

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	1st September 2021
	REPORT OF:	HEAD OF PLACES & PLANNING
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AGENDA ITEM:	8	WARD: Horley Central and South

APPLICATION NUMBER:	21/00527/F	VALID:	25.03.2021
APPLICANT:	Mr James Smith	AGENT:	Grainger Planning Associates Ltd
LOCATION:	17 CHURCH ROAD HORLEY SURREY RH6 7EY		
DESCRIPTION:	Demolition of the existing dwelling; erection of a development of six flats in a two storey building with roof accommodation together with the provision of refuse and recycling stores, 8 car parking spaces and new access. As amended on 06/08/2021.		
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.			

SUMMARY

This is a full application to demolish the existing building, and to erect a two-storey building with roof accommodation. The building will accommodate six 2-bed 3-person flats. The front elevation would have a double gabled frontage. The rear elevation would also have a double gable, but would sit at a lower level. The predominant materials would include plain clay roof tiles, handmade plain clay tile hanging and stock brickwork. The bay windows would be clad in timber boarding. The windows would be timber. The gables would include mock Tudor gable detail.

The site is currently occupied by a two storey detached building which under the last planning application was stated to be in use as a Guest House. The property has a hipped roof with two pitched roof gables to the principal elevation, offering a quite traditional villa appearance. The site is set within a long rectangular plot and remains flat throughout. The front of the site is currently almost entirely laid to hardstanding.

The area is predominantly residential in character in one form or another, with a number of guest houses and hotels within the wider area. To the immediate east of the site are two large, flatted buildings. To the south and west are smaller scale detached, semi-detached, and terrace dwelling houses within Pine Gardens and the recent Astor Gardens development. Further to the south, adjoining the rear

boundaries of Astor Gardens and Pine Gardens is the Massetts Road Conservation Area

Overall, it is considered that the proposed development would be of appropriate scale and design and would not be unduly detrimental to the street scene of Church Road or the character of the wider locality and would cause no material harm to the setting of the Massetts Road Conservation Area.

The proposal provide an acceptable level of amenity for future occupants. The proposal would not have a significant adverse effect upon existing neighbouring properties.

The proposal would provide parking in line with the DMP parking standards and would, subject to conditions, be acceptable with regard to the impact on ecology, landscaping and sustainable construction.

The proposals would make efficient use of this previously developed site for new housing and would accord with the Development Plan

RECOMMENDATION(S)

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

Consultations:

Highway Authority: The County Highway Authority has assessed the application on safety, capacity and policy grounds and has raised no objection subject to condition.

Neighbourhood Services: Requested that the bin area was moved to the front of the car park.

Horley Town Council: No objection

Gatwick Aerodrome Safeguarding: No objection. Observation regarding cranes provided.

Representations:

Letters were sent to neighbouring properties on 26/3/2021 and 20/4/2021.

No responses have been received.

1.0 Site and Character Appraisal

1.1 The site is currently occupied by a two storey detached building which under the last planning application was stated to be in use as a Guest House. The property has a hipped roof with two pitched roof gables to the principal elevation, offering a quite traditional villa appearance. The site is set within a long rectangular plot and remains flat throughout. The front of the site is currently almost entirely laid to hardstanding.

1.2 The area is predominantly residential in character in one form or another, with a number of guest houses and hotels within the wider area. To the immediate east of the site are two large, flatted buildings. To the immediate south and west are smaller scale detached, semi-detached, and terrace dwelling houses within Pine Gardens and the recent Astor Gardens development. Further to the south, adjoining the rear boundaries of Astor Gardens and Pine Gardens is the Massetts Road Conservation Area. Further to the west are larger scale villa properties in residential and guest house uses.

2.0 Added Value

2.1 Improvements secured at the pre-application stage: The applicant entered into pre-application discussions with the Council for 8 flats (PAW/20/00411). Advice was provided regarding the scale and design of the building, neighbouring amenity, and amenity of future occupants and parking. It was advised that the number of units should be reduced to reduce scale of the building and it should better reflect the existing villa style of the current building.

2.2 Improvements secured during the course of the application: an additional parking space has been added and there have been changes to the roof form – lowering of the eaves and increase in pitch of the roof.

2.3 Further improvements to be secured through the use of conditions in relation to materials, landscaping, ecology enhancements, sustainable construction and disabled parking

3.0 Relevant Planning and Enforcement History

3.1 19/00064/F Two storey rear and side extension Granted
14 June 2019

4.0 Proposal and Design Approach

4.1 This is a full application to demolish the existing building, and to erect a two-storey building with roof accommodation. The building will accommodate six 2-bed 3-person flats. 6 parking spaces and a bin store are proposed to the front of the site, 2 parking spaces and cycle storage are proposed to the rear of the site. Soft landscaping is shown to the front and side boundaries. A communal outdoor amenity space is proposed to the rear.

4.2 The front elevation would have a double gabled frontage. The rear elevation would also have a double gable, but would sit at a lower level. The predominant materials would include plain clay roof tiles, handmade plain clay tile hanging and stock brickwork. The bay windows would be clad in timber boarding. The windows would be timber. The gables would include mock Tudor gable detail.

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

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

Assessment	The character of the surrounding area is assessed at section 2 of the Planning, Design and Access Statement. The building is identified as late-Edwardian and similar to the other larger former villas within the surrounding area. However recent re-development and back land development has altered the character of the area with a lack of uniformity and architectural style.
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	No site features worthy of retention were identified.
Involvement	No community consultation took place.
Evaluation	The other development options considered were those discussed at pre-application stage which are set out within the design statement
Design	The applicant's reasons for choosing the proposal were a response to pre-application with it reflecting more closely the Edwardian origins of the area and materials while giving it a more contemporary feel.

4.5 Further details of the development are as follows:

Site area	0.07ha
Existing use	Guest House
Proposed use	C3 - residential
Existing parking spaces	10
Proposed parking spaces	8
Parking standard	8
Net increase in dwellings	5
Existing site density	N/A – guest house
Proposed site density	85dph
Density of the surrounding area	93 dph – 15 and 2 Pine Gardens 45 dph – 4-32 Pine Gardens 24dph – 1-11 Astor Gardens

5.0 Policy Context

5.1 Designation

Urban area
Setting of Massetts Road Conservation Area
Parking standards: Medium accessibility

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)
CS4 (Valued Townscapes and Historic Environment)
CS5 (Valued People/Economic Development),
CS10 (Sustainable Development),
CS11 (Sustainable Construction),
CS17 (Travel Options and accessibility)

5.3 Reigate & Banstead Development Management Plan 2019

Design, Character and Amenity (including housing)	DES1, DES4, DES5, DES8
Landscape & Nature Conservation	NHE2, NHE3
Heritage	NHE9
Infrastructure	INF3
Transport, Access and Parking	TAP1
Climate Change Resilience and Flooding	CCF1, CCF2

5.4 Other Material Considerations

National Planning Policy Framework	
National Planning Practice Guidance	
Supplementary Planning Guidance	Surrey Design Local Character and Distinctiveness Design Guide 2021 Vehicle and Cycle Parking Guidance 2018 Householder Extensions and Alterations
Other	Human Rights Act 1998 Community Infrastructure Levy Regulations 2010 Conservation of Habitats and Species Regulations 2010

6.0 **Assessment**

6.1 The application site is situated within the urban area where there is a presumption in favour of sustainable development and where the principle of such residential development is acceptable in land use terms.

6.2 The main issues to consider are:

- Design appraisal
- Neighbour amenity
- Highway matters
- Sustainable construction
- Ecology and landscaping
- Drainage and flooding
- Community Infrastructure Levy
- Infrastructure contributions

Design appraisal

- 6.3 DMP Policy DES1 relates to the Design of New Development and requires new development to be of a high quality design that makes a positive contribution to the character and appearance of its surroundings. New development should promote and reinforce local distinctiveness and should respect the character of the surrounding area. The policy states that new development will be expected to use high quality materials, landscaping and building detailing and have due regard to the layout, density, plot sizes, building siting, scale, massing, height, and roofscapes of the surrounding area, the relationship to neighbouring buildings, and important views into and out of the site.
- 6.4 The existing building is attractive but not a statutory or locally listed building and is located outside of a Conservation Area. There is therefore no objection to its demolition.
- 6.5 In terms of the replacement building it is considered that the scale of the building, whilst large, would not be out of keeping with the scale of the buildings within the surrounding area. Particularly the flatted buildings to the east of the site and the larger detached properties to the west of the site where the depth and width of the proposed building would be commensurate with these buildings. The depth of the proposed building would also be very similar to the depth of the extant 2019 permission, which granted a 5.6m two storey rear extension.
- 6.6 The street scene plans show that the height of the building would be in keeping with those of the neighbouring properties along Church Road. In terms of its position within the site it would maintain the stepped front building line which is a character of the road. The spacing to the boundary would be minimal at around 1 metre but again this is considered to be in keeping with the general character of the road, where there are large buildings with limited spacing to the boundaries.
- 6.7 In terms of the appearance of the proposed building. It is considered that the design would reflect the Edwardian origins of the road with the use of large symmetrical double gables and projecting bays with the use of predominantly traditional materials and finishes whilst also providing more contemporary features such as the timber cladding and larger glazed windows. During the course of the application the eaves height of the roof has been lowered to better reflect the eaves height and pitch of the remaining Edwardian villas along Church Road. Such an approach would ensure that the building does not appear out of keeping with the general form and character of the surrounding area.
- 6.8 The proposal would also result in a significant improvement to the appearance of the front of the site due to the reduction in the amount of hardstanding proposed to the front of the site. This has created space for soft landscaping which will enhance the character of the site. It is worth

noting that under the extant 2019 permission the front of the site, and majority of the rear of the site was to be hardstanding. In this case landscaping is proposed throughout the site.

- 6.9 As set out above the site is located to the north of the Massetts Road Conservation Area. The Council's Conservation Officer has advised "I think that the building is sufficient distance from the existing Conservation Area not to affect it." It is therefore considered that the proposal would not result in a material impact on the Conservation Area. The Conservation Officer did raise concerns regarding the eaves lines of the building and the scale of the building. However, for the reasons set out above officers are of the view that the scale and appearance of the building is acceptable and would not result in detrimental harm to the character of the site or surrounding area.
- 6.10 DMP Policy DES4 relates to Housing Mix and states that all new residential developments should provide homes of an appropriate type, size and tenure to meet the needs of the local community. The proposed housing mix must on sites of up to 20 homes, at least 20% of market housing should be provided as smaller (one and two bedroom) homes. In this case, the proposal provides 100% smaller units.
- 6.11 DMP Policy DES5 relates to the delivery of high quality homes and requires, inter alia, that as a minimum, all new residential development (including conversions) must meet the relevant nationally described space standard for each individual units except where the Council accepts that an exception to this should be made in order to provide an innovative type of affordable housing that does not meet these standards. In addition, the policy also requires all new development to be arranged to ensure primary habitable rooms have an acceptable outlook and where possible receive direct sunlight.
- 6.12 Each dwelling would have a floor area which accords with the relevant standard in the Nationally Described Space Standards. Each flat has a private balcony or terrace area. All of the proposed sitting rooms would have dual aspect windows and the only bedrooms with aspect to the side of the site would be those which have outlook on to the access road to Astor Gardens. As such the units would provide good levels of sunlight and daylight to the main habitable rooms and adequate outlook. The flats would also benefit from outdoor communal amenity space to the rear of the site. Given that the flats are 2 bedroom units this level of outdoor amenity space is considered to be acceptable.
- 6.13 Overall, it is considered that the proposed development would be of appropriate scale and design and would not be unduly detrimental to the street scene of Church Road or the character of the wider locality and would provide an acceptable level of amenity for future occupants. It therefore complies with policies DES1, DES4 and DES5 in this respect.

Neighbour amenity

- 6.14 The nearest dwellings to the south of the site would be 12 Pine Gardens to the south-east and 1 Astor Gardens to the south. These dwellings would be approximately 17m and 26m respectively from the rear most part of the proposed dwelling. Given the separation distance and rear to side elevation relationship it is considered that the proposal would not result in an unacceptable impact on neighbouring amenity in terms of loss of privacy, overbearing impact and loss of light.
- 6.15 To the east of the site is no.15 Church Road. The proposed building would extend beyond the rear elevation however due to the separation distance the proposal would pass the 45 degree test in relation to the impact on the rear facing windows of no.15 and there would not be an unacceptable impact in terms of overbearing impact or loss of light. There are side facing windows at no.15 which serve bedrooms. However, the outlook and light to these windows is already impacted by the existing building. As such the proposal would not result in a significantly worse situation. There are a number of side facing windows proposed. It is recommended to condition that the side facing windows to the east elevation at first floor level are obscure glazed and restricted opening to protect the privacy of the occupants at no.15. The ground floor windows would be obscured by the boundary fence and the rooflights are at relatively high level (cill 1.5m above floor level) preventing any unacceptable outlook.
- 6.16 To the west of the site is the access road to the Astor Gardens development. Beyond is 2 Astor Gardens. The proposed building would extend beyond the rear of no.2 however the proposal would pass the 45 degree test and due to the separation distance, the property's orientation which has main outlook to north and south, and commensurate height of the buildings it is not considered that the proposal would not result in unacceptable loss of light or overbearing impact to no.2. There are side facing windows at no.2. According to planning records these windows are secondary at the ground floor, serve non habitable rooms at first floor and one bedroom dormer window at second floor level. The proposed building does include side facing windows. However these are all secondary except for the bedroom windows to flat 2, 4 and 6. These windows are at the northern end of the building which would not allow direct outlook towards the windows which serve habitable rooms at no.2. The plans state that the remainder of the first floor windows would be obscure glazed and non-opening. A condition is recommended to secure this. The ground floor windows would be obscured by the boundary fence and the rooflights are at relatively high level (cill 1.5m above floor level) and angled preventing any unacceptable outlook.
- 6.17 There would be no material change to the relationship with the buildings to the north of the site.
- 6.18 The site is located within close proximity of a number of residential properties. To reduce the impact on neighbouring residents were the application to be approved a condition is recommended to secure the submission of a Construction Management Statement which addresses matters such as working hours and potential disruption from noise and pollution.

- 6.19 In conclusion, the proposal would not have a significant adverse effect upon existing neighbouring properties and would accord with the provisions of DMP Policy DES1 and DES8.

Highway matters

- 6.20 The proposed development has been reviewed by the County Highway Authority (CHA), with regard to highway safety, capacity and policy matters, who raise no objections subject to the imposition of a number of conditions.
- 6.21 The site is located in an area which is assessed as having a medium accessibility rating. In such areas, the Council's adopted parking standards require the provision of 1 space for each of the 2 bedroom flats plus 2 visitor parking spaces. Thus, a total of 8 spaces would be required. In this case, a total of 8 spaces are proposed in line with the minimum standards. It is noted that two spaces are located to the rear of the site and gain access via Astor Gardens. The applicant has advised that the applicant has an established right of way to the rear of the site and therefore the rear spaces will be accessible by residents. A six Sheffield stand cycle store would be provided in line with the requirement for a minimum of 1 per unit.
- 6.22 Concern has been raised by members that the parking layout does not include a disabled parking space. It is considered that there is adequate space within the site to increase the size of one of the spaces to accommodate a disabled space and this could be secured by condition were the application to be approved.
- 6.23 The CHA did initially request that the applicant agree to provide a footway to the front of the site. However, on review the CHA has advised that as the site was formerly in multiple occupation as a Guest House that there is no justification for this footway.
- 6.24 Accordingly, it is considered that the proposals are acceptable from a highway point of view and accord with the provisions of DMP Policy TAP1.

Sustainable construction

- 6.25 DMP Policy CCF1 relates to climate change mitigation and requires new development to meet the national water efficiency standard of 110litres/person/day and to achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations. Whilst the application submission does not detail how this requirement would be met in the event that planning permission is to be granted, a condition could be imposed to seek such information and its implementation prior to the first occupation of development. In this regard, there would be no conflict with DMP Policy CCF1.

- 6.26 A condition is also recommended to ensure that each dwelling is fitted with access to fast broadband services in accordance with policy INF3 of the DMP.

Ecology and landscaping

- 6.27 The site is located within the urban area and there are no trees within the site or close to the site. It is therefore considered that the site is of low ecological value and the proposal is unlikely to result in harm to protected species. There is however the opportunity for the proposal to provide biodiversity enhancement measures in line with policy NHE2. Were the application approved a condition is recommended to secure further details and implementation.
- 6.28 The proposal shows a good level of new soft landscaping. At this stage details regarding the exact species and location of planting is not provided. Were the application to be approved a condition is recommended to secure further details and implementation.

Drainage and flooding

- 6.29 The site is not within Flood Zones 2 or 3 and is considered to have a satisfactory impact with regard to fluvial flooding. Sewage capacity would be dealt with under Building Regulations. To ensure that the site is satisfactorily drained with regard to Development Management Plan policy CCF2 and National Planning Policy Framework 2019, a condition is recommended to secure details of a scheme for the disposal of foul and surface water drainage from the site prior to commencement of development

Community Infrastructure Levy (CIL)

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

Infrastructure Contributions

- 6.31 In terms of other contributions and planning obligations, The Community Infrastructure Levy (CIL) Regulations were introduced in April 2010 which state that it is unlawful to take a planning obligation into account unless its requirements are (i) relevant to planning; (ii) necessary to make the proposed development acceptable in planning terms; and (iii) directly related to the proposed development. As such only contributions, works or other obligations that are directly required as a consequence of development can be requested and such requests must be fully justified with evidence. In this case, no such contributions or requirements have been requested or identified. Accordingly,

any request for an infrastructure contribution would be contrary to CIL Regulation 122.

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
Combined Plan	P1		03.03.2021
Existing Plans	440-01		25.03.2021
Floor Plan	P3	C	06.08.2021
Site Layout Plan	P2	C	06.08.2021
Elevation Plan	P4	C	06.08.2021

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

Note: Should alterations or amendments be required to the approved plans, it will be necessary to apply either under Section 96A of the Town and Country Planning Act 1990 for non-material alterations or Section 73 of the Act for minor material alterations. An application must be made using the standard application forms and you should consult with us, to establish the correct type of application to be made.

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

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

4. No development shall commence until a Construction Transport Management Plan, to include details of:
 - (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (e) provision of visibility zones behind any boundary hoarding.

(h) measures to prevent the deposit of materials on the highway has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: 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, Reigate and Banstead Core Strategy 2014 Policy CS17 and Reigate and Banstead Development Management Plan September 2019 policies TAP1 and DES8.

5. No development shall commence until a Construction Management Statement, to include details of:
- (a) Prediction of potential impacts with regard to water, waste, noise and vibration, dust, emissions and odours, wildlife. Where potential impacts are identified, mitigation measures should be identified to address these impacts.
 - (b) Information about the measures that will be used to protect privacy and the amenity of surrounding sensitive uses; including provision of appropriate boundary protection.
 - (c) Means of communication and liaison with neighbouring residents and businesses.
 - (d) Hours of work.
- Has been submitted to and improved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: The condition above is required in order that the development is managed in a safe and considerate manner to help mitigate potential impact on the amenity and safety of neighbours and to accord with Reigate and Banstead Development Management Plan 2019 policy DES8.

6. The development hereby permitted shall not commence until details of the design of a surface water drainage scheme has been submitted to and approved in writing by the local planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDs, NPPF and Ministerial Statement on SuDs. The required drainage details shall include:
- (a) Evidence that there is no risk of contamination through the infiltration SuDs
 - (b) Evidence that the proposed final solution will effectively manage the 1 in 30 and 1 in 100 (+40% allowance for climate change) storm events and 10% allowance for urban creep, during all stages of the development (Pre, Post and during), associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 37.8l/s.
 - (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, inspections chambers etc)
- (d) 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
 - (e) Details of drainage management responsibilities and maintenance regimes for the drainage system
 - (f) A plan showing exceedance flows (ie during rainfall greater than design events or during blockage) and how property on and offsite will be protected. This should include details of how surface water run-off entering the site from the bunded northern boundary will be intercepted.

The development shall be completed in accordance with the approved details and thereafter maintained.

Reason: To ensure the design meets the technical standards for SuDs and the final drainage design does not increase flood risk on or off site in accordance with, Policy CS10 of the Core Strategy 2014, Policies DES9 and CCF2 of the Development Management Plan 2019 and the 2019 NPPF.

7. 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, it must provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/area, flow restriction devices and outfalls).

The drainage system shall therefore be retained and maintained in accordance with the agreed details.

Reason: To ensure the drainage system is constructed to the national Non-Statutory Technical Standards for SuDs in order to mitigate against the risk of surface water flooding with regard to policy INF1 and CCF2 of the Reigate and Banstead Development Management Plan 2019.

8. No development above slab level shall commence on site until a scheme for the soft and hard landscaping (including hard surfacing and any street furniture), has been submitted and approved in writing by the local planning authority. The landscaping scheme 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 first occupation 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 or any existing plants/hedging retained 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 Meath Green Conservation Area, and to comply with Reigate and Banstead Borough Development Management Plan 2019 policies NHE3 and DES1, British Standards including BS8545:2014 and British Standard 5837:2012.

9. No development above slab level shall commence until a scheme to provide positive biodiversity benefits, has been submitted to and approved in writing by the local planning authority (LPA). This should be designed alongside the soft landscaping proposals for the site. The biodiversity enhancement measures approved shall be carried out and maintained in strict accordance with these details or as otherwise agreed in writing by the LPA, and before occupation of this development.

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

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

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

11. The development hereby approved shall not be first occupied unless and until the proposed vehicular access to Church Road has been constructed in accordance with the approved plans.

Reason: The above conditions are 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 and Reigate and Banstead Development Management Plan policy TAP1

12. The development hereby approved shall not be occupied unless and until any redundant sections of the existing access from the site to Church Road have been permanently closed and any kerbs, verge, footway, fully reinstated.

Reason: The above conditions are 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 and Reigate and Banstead Development Management Plan policy TAP1.

13. The development hereby approved shall not be first occupied unless and until an updated parking layout has been submitted to and approved in writing by the Local Planning Authority to show one of the spaces as a disabled space. The spaces shall be laid out within the site in accordance with the approved plans prior to the first occupation of the building for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking /turning areas shall be retained and maintained for their designated purposes.

Reason: The above conditions are 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 and Reigate and Banstead Development Management Plan policy TAP1

14. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for bicycles to be stored. Thereafter the cycle parking area shall be retained and maintained for its designated purpose.

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

15. 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 include wildlife friendly access and 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 Development Management Plan 2019 policy DES1 and NHE3.

16. The refuse store shall be erected and made ready for use (i.e. bins installed) in accordance with the approved plans prior to the first occupation of the development.

Reason: To provide adequate waste facilities in the interests of the amenities of the area and to encourage recycling in accordance with the Development Management Plan 2019 policy DES1.

17. The development hereby approved shall not be occupied unless and until a minimum of two of the available parking spaces are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter retained and maintained for their designated purpose.

Reason: In order that the development promotes more sustainable forms of transport, and to preserve the character of the Conservation Area, and to accord with the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17 and policy TAP1 and NHE9 of the Development Management Plan.

18. 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.

19. 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.

20. Notwithstanding the approved plans all of the first floor windows in the east and west side elevations of the development hereby permitted, with the exception of the bedroom window to flat 4 on the west elevation, shall be glazed with obscured glass which shall be fixed shut, apart from a top hung opening fanlight whose cill height shall not be less than 1.7 metres above internal floor level, and shall be maintained as such at all times.

Reason: To ensure that the development does not affect the amenity of the neighbouring property by overlooking with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

INFORMATIVES

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

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

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

4. The applicant is advised that the essential requirements for an acceptable communication plan forming part of a Method of Construction Statement are viewed as: (i) how those likely to be affected by the site's activities are identified and how they will be informed about the project, site activities and programme; (ii) how neighbours will be notified prior to any noisy/disruptive work or of any significant changes to site activity that may affect them; (iii) the arrangements that will be in place to ensure a reasonable telephone response during working hours; (iv) the name and contact details of the site manager who will be able to deal with complaints; and (v) how those who are interested in or affected will be routinely advised regarding the progress of the work. Registration and operation of the site to the standards set by the Considerate Constructors Scheme (<http://www.ccscheme.org.uk/>) would help fulfil these requirements.
5. The applicant is advised that the Borough Council is the street naming and numbering authority and you will need to apply for addresses. This can be done by contacting the Address and Gazetteer Officer prior to construction commencing. You will need to complete the relevant application form and upload supporting documents such as site and floor layout plans in order that official street naming and numbering can be allocated as appropriate. If no application is received the Council has the authority to allocate an address. This also applies to replacement dwellings. If you are building a scheme of more than 5 units please also supply a CAD file (back saved to 2010) of the development based on OS Grid References. Full details of how to apply for addresses can be found http://www.reigatebanstead.gov.uk/info/20277/street_naming_and_numbering
6. The permission hereby granted shall not be construed as authority to carry out any works (including Stats connections/diversions required by the development itself or the associated highway 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 (including Stats connections/diversions required by the development itself or the associated highway works) on the highway will require a permit and an application will need to submit to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see: <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land

Drainage Act 1991. Please see: www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice.

7. When a temporary access is approved or an access is to be closed as a condition of planning permission an agreement with, or licence issued by, the Highway Authority Local Highways Service will require that the redundant dropped kerb be raised and any verge or footway crossing be reinstated to conform with the existing adjoining surfaces at the developers expense.
8. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
9. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
10. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.
11. The applicant is advised that the development should seek to achieve standards contained within the Secured by Design award scheme to ensure that it results in a safe development.
12. Cranes – if cranes are used during construction the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Gatwick Airport requires a minimum of four weeks notice. For crane queries/applications please email: lgwcranes@gatwickairport.com

REASON FOR PERMISSION

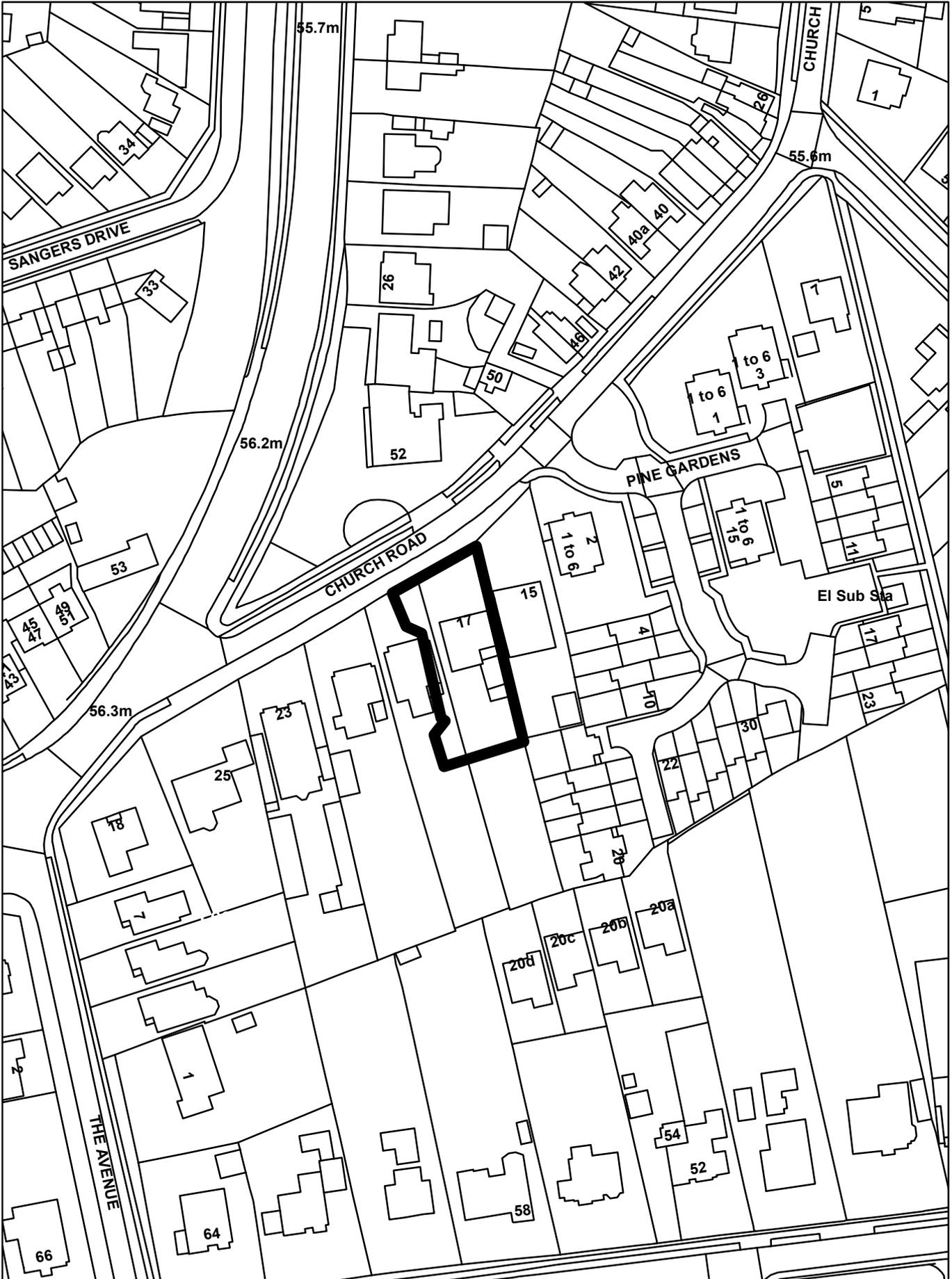
The development hereby permitted has been assessed against development plan policies CS1, CS4, CS5, CS10, CS11, CS17, DES1, DES4, DES5, DES8, NHE2, NHE3, NHE9, INF3, TAP1 and material considerations, including third party representations. It has been concluded that the development is in accordance with 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.

21/00527/F

17 Church Road Horley Surrey RH6 7EY

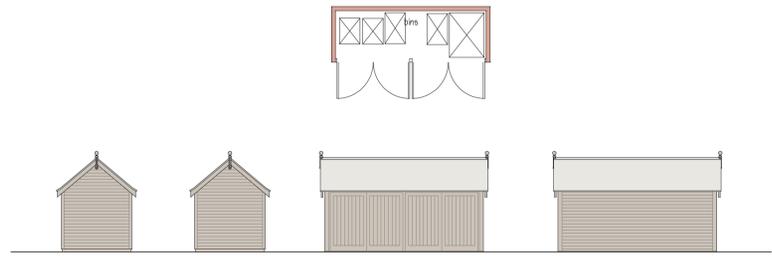




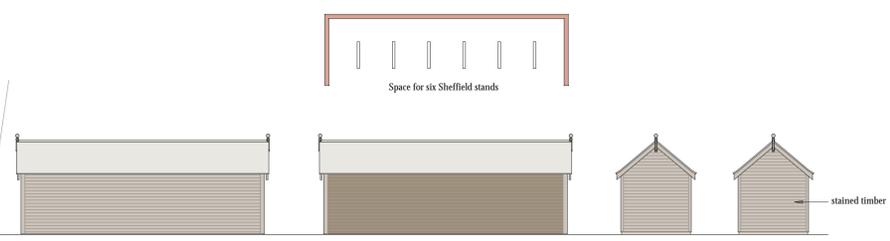
2 PINE GARDENS 15 CHURCH ROAD 17 CHURCH ROAD PLOT 1 of NEW DEVPT.
PROPOSED STREET SCENE SCALE 1:100



2 PINE GARDENS 15 CHURCH ROAD 17 CHURCH ROAD PLOT 1 of NEW DEVPT.
PRE-APP STREET SCENE SCALE 1:100



END ELEVATIONS FRONT ELEVATION REAR ELEVATION
BIN STORE



REAR ELEVATION FRONT ELEVATION END ELEVATIONS
CYCLE SHED SCALE 1:100



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 web site: www.grahamrix.co.uk
 email: graham@grahamrix.co.uk

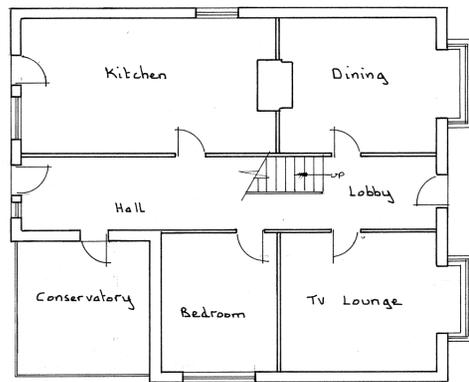
Proposed Development
 at
17 CHURCH ROAD
HORLEY RH6 7EY
 for Nutfield Homes Ltd

PROPOSED
SITE PLAN

scale 1:200 02/02/2021

Rev C 25/07/2021 Additional parking and a bin store
 Rev B 07/02/2021 cycle shed shown
 Rev A 06/02/2021 Parking revised

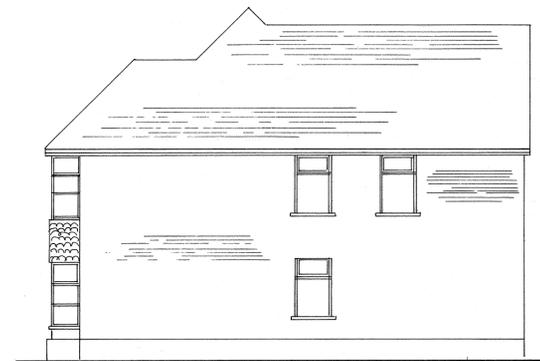
17CR **P2 (C)**



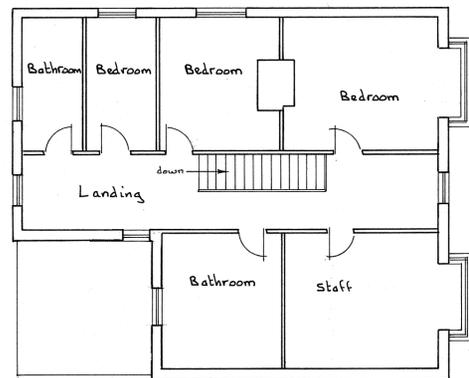
Ground Floor Plan



South Elevation



West Elevation



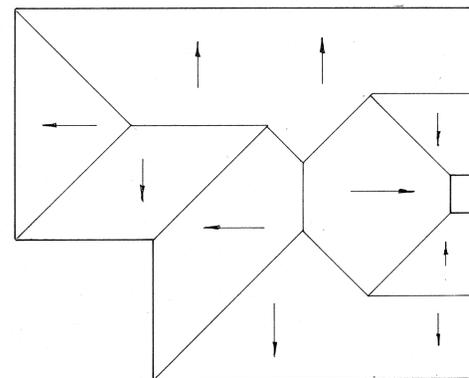
First Floor Plan



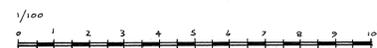
East Elevation



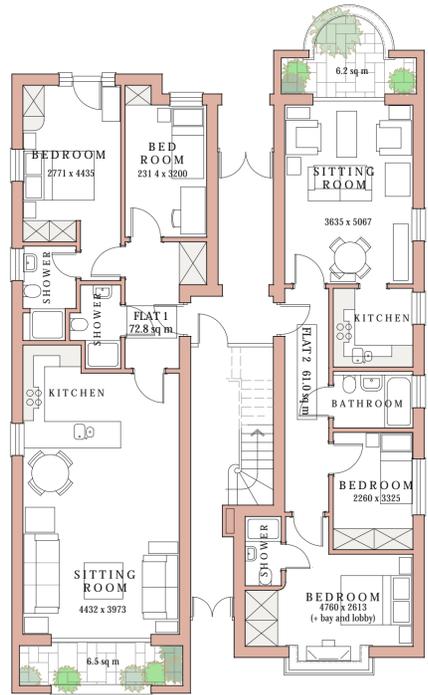
North Elevation



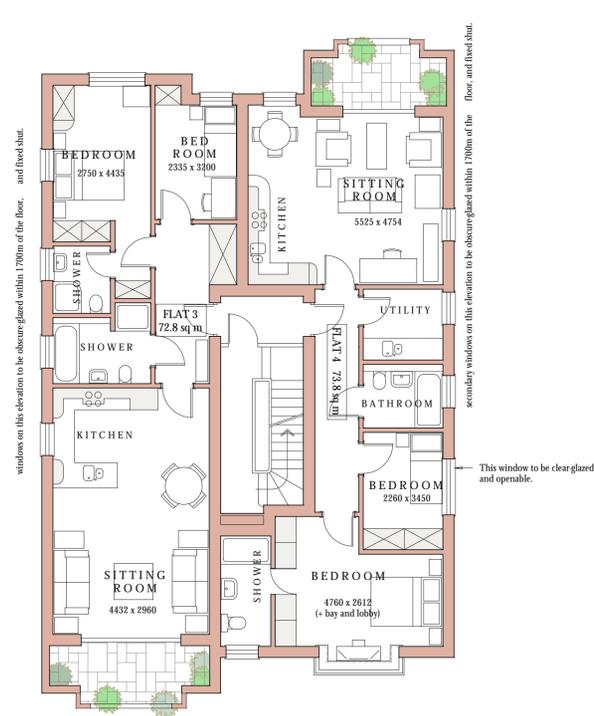
Roof Plan



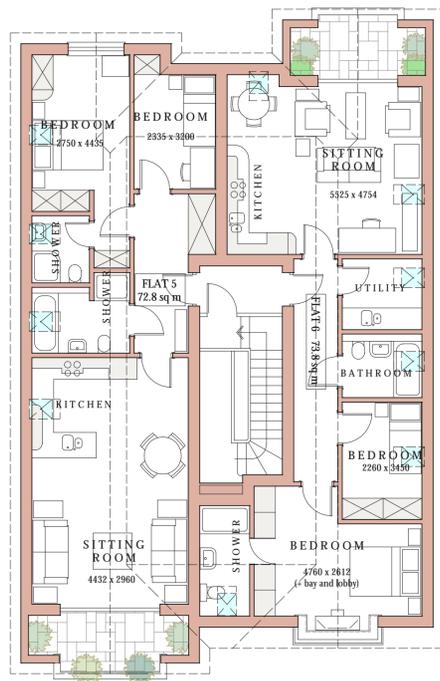
17 Church Rd. Horley RH6 7EY
 Proposed Two Storey Rear/Side Extension
 Existing Layout
 Scale:- 1/100 unless stated otherwise
 Date:- Dec. 2018 Drg. N^o. 640-01



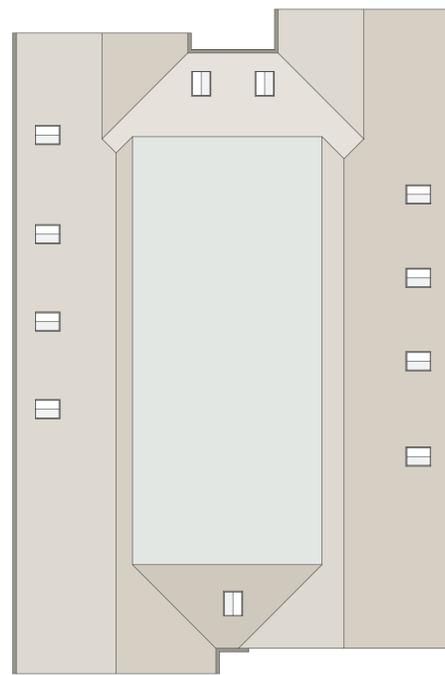
GROUND FLOOR PLAN



FIRST FLOOR PLAN



SECOND FLOOR PLAN



SECOND FLOOR PLAN

- Six 2-bed flats proposed
- FLAT 1: 72.8 sq m
 - FLAT 2: 61.0 sq m
 - FLAT 3: 72.8 sq m
 - FLAT 4: 73.8 sq m
 - FLAT 5: 72.8 sq m
 - FLAT 6: 73.8 sq m



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Proposed Development
 at
 17 CHURCH ROAD
 HORLEY RH6 7EY
 for Nutfield Homes Ltd

PROPOSED
 FLOOR PLANS

scale 1:100 02/02/2021

Rev C 25/07/2021
 Rev B 07/02/2021
 Rev A 06/02/2021

17CR P3 (C)



FRONT ELEVATION

SCALE 1:50



REAR ELEVATION

- Plain clay tiles
- Painted timber bargeboards and finials
- Mock Tudor gable detail (complementing neighbouring house)
- Stained timber boarding
- Handmade plain clay tile hanging
- Painted timber casement windows
- Lower part of tile-hanging splayed out over timber fillet
- Painted timber french windows
- Stock brickwork



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 for Nutfield Homes Ltd

PROPOSED
 ELEVATIONS

scale 1:100 1:50 02/02/2021

Rev C 25/07/2021
 Rev B 07/02/2021
 Rev A 06/02/2021

17CR P4 (C)

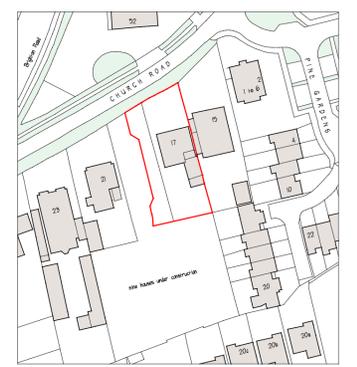
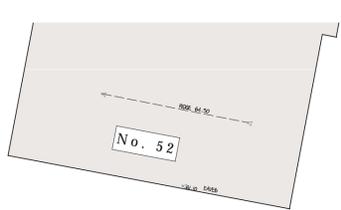


EASTERN ELEVATION

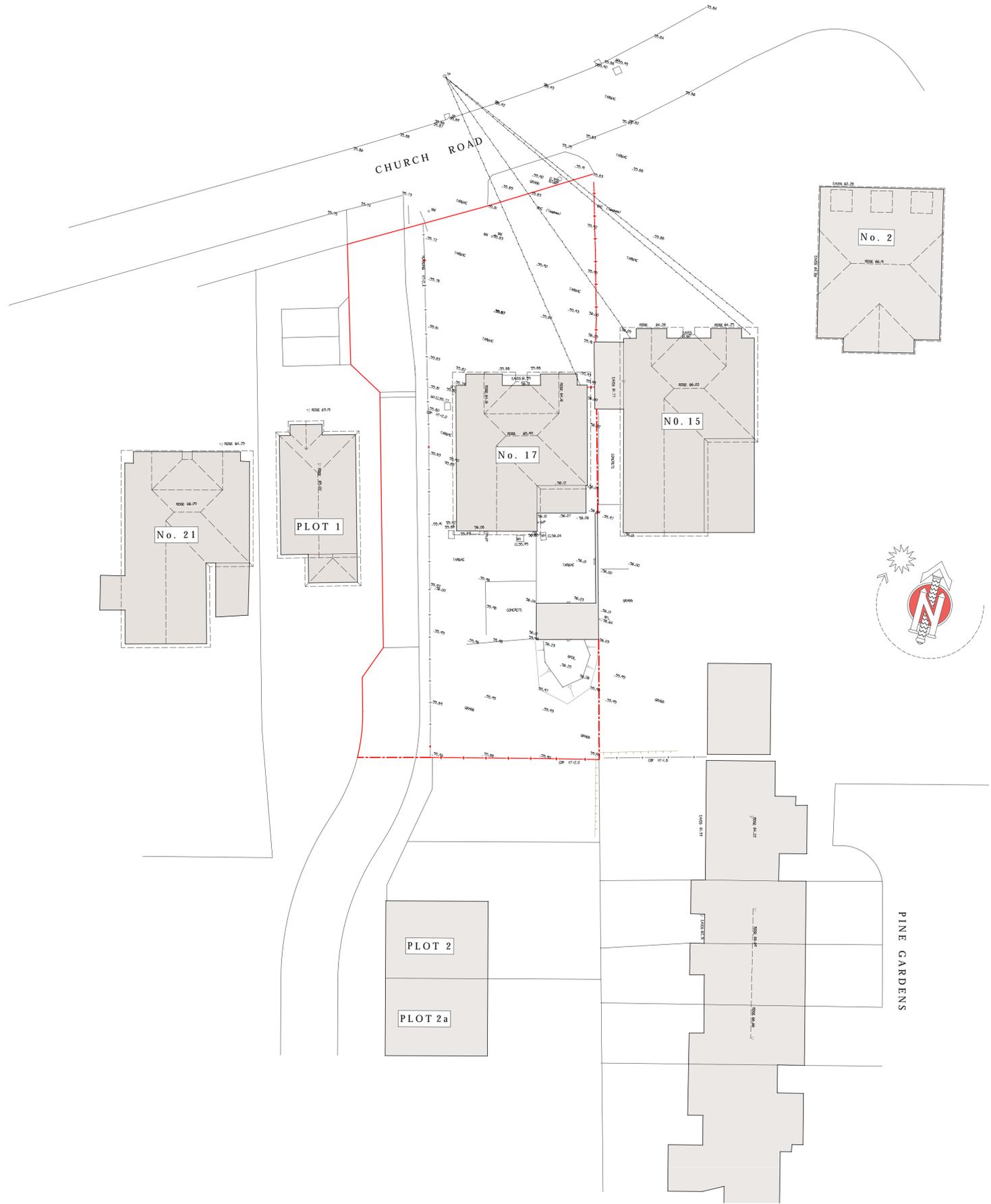
SCALE 1:100



WESTERN ELEVATION



LOCATION PLAN
SCALE 1:1250



2 PINE GARDENS 15 CHURCH ROAD 17 CHURCH ROAD PLOT 1 of NEW DEVPT.

STREET SCENE



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Proposed Development
at
17 CHURCH ROAD
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for Nutfield Homes Ltd

SURVEY

scale 1:200 05/09/2020

17CR P1