the development would be acceptable with regard to impact on existing trees and vegetation and would comply with Policies DES1 and NHE3 of the Development Management Plan 2019.

Sustainability, climate change and infrastructure

- 6.29 Policy CCF1 of the DMP 2019 seeks to ensure that all new development contributes to reducing carbon emissions. New development will be encouraged to incorporate passive and active energy efficiency measure and climate change resilience measures and renewable energy technologies. In order that the proposed development contributes to achieving these aims, in the event that planning permission is granted, conditions requiring demonstration that it will meet the national water efficiency standard of 110litres/person/day and achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations would be attached.
- 6.30 Additionally Policy INF3 requires all new development to be connected with high speed and reliable broadband. A suitable condition to ensure that this is secured would be included in the event of planning permission granted.
- 6.31 Subject to compliance with the above conditions, the proposal is considered to be acceptable and in accordance with Policies CCF1 and INF3 of the DMP 2019.

Community Infrastructure Levy

- 6.32 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

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

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:

Plan Type	Reference	Version	Date Received
Elevation Plan	05	C	18.12.2020
Location Plan	01	B	18.12.2020
Street Scene	06	B	18.12.2020
Proposed Plans	04	C	15.01.2021
Proposed Plans	201325/TR/02		31.03.2021
Site Layout Plan	03	J	23.04.2021
Site Layout Plan	07	F	23.04.2021
Site Layout Plan	02	A	02.09.2020

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 until written details of the materials to be used in the construction of the external surfaces, including fenestration and

roof, have been submitted to and approved in writing by the Local Planning Authority, and the development shall be carried out in accordance with the approved details.

Reason:

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

4. 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 further upper floor windows or dormer windows shall be inserted in the west (rear) elevations (other than those expressly authorised by this permission) without an application to the LPA.

Reason: To control any subsequent alterations in the interests of preventing overlooking and preserving the privacy of neighbouring properties with regard to Reigate & Banstead Development Management Plan 2019 policy DES1.

5. The development hereby permitted shall not commence until details of the highway drain under the proposed parking spaces including how the applicant proposes to maintain access to the drain following redevelopment of the site have been submitted to and approved in writing by the planning authority. Detailed drainage design drawings to include: drainage layout detailing the location of drainage elements, pipe diameters, levels, and cross sections of each element including details of any flow restrictions.

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

6. The development shall not be occupied until the proposed vehicular access and associated vehicle sight lines to Hillford Place have been constructed in accordance with the approved plans numbered 07 Rev "F" and 03 "J".

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.

7. Notwithstanding the submitted plan numbered 07 Rev "F" the development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with a revised scheme for vehicles to be

parked on the site. Thereafter the parking area of the development shall be retained and maintained for its designated purpose.

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

8. 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) arrangements for loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) programme of works (including measures for traffic management)
- (e) provision of any boundary hoarding behind visibility zones
- (g) vehicle routing
- (h) measures to prevent the deposit of materials on the highway
- (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
- (k) any arrangements for construction vehicles to move on and off the site from 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 DES8 Construction Management of the Reigate and Banstead Local Plan Development Management Plan September 2019.

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

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

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

Reason:

To preserve the visual amenity of the area and protect neighbouring residential amenities with regard to the Reigate and Banstead Borough Local Plan 2005 policies Ho9 and Pc4.

11. 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.

12. 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.

13. No development shall commence including any groundwork preparation until a detailed, scaled finalised Tree Protection Plan (TPP) and the related finalised Arboricultural Method Statement (AMS) shall be compiled in conjunction with the construction method statement and is submitted to and approved in writing by the Local Planning Authority (LPA). These shall include details of the specification and location of exclusion fencing, ground

protection and any construction activity that may take place within the Root Protection Areas of trees (RPA) shown to scale on the TPP, including the installation of service and drainage routings and the siting of welfare and site offices. The AMS shall also include a pre commencement meeting, supervisory regime for their implementation & monitoring with an agreed reporting process to the LPA. All works shall be carried out in strict accordance with these details when approved.

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

14. No development shall commence on site until a scheme for the landscaping and replacement tree planting of the site including the retention of any existing landscape features has been submitted and approved in writing by the local planning authority. Landscaping schemes shall include details of hard landscaping, planting plans, written specifications (including cultivation and other operations associated with tree, shrub, and hedge or grass establishment), schedules of plants, noting species, plant sizes and proposed numbers/densities and an implementation programme.

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

All new tree planting shall be positioned in accordance with guidelines and advice contained in the current British Standard 5837. Trees in relation to construction.

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

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

INFORMATIVES

1. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at www.firesprinklers.org.uk.
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions. Further information can be found on the Council website at : [Climate Change Information](#).
3. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, 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. 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.

5. 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).
6. 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.
7. 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.
8. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.
9. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.
10. The developer is advised that in order to comply with the access condition, it will be necessary to provide a dropped kerb that would accommodate the turning movements that are shown in the submitted plan numbered 201325/TR/02.

11. A pedestrian inter-visibility splay of 2m by 2m shall be provided on each side of the access as shown on the submitted plan 07 Rev "F", the depth measured from the back of the footway and the widths outwards from the edges of the access. With the exception of a parked car no fence, wall or other obstruction to visibility between 0.6m and 2m in height above ground level shall be erected within the area of such splays.
12. The applicant is advised that the land shaded blue within the blue line edging forms part of the public highway. The applicant must apply to stop up the highway within the blue line edging of the site under Section 247 of the Town and Country Planning Act 1990. The planning permission hereby granted does not give the applicant the consent to enclose, work on or stop up land which forms part of the public highway. The applicant is advised that the proposed development will affect land which forms part of the publicly maintained highway, contrary to Section 138 of the Highways Act 1980. Public highway status can only be removed from land, which forms part of the publicly maintained highway, by a legal procedure called Stopping Up. When highway rights are extinguished, control of the land reverts to the freeholder of the sub-soil. The Department for Transport has authority to undertake Stopping Up Orders using the provision of Section 247 of the Town and Country Planning Act 1990. It should be noted that an application for Stopping Up the highway using the provisions of Section 247 might not be accepted retrospectively.
13. 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 landscape trees into the scheme to provide for future amenity and long term continued structural tree cover in this area. It is expected that the replacement structural landscape trees will be of Advanced Nursery Stock sizes with initial planting heights of not less than 4.5m with girth measurements at 1m above ground level in excess of 16/18cm.

REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies DES1, DES5, DES6, DES8, DES9, TAP1, CCF1, INF3, RET3 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

Proactive and Positive Statements

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

20/01876/F - Land To The Rear Of 1-3 West Avenue, Salfords





	Project 1-3 WEST AVENUE (HILLFORD PLACE) SALFORDS REDHILL RH1 5BA				
	Drawing Title VISIBILITY SPLAYS				
STATUS	Date	Scale @A3	Job No.	Drawing no.	Rev
PRELIM	JUL 2020	1:250	0090	07	F
DENTON HOMES LTD THE REAR BARN, THE MANOR FARM, 124 MANOR ROAD NORTH, THAMES DITTON, SURREY, KT7 0BH					



Hillford Place
Tarmac

notional two storey building line

EXISTING BUILDINGS AND BOUNDARIES
SHOWN AS PER MEASURED SURVEY & PHOTOS

infill scheme granted
permission in 2007
ref 07/01660/F

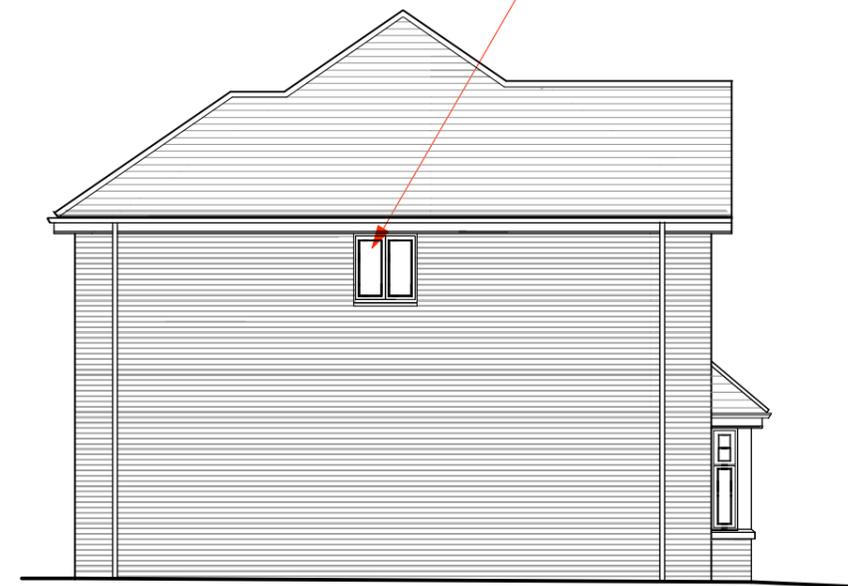
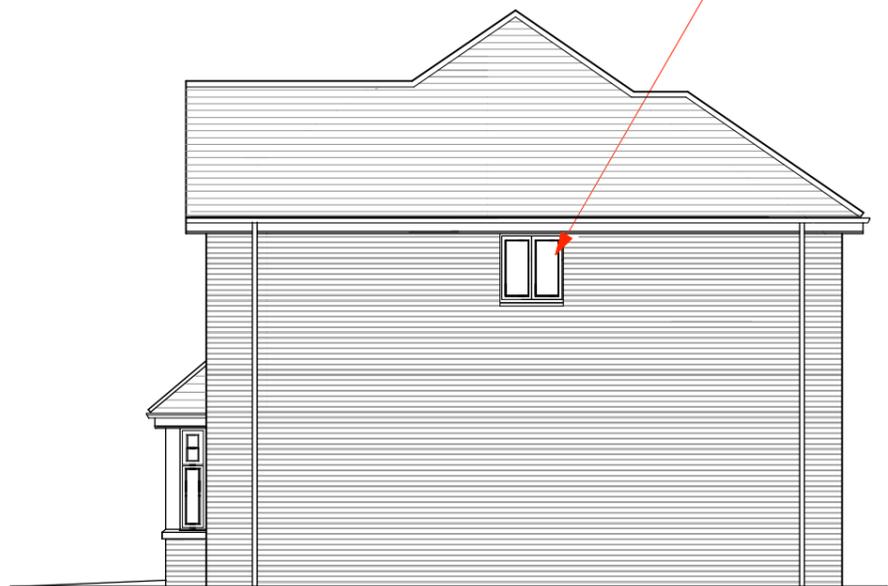
Rev J - notes added re verge/tarmac
Rev H - dropped kerb arrow shown
Rev G - parking spaces widened to 3m Mar 21
Rev F - pavement extended feb 21
Rev E - parking layout altered - Feb 21
Rev D - parking layout altered - Jan 21

Project 1-3 WEST AVENUE (HILLFORD PLACE) SALFORDS REDHILL RH1 5BA				
Drawing Title PROPOSED SITE PLAN				
STATUS	Date	Scale @A1	Job No.	Drawing no.
PRELIM	JUL 2020	1:100	0090	03
DENTON HOMES LTD THE REAR BARN, THE MANOR FARM, 124 MANOR ROAD NORTH, THAMES DITTON, SURREY, KT7 0BH				



obscure glass
restricted opening to
bathroom window

obscure glass
restricted opening to
bathroom window



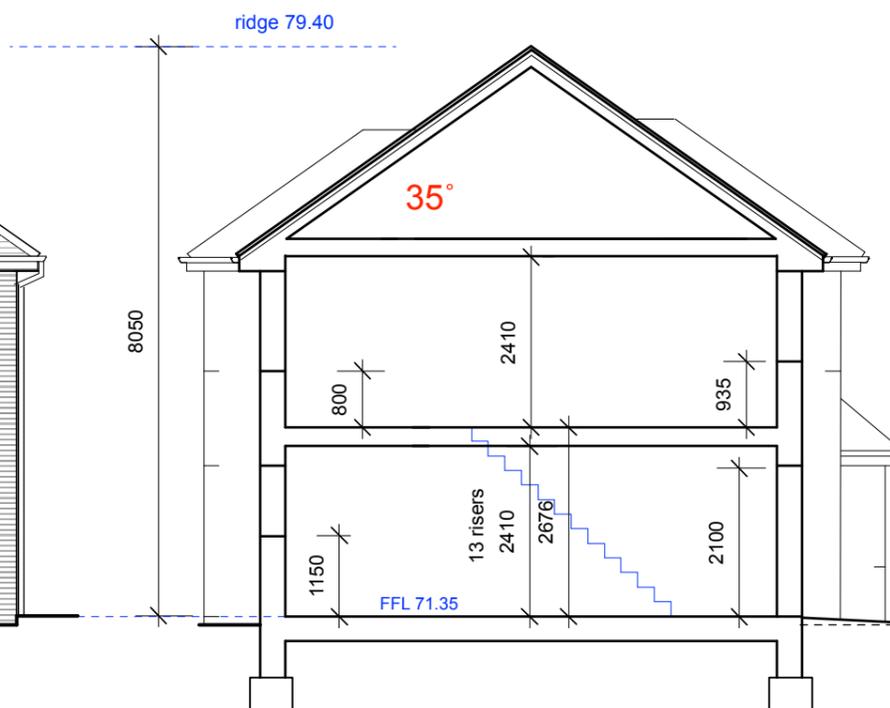
SIDE ELEVATION

FRONT ELEVATION

SIDE ELEVATION



REAR ELEVATION



SECTION



Rev b- ridge height reduced Nov 2020

	Project 1-3 WEST AVENUE (HILLFORD PLACE) SALFORDS REDHILL RH1 5BA				
	Drawing Title ELEVATIONS & SECTION				
STATUS	Date	Scale @A3	Job No.	Drawing no.	Rev
PRELIM	JUL 2020	1:100	0090	05	C
DENTON HOMES LTD THE REAR BARN, THE MANOR FARM, 124 MANOR ROAD NORTH, THAMES DITTON, SURREY, KT7 0BH					



EXISTING STREET SCENE



PROPOSED STREET SCENE



OPPOSITE STREET SCENE



		Project 1-3 WEST AVENUE (HILLFORD PLACE) SALFORDS REDHILL RH1 5BA			
		Drawing Title PROPOSED STREET SCENE			
STATUS	Date	Scale @A1	Job No.	Drawing no.	Rev
PRELIM	JUL 2020	1:100	0090	06	B
DENTON HOMES LTD THE REAR BARN, THE MANOR FARM, 124 MANOR ROAD NORTH, THAMES DITTON, SURREY, KT7 0BH					