 <b>Reigate &amp; Banstead</b> BOROUGH COUNCIL Banstead   Horley   Redhill   Reigate	<b>TO:</b>	PLANNING COMMITTEE
	<b>DATE:</b>	27 <sup>th</sup> July 2022
	<b>REPORT OF:</b>	HEAD OF PLANNING
	<b>AUTHOR:</b>	Matthew Sheahan
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<b>AGENDA ITEM:</b>	6	<b>WARD:</b> Redhill West And Wray Common


<b>APPLICATION NUMBER:</b>	22/00557/F	<b>VALID:</b>	09/03/2022
<b>APPLICANT:</b>	Mr A & D Lippett	<b>AGENT:</b>	Sawkings Harper Architects Ltd
<b>LOCATION:</b>	<b>80 CROYDON ROAD REIGATE SURREY RH2 0NH</b>		
<b>DESCRIPTION:</b>	<b>Demolition of existing single-storey permanent structures (used as garages and storage) and the erection of 2No. self-built semi-detached 3-bedroom family dwellings with associated access, external amenity spaces, refuse storage and car and cycle parking.</b>		
<b>All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.</b>			

This application was deferred from the Planning Committee meeting of 6th July. The item was deferred as the motion to grant was not carried but there were no reasons for refusal put forward at the meeting.

The addendum items have been incorporated into the report and shown in italics.

### RECOMMENDATION(S)

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

 <b>Reigate &amp; Banstead</b> BOROUGH COUNCIL Banstead   Horley   Redhill   Reigate	<b>TO:</b>	PLANNING COMMITTEE
	<b>DATE:</b>	6 <sup>th</sup> July 2022
	<b>REPORT OF:</b>	HEAD OF PLANNING
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	<b>TELEPHONE:</b>	01737 276514
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## SUMMARY

This is a full application for the demolition of existing structures on site and the erection of a pair of semi-detached dwellings. The dwellings would be located to the south-east side of Croydon Road, which is predominantly residential in character, comprises of a mix of semi-detached and detached dwellings and flats. Reigate fire station is located diagonally opposite the site.

The proposed dwellings would be traditional in their appearance, seeking to reflect the Victorian/ Edwardian architecture that is dominant in the area, particularly with respect to the pitched roof form, bay windows, dormers in the roof and materials palette. This would be an acceptable approach, reflective of the character of the area, representing an improvement to the existing site, which at present makes a negative contribution to the character of the street scene. The height and scale of the dwellings would be commensurate to that of neighbouring buildings and would not appear incongruous in this regard.

The introduction of dwellings would represent a change in relationship with neighbouring dwellings, however it is not considered that there would be sufficient harm to their amenity to justify refusal. The height, depth and scale would not generate loss of light to habitable rooms, nor would it result in unacceptable overshadowing to

neighbouring rear gardens. Whilst some overlooking may occur from proposed rear windows this would be normal for a residential area. The siting of the proposed dwellings would not result in an overbearing relationship occurring.

Sufficient levels of parking would be provided to accord with residential parking standards. Space would be provided within the site to allow for vehicles to exit on to the highway in a forward gear, and the County Highway Authority has raised no objection on highway safety grounds subject to conditions.

Additional benefits with regards to landscaping, ecology, cycle storage and electric vehicle charging points can be secured by condition.

In view of the above the application is considered to be acceptable on design, character, neighbour amenity and highway/ transport grounds, and is therefore recommended for approval subject to conditions.

### **RECOMMENDATION(S)**

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

## Consultations:

County Highway Authority: No objection has been raised on highway safety, capacity and policy grounds and have raised no objection subject to conditions and informatives requiring details of the proposed belmouth access to be submitted and approved, the provision of parking as per the submitted plans, the submission of a construction transport management plan, the provision of electric vehicle charging points.

Contaminated Land Officer: No objection subject to conditions

## Representations:

Letters were sent to neighbouring properties on the 10<sup>th</sup> March 2022. One response have been received raising the following issues:

Issue	Paragraph
Overdevelopment	Paragraph 6.2-6.5
Overlooking and loss of privacy	Paragraph 6.6-6.9
Overshadowing	Paragraph 6.6-6.9
Health fears	Paragraph 6.21
Noise and disturbance	Paragraph 6.24
Loss of/harm to trees	Paragraph 6.12
Inadequate parking	Paragraph 6.13-6.17
Inconvenience during construction	Paragraph 6.13-6.17
Increase in traffic and congestion	Paragraph 6.13-6.17
Hazard to highway safety	Paragraph 6.13-6.17

## 1.0 Site and Character Appraisal

- 1.1 The site is located on the south-east side of Croydon Road, to the north-east of Reigate. The site is predominantly residential in character, consisting largely of detached, semi-detached and flatted schemes. Residential development is largely comprised of Victorian/ Edwardian era dwellings, though there are a number of later 20<sup>th</sup> Century developments.
- 1.2 The site currently comprises a number of storage buildings used by the applicant, as well as hardstanding for the parking of vehicles.
- 1.3 More widely, the site is less than 1km from Reigate Town Centre and 0.5km from Reigate station, as well as Reigate College. The site is sustainably located in close proximity to a range of commercial and retail services.

## 2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: Formal pre-application advice was not sought from the Local Planning Authority prior to the submission of the application.

2.2 Improvements secured during the course of the application: Improvements have been sought to reduce the size of the proposed dormer windows and increase the amount of soft landscaping to the front of the properties.

2.3 Further improvements could be secured: Further improvements could be sought by way of conditions. A condition restricting the hours of use would be included.

### 3.0 Relevant Planning and Enforcement History

There is no planning or enforcement history related specifically to the application site. The following applications are related to land to the rear of 80 Croydon Road:

02/00852/OUT	Demolition of existing garages and erection of 1 no. two storey detached dwelling Amended plans received 25/6/02 showing access drive and siting of proposed building	Refused 8 <sup>th</sup> July 2002
03/01317/OUT	Demolition of existing garages & erection of 1 no. 2 storey detached dwelling - outline application. Drawing no: 1082	Approved 30 <sup>th</sup> September 2003

### 4.0 Proposal and Design Approach

4.1 This is a full application for the demolition of existing structures on site, which include garages and storage buildings, and the erection of a pair of semi-detached 3-bedroom dwellings. The dwellings would be of matching appearance and traditional in their design, being pitched roof/ gable ended properties, with a smaller more subservient central gable to the rear. Two modest pitched roof dormers would feature to the front elevations, with four small rooflights to the rear (two per dwelling). A further small rooflight would be inserted in to the side of the rear gable. It is also proposed to insert PV panels to the rear.

- 4.2 Regarding materials it is proposed to utilise slate for the roof, yellow blend facing brick of Flemish bond with soldier brick courses above the windows, sash windows, white painted fascia's/ bargeboards to the dormer windows and gable ends.
- 4.3 The dwellings would be 10m in height, with a depth of 12.6m at the ground floor, reducing to 9.9m at the first floor. The footprint of the dwellings would be set back from the front boundary by 5.5m, approx.. 3m behind 78 Croydon Road. The depth of rear garden would be 10m. The dwellings would be set 1m from the shared side boundaries.
- 4.4 Internally each property would provide three bedrooms, including a bedroom within the roof space. Externally parking would be located to the front alongside a manoeuvring space allowing vehicles to enter and exit the site safely. Refuse storage and secure cycle storage would be located to the rear of each property.
- 4.5 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:  
Assessment;  
Involvement;  
Evaluation; and  
Design.
- 4.6 Evidence of the applicant's design approach is set out below:

Assessment	<p>The site is identified as being located within the built-up area of Reigate. The surrounding area is characterised as being residential, Victorian in character with a mix of style in terms of appearance whilst acknowledging that traditional forms and detailing are predominant. Gable ends, bay and dormer windows are considered prevalent, with a mix of brickwork, render and hanging tiles. There is a balanced mix of slate and clay tiles used for the roofs.</p> <p>The site is identified as being in a highly accessible location, in close proximity to a range of public transport options including bus stops and Reigate Railway station being within walking distance. Reigate town centre is approx..13mins walk away.</p>
Involvement	<p>It is not stated that any community involvement or consultation has taken place.</p>
Evaluation	<p>The statement does not include any evidence of other development options being considered.</p>

Design	The scheme has been designed to respond to the pattern and character of development in the surrounding area in terms of quantum of development, layout, scale, architectural form and materials.
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4.7 Further details of the development are as follows:

Site Area	0.033Ha
Existing Use	Residential (C3) and ancillary storage
Proposed Use	Residential (Use Class C3) 2x3 bed dwellinghouses
Site Density	60dph
Parking Standard	Accessibility level – High – 2 spaces required (1 per dwelling)
Proposed Parking Spaces	2

**5.0 Policy Context**

5.1 Designation

Urban Area  
Regeneration Area

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)  
CS10 (Sustainable Development),

5.3 Reigate & Banstead Development Management Plan 2019

Design	DES1, DES2, DES5, DES6, DES8 DES9
Housing Mix	DES4
Transport, access and parking	TAP1
Climate Change resilience and flooding	CCF1
Infrastructure	INF1

5.4 Other Material Considerations

National Planning Policy Framework  
National Planning Practice Guidance  
National Design Guide  
Supplementary Planning Guidance      Surrey Design

Local Distinctiveness Design Guide  
A Parking Strategy for Surrey  
Parking Standards for Development

Other

Human Rights Act 1998  
Community Infrastructure Levy  
Regulations 2010

## 6.0 Assessment

6.1 The application seeks planning permission for the demolition of existing single-storey permanent structures (used as garages and storage) and the erection of 2No. self-built semi-detached 3-bedroom family dwellings with associated access, external amenity spaces, refuse storage and car and cycle park.

- Principle of the development
- Design and character assessment
- Neighbouring Amenity
- Amenity for future occupiers and housing mix
- Trees and landscaping
- Transport matters
- Ecology
- Sustainability, Infrastructure and Climate change
- Environmental Health
- CIL
- Affordable Housing

### Principle of the development

6.2 The application site is within the urban area, where there is a presumption in favour of sustainable development and where the principle of residential development is accepted. The area is comprised of a mix of residential, commercial and industrial uses. There is therefore no objection to the principle of residential development in this location. Consideration of the application therefore rests on whether the application is acceptable with regards to design and character, impact on neighbouring amenity, amenity for future occupiers, highway matters, trees and landscaping and ecology.

### Design and character assessment

6.3 The proposed dwellings have been designed to have a traditional appearance that would be very much in keeping with the character and style of residential properties immediately adjacent to the site and within the wider surrounding area. The pitched roof/ gable ended form, bay windows, brick detailing and materials palette would correspond with the predominant Victorian/ Edwardian vernacular of Croydon Road, which constitutes the more attractive properties in the road. The proposed dormer windows to the front elevation would be visually prominent however they are well designed and of a scale that would be proportionate to that of the dwellings. They would not be dissimilar to those



found on other properties and dormer windows are not an uncommon feature in the road.

- 6.4 The scale of the dwellings and their siting within the plot would be acceptable. They would be set behind the neighbouring property at 78 Croydon Road and forward of 84 Croydon Road, thus following the staggered principal elevation which characterises the road in parts, which is not uniform in this respect. The height of the dwellings would not appear dominant within the street and would be lower than number 78 to the south-west. Whilst they would be higher than number 80 to the north-east this property is not typical with regard to building heights, and they would be consistent with other properties in the road.
- 6.5 In light of the above it is considered that the design of the dwellings and the impact upon the character of the area would be acceptable and would comply with Policies DES1 and DES2 of the Development Management Plan 2019 and Character and Local Distinctiveness Design Guide.

Impact on neighbouring amenity

- 6.6 The adjacent neighbour to the south-west, 78 Croydon Road, is taller than the proposed dwellings. A single side facing window would face the application site at the second floor level, however this appears to be obscure glazed and likely serving a bathroom and therefore it is not felt that there would be harm to this window. The dwellings would not extend beyond the rear elevation of number 78 at ground or first floor level. Whilst the proposed first floor would be deeper it would not intersect a 45 degree line as measured from the neighbours' upper floor rear windows in the rear elevation in the horizontal plane. This would pass the light assessment test as set out within the Councils supplementary planning guidance. The level of built form would be sufficiently minimal and away from the boundary so as to avoid being overbearing. Whilst rear bedroom windows would increase overlooking to the rear this would not be untypical in a residential area such as this. A first floor side window is proposed however this would serve a bathroom and would be conditioned to be obscure glazed.
- 6.7 Turning to 84 Croydon Road, this is a smaller property of mid to late 20<sup>th</sup> Century in age. This property features a first floor side window that would face the site however this serves a bathroom, not a habitable room, therefore there would not be concern with regard to loss of light to a habitable room. The proposed development would be 1m from the shared boundary. The single storey ground floor element would be 3m in height, and the first floor would be set behind the neighbours' rear building line with a distance of 3.4m between flank elevations. In view of this, whilst the presence of dwellings where at present there are none would be an obvious change, it is not the view that the dwellings would be overbearing and would form quite a typical relationship for a road such as this. Again, whilst the rear facing bedrooms would overlook the neighbouring garden to a degree this is not unusual in a residential area. Rear facing windows and the rear conservatory of the neighbour would not be harmfully impacted in regard to light. The rear garden faces south-east so would receive considerable amount of light throughout the day. A first floor side

window is proposed however this would serve a bathroom and would be conditioned to be obscure glazed.

- 6.8 30C Doods Road is located to the south-east of the site and is accessed via Wilmots Close. This is a two storey pitched roof dwelling with a large window that would face the rear of the proposed dwellings, which appears to serve a bedroom. This property was granted outline consent in 2003. There would be a separation distance of 21m between the proposed first floor and the rear of 30C Doods Road, which is generally considered acceptable to avoid mutual overlooking between opposing windows, as well as any overbearing impact. Whilst some views may be afforded of the rear gardens this would not be harmful and would not be different to the level of view afforded to a number of neighbouring properties.
- 6.9 In light of the above it is considered that the proposed dwellings would not result in significant harm to the amenity of neighbouring properties and would therefore comply with Policy DES1 of the DMP 2019 in this regard.

#### Amenity for future occupiers and housing mix

- 6.10 It is a fundamental objective of planning policy and stated within the National Planning Policy Framework 2021 that we provide high quality housing that is well designed and built to a high standard. The advice is amplified further by policies DES2 and DES5 of the Development Management Plan, which requires developments to demonstrate that dwellings have been designed to ensure that a good standard of amenity for all existing and future occupants and meet the minimum relevant nationally described space standards and be arranged to ensure that habitable rooms are arranged to have an acceptable outlook and where possible receive direct sunlight.
- 6.11 Each property would provide three bedrooms, one of which would be in the roof. A two storey three bedroom dwelling would need to provide a minimum of 84qm of residential floor space (102sqm for a total of 6 people). Each dwelling would provide approx.. 106sqm, thus exceeding the maximum requirement. Each habitable room would be well served by windows providing ample light and reasonable outlook. Externally each dwelling would be provided with a rear garden some 10m in depth. This size of garden would be sufficient for dwellings of this size and would be consistent with other dwellings in the road, where garden areas do vary. There would be ample space for storage for things such as bicycles and refuse bins, and the drying of clothes. The proposal would therefore be acceptable with regard to amenity for future occupants and therefore would comply with Policies DES2 and DES5 of the DMP 2019.

#### Trees and Landscaping

- 6.12 The existing site is relatively devoid of trees and landscaping, however there are a number of trees within neighbouring gardens that would potentially be impacted by the proposed development. In order to secure their protection during the course of development a condition requiring the submission of full tree protection details for approval prior to commencement of development

would be included in any decision to approve. A further condition to secure landscaping for the site would also be included should permission be granted. The site does not currently contribute to the generally attractive frontages of properties along Croydon Road. The front would be turned over to hard landscaping in the form of block pavements, which would be softened by planters to the front of each house, along the south-west side and partially across the front boundary in front of the parking spaces. The rear garden would be a mix of patio areas, which would step up by 0.5m to the rear lawn. This sort of rear garden would be appropriate for a residential area of this kind, of which there is significant variance. Subject to compliance with the aforementioned conditions the proposal would be acceptable with regard to trees and would comply with Policies DES1 and NHE3 of the DMP 2019.

### Transport Matters

- 6.13 The site is located partly in both a high and medium accessible location (approx. 50/50) as defined within Annex 4 of the DMP. In line with the Councils' residential parking standards either 1 or 2 spaces would be required per dwelling, depending on which is applied. The DMP does not provide guidance for when this eventuality occurs, therefore judgement needs to be applied. It is proposed that two spaces would be located in front of unit 2, parallel to the road, with a manoeuvring/ turning area in front of unit 1. The County Highway Authority (CHA) has reviewed this arrangement and is satisfied that this would be preferable to having a single space in front of each dwelling, which would require stopping in the road and potentially reversing off the highway. This would cause the stopping up of traffic and increases the potential to create highway safety issues. The proposed arrangement would allow vehicles to exit the highway safely and exit the site in a foreword gear, increasing visibility on a road that suffers from parking on the highway. The applicant has submitted tracking plans to demonstrate that turning can be achieved, which has been reviewed by the CHA, who have raised no objection. Conditions have been recommended, including requiring the submission of a construction transport management plan for approval prior to commencement of development. In order to create the proposed spaces the existing post-box would be moved to the north corner of the site. In light of the above 1 space per dwelling is considered to be acceptable, particularly taking account of the sustainable location in close proximity to Reigate town centre and the railway station. It would allow additional space for manoeuvring to take place, creating a safer environment for both drivers and pedestrians.
- 6.14 It is noted that the existing site accommodates a number of buildings used for storage, as well as the parking of vehicles. These are within the ownership of the applicant, and any vehicles would be relocated to within the curtilage of 30C Doods Road, within the applicant's ownership, not on to the road, therefore there would not be a concern regarding the potential exacerbation of on-street parking.
- 6.15 Provision for the secure storage of bicycles would be provided to the rear garden and a condition requiring the provision of an electric vehicle charging point for each dwelling would be included in the event of planning permission

being granted. This would meet the Councils' aims of encouraging more sustainable forms of travel and reduced car dependency in accordance with Policy TAP1 of the DMP 2019.

- 6.16 Regarding refuse, storage is provided to the rear of each dwelling. Bins would then be presented at the kerbside for collection, as is typically the case for properties along Croydon Road.
- 6.17 In light of the above considerations the scheme is considered to comply with Policy TAP1 of the DMP 2019 with regard to highway safety, capacity and policy grounds and would therefore be acceptable.

### Ecology

- 6.18 Whilst detailed ecological information has not been provided at this stage, it is noted from the submitted planning statement that it is intended to retain many of the existing trees and hedges within the site. Policy NHE2 of the Development Management Plan 2019 requires new development to:
- a. retain and enhance other valued priority habitats and features of biodiversity importance; and
  - b. be designed, wherever possible, to achieve a net gain in biodiversity. Where a development will impact on a priority habitat or species, or protected species, and mitigation cannot be provided on site in an effective manner, developers may be required to offset the loss by contributing to appropriate biodiversity projects elsewhere, in a location agreed with the Council.
- 6.19 In order to improve the ecological potential of the site and increase the level of biodiversity, a condition requiring the submission of an ecological appraisal prior to commencement of development above ground level. Subject to compliance with this condition the development would comply with Policy NHE2 of the Development Management Plan 2019.

### Sustainability, Infrastructure and Climate change

- 6.20 Policy CCF1 of the Councils Development Management Plan 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 were to be 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. A further condition requiring the provision of broadband connection, in accordance with Policy INF3 of the DMP 2019, would also be attached to any grant of planning permission.

### Environmental Health

- 6.21 The proposal would involve the demolition and removal of existing storage buildings. Given the age of the buildings it is possible that these may contain asbestos. In order to ensure that these buildings are demolished safely and that material is disposed of in an appropriate manner a condition requiring a remedial mitigation scheme, to be written by a suitably qualified person, to be submitted to the LPA for approval prior to commencement of the development shall be included in the event of permission being granted. The scheme shall identify potential sources of asbestos contamination and detail removal or mitigation appropriate for the proposed end use of the site. Detailed working methods are not required but the scheme of mitigation shall be independently verified to the satisfaction of the LPA prior to occupation to ensure the remedial mitigation plan has been complied with. The development shall then be undertaken in accordance with the approved details. Subject to this condition being satisfied the scheme would comply with policy DES9 of the DMP 2019.

### CIL

- 6.22 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

- 6.23 Core Strategy Policy CS15 and the Council's Affordable Housing SPD require financial contributions towards affordable housing to be provided on housing developments of 1-9 units. However, the 2019 NPPF makes clear such contributions should not be sought from developments of 10 units or less.

In view of this the Council is not presently requiring financial contributions from applications such as this resulting in a net gain of 10 units or less. The absence of an agreed undertaking does not therefore warrant a reason for refusal in this case.

### Other Matters

- 6.24 It is noted that objection has been raised on the grounds of increased noise and disturbance and inconvenience during the construction phase. Whilst development can cause disturbance this is temporary in nature. Separate noise legislation is in place to deal with excessive disturbance and it would be expected that works would be carried out with the hours outlined in informative 3 below.

## CONDITIONS

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

<b>Plan type</b>	<b>Reference</b>	<b>Version</b>	<b>Received</b>
Street Scene	2205	P2	26.04.2022
Elevation Plan	2200	P2	26.04.2022
Floor Plan	2100	P2	26.04.2022
Location Plan	0001	P1	09.03.2022
Site Layout Plan	1000	P1	09.03.2022
Floor Plan	1100	P1	09.03.2022
Elevation Plan	1200	P1	09.03.2022
Street Scene	1205	P1	09.03.2022
Section Plan	1305	P1	09.03.2022
Proposed Plans	2002	P1	09.03.2022
<b>Site Layout Plan 2000</b>		<b>P2</b>	<b>26.04.2022</b>
Proposed Plans	2001	P1	17.06.2022
Section Plan	2305	P1	09.03.2022

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

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

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

3. Notwithstanding the submitted plan 2000 Rev P1 the development shall not be occupied until the proposed belmouth vehicular access to Croydon Road has been constructed in accordance with a scheme to be submitted to and approved in writing with the Local Planning Authority, all to be permanently retained.

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 (2021) as well as Policy TAP1 for Parking, Access, and Servicing and Policy DES8 Construction Management of the Reigate and Banstead Local Plan Development Management Plan September 2019.

4. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with approved plan numbered 2000 Rev P1 for vehicles to be parked and for vehicles to turn so

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

Reason: in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework (2021) as well as Policy TAP1 for Parking, Access, and Servicing and Policy DES8 Construction Management of the Reigate and Banstead Local Plan Development Management Plan September 2019.

5. 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 parked. Thereafter the parking area shall be retained and maintained for its designated purposes.

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).

6. 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 boundary hoarding behind any visibility zones
  - (h) measures to prevent the deposit of materials on the highway
  - (k) on-site turning for construction vehicles

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

Reason: 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.

7. 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).

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

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

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

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

10. Prior to commencement of development a written comprehensive environmental desktop study report is required to identify and evaluate possible on and off site sources, pathways and receptors of contamination and enable the presentation of all plausible pollutant linkages in a preliminary conceptual site model. The study shall include relevant regulatory consultations such as with the Contaminated Land Officer and be submitted to the Local Planning Authority and is subject to the approval in writing of the Local Planning Authority and any additional requirements that it may specify. The report shall be



prepared in accordance with the Environment Agency's Land Contamination: Risk Management Guidance (2020) and British Standard BS 10175.

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

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

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

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

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

13. a. Prior to commencement of the development a detailed remediation method statement should be produced that details the extent and method(s) by which the site is to be remediated, to ensure that unacceptable risks are not posed to identified receptors at the site and details of the information to be included in a validation report, has been submitted to and approved in writing by the Local

Planning Authority, and any additional requirements that it may specify, prior to the remediation being commenced on site. The Local Planning Authority shall then be given a minimum of two weeks written notice of the commencement of remediation works.

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

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

14. Unexpected ground contamination: Contamination not previously identified by the site investigation, but subsequently found to be present at the site shall be reported to the Local Planning Authority as soon as is practicable. If deemed necessary development shall cease on site until an addendum to the remediation method statement, detailing how the unsuspected contamination is to be dealt with, has been submitted in writing to the Local Planning Authority. The remediation method statement is subject to the written approval of the Local Planning Authority and any additional requirements that it may specify. Note: Should no further contamination be identified then a brief comment to this effect shall be required to discharge this condition.

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

15. The materials to be used in the construction of the external surfaces of the development shall be constructed in accordance with the materials as specified within the application and there shall be no variation without prior approval and agreement in writing with the Local Planning Authority.

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.

16. The first floor windows in the side elevations of the development hereby permitted shall be glazed with obscured glass and shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed 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.

17. No development shall commence including groundworks until a detailed Tree Protection Plan (TPP) shall be submitted to and approved in writing by the local planning authority. The TPP shall contain details of the specification and location of tree protection (barriers and/or ground protection) and any construction activity that may take place within the protected root areas of trees/hedges shown, where retained on the TPP. The tree protection measures shall be installed prior to any development works and will remain in place for the duration of all construction works. The tree protection barriers/ground protection shall only be removed on the completion of all construction activity, including hard landscaping. 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 Reigate and Banstead Development Management Plan 2019 policies NHE3, DES1 and DES3 and the recommendations within British Standard 5837:2012 Trees in relation to design, demolition and construction.

18. 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.

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

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

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

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

Reason: To ensure good arboricultural and landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with Reigate and Banstead Borough Development Management Plan 2019 policies NHE3, DES1 and DES3, and the recommendations within British Standards including BS8545:2014 and British Standard 5837:2012.

20. No development above ground level shall commence until a scheme to provide positive biodiversity benefits, informed by a preliminary ecology appraisal, 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.

21. 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 (i.e. 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, Policy CCF2 of the Development Management Plan 2019 and the NPPF.

22. 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.

23. 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.

## INFORMATIVES

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

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

4. The developer is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.

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. 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.
8. 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.
9. 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.
10. Environmental Health would like to draw the applicant attention to the specifics of the contaminated land conditional wording such as 'prior to commencement', 'prior to occupation' and 'provide a minimum of two weeks' notice'. The submission of information not in accordance with the specifics of the planning conditional wording can lead to delays in discharging conditions, potentially result in conditions being unable to be discharged or even enforcement action should the required level of evidence/information be unable to be supplied. All relevant information should be formally submitted to the Local Planning Authority and not direct to Environmental Health.
11. The use of a suitably qualified arboricultural consultant is essential to provide acceptable submissions in respect of the arboricultural tree condition above. All works shall comply with the recommendations and guidelines contained within British Standard 5837.
12. The use of landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above landscaping condition. The planting of trees and native hedging shall be in keeping with the character and appearance of the locality. There is an opportunity to incorporate structural landscape trees into the scheme to provide for future amenity and long term

continued structural tree cover in this area. It is expected that the replacement structural landscape trees will be of [Semi-Mature/Advanced Nursery] stock /[Extra Heavy Standard/Heavy Standard] size with initial planting heights of not less than [6m/4.5m/4m/3.5m] with girth measurements at 1m above ground level in excess of [20/25cm/16/18cm/14/16cm/12/14cm].

13. With regard to Condition 17 (Landscaping) and Condition 16 (boundary treatment) the Council is encouraging the developer to incorporate planting and measures to encourage biodiversity and wildlife and allow wildlife to move into and out of gardens and, in particular, include Hedgehog friendly gravel boards where appropriate. Details of the 'wildlife friendly' measures should be provided with the submission of the details for approval.
14. Building works involving work on an existing wall shared with another property; or new building on the boundary with a neighbouring property; or excavating near a neighbouring building, may fall within the scope of the Party Wall, etc. Act 1996 and may require that you serve a Statutory Notice on all affected owners. Further guidance is available from <https://www.gov.uk/guidance/party-wall-etc-act-1996-guidance>
15. The developer is advised that if the buildings to be demolished are found to contain asbestos within the building fabric they should produce a mitigation plan to reduce any potential risks to construction workers and future occupiers. For further information see the Council's website or contact Environmental Protection at the Council. [http://www.reigate-banstead.gov.uk/info/20060/environmental\\_health/712/asbestos](http://www.reigate-banstead.gov.uk/info/20060/environmental_health/712/asbestos)
16. The applicant is advised to seek the advice of Royal Mail with regard to the relocation of the existing post box and any permission that may be required to carry out these works.

## **REASON FOR PERMISSION**

The development hereby permitted has been assessed against the NPPF and Development Management Plan policies DES1, DES2, DES4, DES5, DES6, DES8, DES9, NHE3, TAP1, CCF1, INF1 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

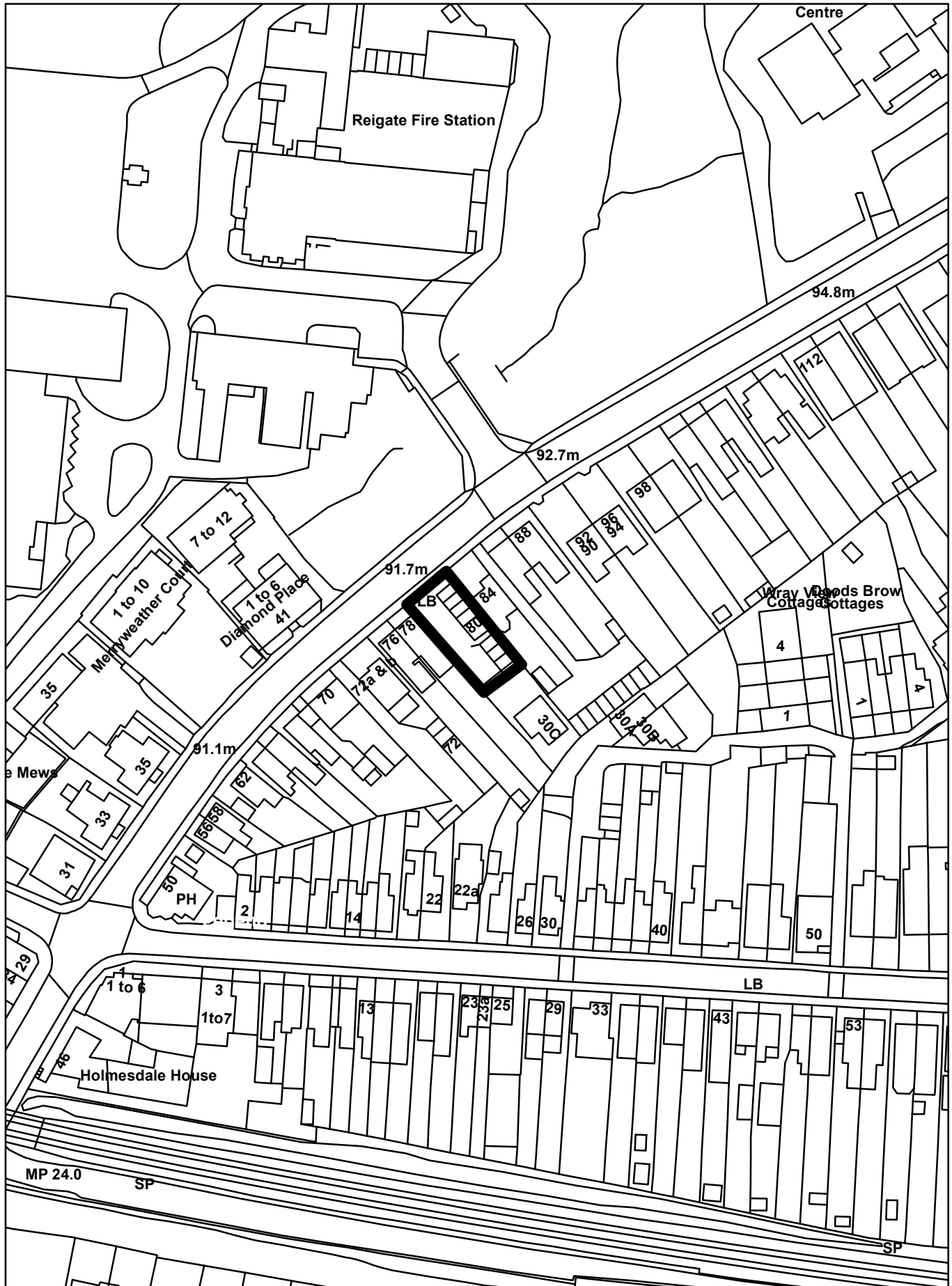
## **Proactive and Positive Statements**

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the



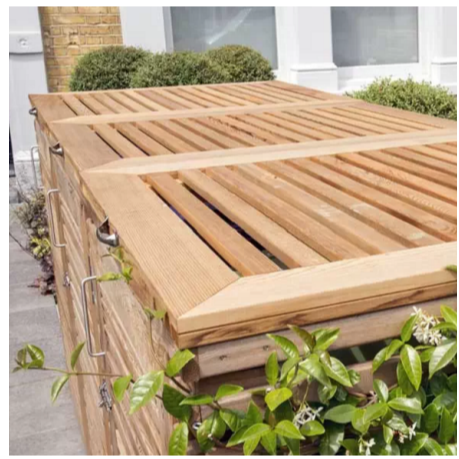
presumption in favour of sustainable development where possible, as set out within the National Planning Policy Framework.

# 22/00557/F 80 Croydon Road Reigate RH2 0NH



- ① New Hardstanding Finish: Paving
- ② Parking Spaces; 1No. per unit
- ③ Royal Mail Post Box Relocated
- ④ Existing Timber Fence; to be repaired and replaced as required
- ⑤ New 1.8m Closed Board Timber Fence
- ⑥ Timber Refuse Store (per unit):  
1 x 140l Waste Bin  
1 x 140l Mixed Recycling Bin  
1 x 23l Food Bin  
1 x 55l Paper & Card Recycling Box
- ⑦ Timber Cycle Store; 2No. spaces per unit
- ⑧ New Soft Landscaping
- ⑨ Shrub Planters
- ⑩ Obscure Glazed Window

- ⑥ ⑦ Combined Timber Bin & Bike Store



CROYDON ROAD



SCALE @ A1: 1:50  
SCALE @ A3: 1:100

A1  
A3

NOTES

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REV.	DATE	NOTES
D1	15/02/2022	Draft Issue to Energy Assessor
D2	25/02/2022	Draft Issue to Client.
P1	04/03/2022	Planning Issue

PROJECT  
**80 Croydon Road, Reigate**

CLIENT  
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STATUS	DRAWN BY	CHECKED BY
<b>PLANNING</b>	PT	-
JOB NO.	DRAWING NO.	REV
<b>A4260</b>	2000	<b>P1</b>
DRAWING TITLE		
<b>Proposed Site Plan</b>		

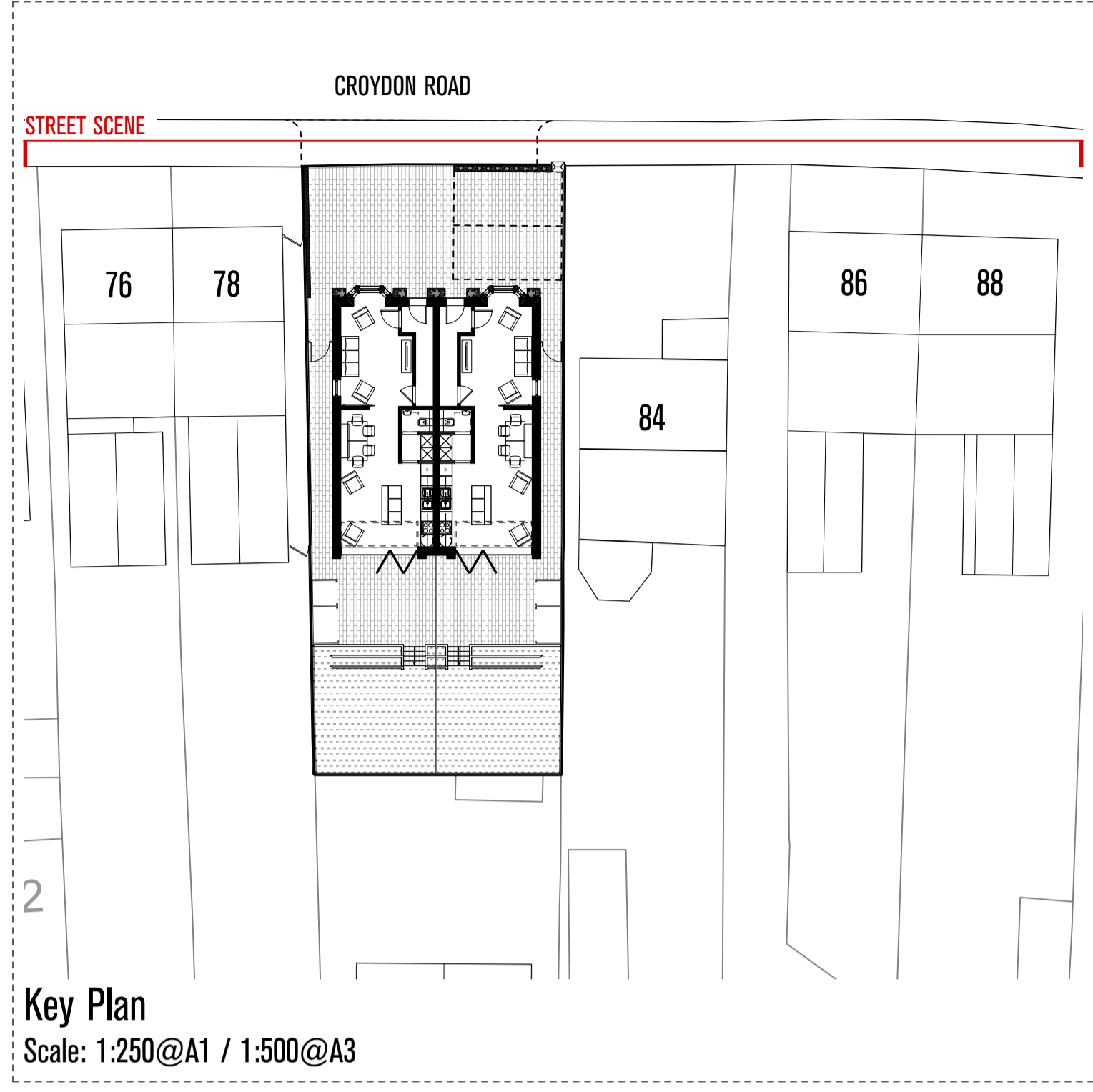
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Full Street Scene

Scale: 1:100 @ A1  
1:200 @ A3



Key Plan

Scale: 1:250@A1 / 1:500@A3



80 Croydon Road Street Scene (Close-Up)

Scale: 1:50 @ A1  
1:100 @ A3

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SCALE @ A1: ON SHEET  
SCALE @ A3: ON SHEET

A1  
A3

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REV.	DATE	NOTES
D1	25/02/2022	Draft Issue to Client.
P1	04/03/2022	Planning Issue
P2	26/04/2022	Drawing amended to Planning Officer's comments.

PROJECT  
**80 Croydon Road, Reigate**

CLIENT  
A & D Lippett

**SAWKINGS HARPER**  
architects

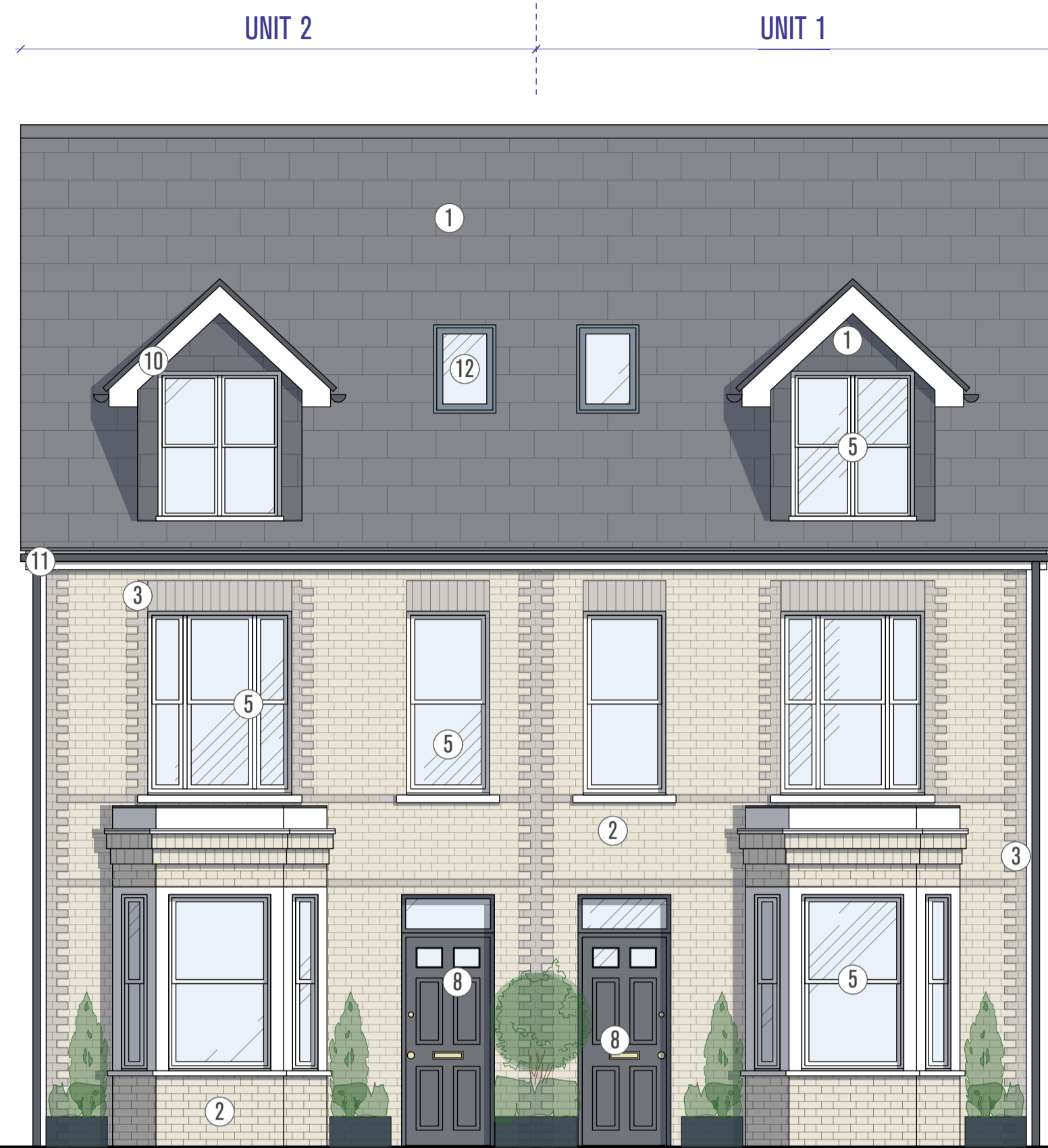
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<b>PLANNING</b>	PT	-
JOB NO.	DRAWING NO.	REV
A4260	2205	<b>P2</b>
DRAWING TITLE		
<b>Proposed Street Scene</b>		

- ① Slate Roof Tiles
- ② Brickwork Flemish Bond & Soldier Course, Yellow Blend Facing Brick
- ③ Traditional Brick Quoining / Details: Beige Grey Blend
- ④ Soldier Course Brickwork, Stacked Bond
- ⑤ Double-Glazed Traditional Sash Windows, White
- ⑥ Double-Glazed Windows, Anthracite Grey
- ⑦ Double-Glazed Windows, Anthracite Grey, Obscure Glazing
- ⑧ Timber Effect Door
- ⑨ Double-Glazed Sliding-Folding Doors, Anthracite Grey
- ⑩ White Painted Fascias, Soffits and Bargeboards
- ⑪ Black Rainwater Gutters and Downpipes
- ⑫ Anthracite Grey Skylights
- ⑬ Proposed PV Location



Elevation A-A (Front; 80 Croydon Road)



Elevation B-B (Side; Unit 1)



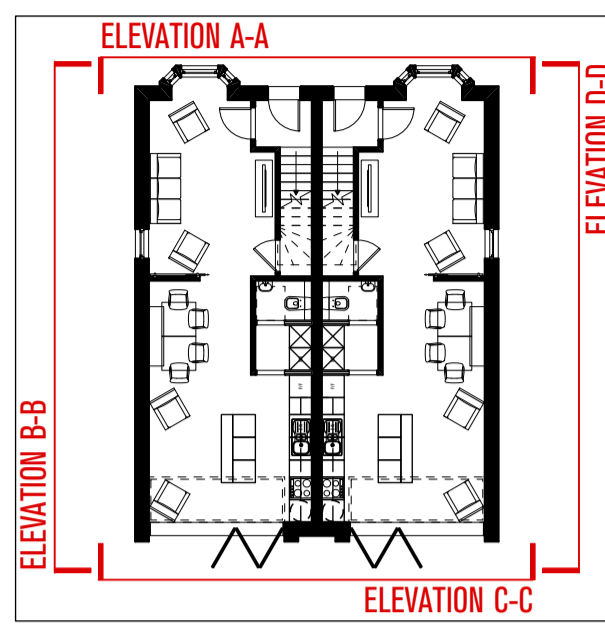
Elevation C-C (Rear)



Elevation D-D (Side; Unit 2)

SCALE @ A1: 1:50  
SCALE @ A3: 1:100

A1  
A3



NOTES

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P1	04/03/2022	Planning Issue
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PROJECT  
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<b>PLANNING</b>	PT	-
JOB NO.	DRAWING NO.	REV
A4260	2200	<b>P2</b>
DRAWING TITLE		
<b>Proposed GA Elevations</b>		

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