 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	28 th September 2022
	REPORT OF:	HEAD OF PLANNING
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AGENDA ITEM:	6	WARD: Reigate

APPLICATION NUMBER:	22/00364/F	VALID:	02/03/2022
APPLICANT:	Ledco (Norbury) Ltd	AGENT:	
LOCATION:	1 & 3 NORBURY ROAD AND ASSOCIATED GARAGES, REIGATE, SURREY RH2 9BY		
DESCRIPTION:	DEMOLITION OF EXISTING BUILDINGS AND ERECTION OF 5 X HOUSES WITH ASSOCIATED WORKS INCLUDING 11 CAR PARKING SPACES, LANDSCAPING, SURFACING AND BOUNDARY TREATMENT. AS AMENDED ON 04/03/2022, 05/05/2022, 01/08/2022 AND ON 16/08/2022.		
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SUMMARY

This is a full application for the demolition of existing buildings at 1&3 Norbury Road and the erection of 5 dwellinghouses, with associated parking and landscaping. The site is located to the west of Reigate town centre, partially within the Reigate Town Centre Conservation Area. The character of Norbury Road is that of traditional Victorian terrace cottages to the north of the application site, with commercial properties to the southern end of the road. The wider area is also comprised largely of traditional dwellings, some of which are locally and statutorily listed.

The existing buildings are currently vacant, though had previously been occupied as commercial offices. Following an extensive marketing exercise the buildings have failed to attract a commercial occupier, and the likelihood of such a use coming forward is considered unlikely. Therefore the principle of the loss of the existing buildings is deemed acceptable, in compliance with Policy EMP4 of the Development Management Plan (DMP).

The proposed dwellings would largely reflect the scale of the existing terraced properties to the west side of Norbury Road and would be commensurate in terms of ridge and eaves height. Materials, in particular the use of yellow brick and slate tiles for the roof, would also be reflective of the established traditional appearance of the

road. The design and appearance of the dwellings would be acceptable and would not impact harmfully on the character of the road or surrounding area.

The proposed dwellings would be of a scale and depth that would not impact on the amenity of neighbouring properties, in particular 5 Norbury Road to the north. Windows have been appropriately sited and designed so as not to give rise to harmful overlooking.

Adequate parking has been provided in-line with the Council's adopted parking standards, including the provision of three new regularised parking spaces for the existing commercial unit opposite the site, which will be unaffected by the proposal. A parking survey has been carried out by the applicant, which has demonstrated that the scheme would not give rise to overspill parking, and that there is adequate space on surrounding roads should it be required.

The proposed development would be acceptable with regard to arboricultural impacts and landscaping, flooding and drainage matters and ecology subject to conditions and informatives.

RECOMMENDATION(S)

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

Consultations:

Highway Authority: The proposed development has been considered by the County Highway Authority who having considered any local representations and having assessed the application on safety, capacity and policy grounds, has raised no objections subject to the imposition of appropriate conditions.

Contaminated Land Officer: No objection subject to conditions and informatives.

Environment Agency: No objection raised subject to conditions and informatives.

Drainage Consultant: Advise that the view of the Environment Agency should be taken.

Surrey Wildlife Trust: No objection subject to conditions and informatives.

Neighbourhood Services: No objection subject to condition.

County Archaeologist: The site is identified as being outside the area identified as being of high archaeological potential. Given the level of development that has taken place at the site over the years it is unlikely that archaeological remains would be disturbed.

Conservation Officer: no objections subject to conditions.

Representations:

Letters were sent to neighbouring properties on 3rd March 2022. A total of 17 responses were received. Following the submission of amended plans neighbouring properties were reconsulted on 18th May 2022 and 17th August. A further 17 responses were received. A site notice was posted on 17th March 2022. Comments/objections have been made on the following issues:

Issue	Paragraph
Poor design	Paragraph 6.7-6.10
Overdevelopment	Paragraph 6.7-6.10
Out of character with surrounding area	Paragraph 6.7-6.10
No need for the development	Paragraph 6.7-6.10
Harm to Conservation Area	Paragraph 6.7-6.10
Harm to listed building	Paragraph 6.7-6.10

Overbearing relationship	Paragraph 6.11-6.15
Overlooking and loss of privacy	Paragraph 6.11-6.15
Hazard to highway safety	Paragraph 6.19-6.24
Increase in traffic and congestion	Paragraph 6.19-6.24
Inconvenience during construction	Paragraph 6.19-6.24
Inadequate parking	Paragraph 6.19-6.24
Drainage/sewage capacity	Paragraph 6.34-6.36
Flooding	Paragraph 6.34-6.36
Health fears	Paragraph 6.43-6.45
Loss of private view	Paragraph 6.43-6.45

1.0 Site and Character Appraisal

- 1.1 The site is formed of existing commercial development on opposite sides of Norbury Road, Reigate. The plots currently include a range of single and two-2 ½ storey development with parking to the front and rear of the site on the western side of Norbury Road and in front/south of the building on the eastern side of Norbury Road. To the south of units 2/2A lie a pair of double garages – which the applicant advises are currently unused.
- 1.2 The remainder of Norbury Road comprises residential development, mostly two storey in height and that part immediately adjacent to the site has a traditional and fairly tight urban grain with little space around these dwellings apart from the rear gardens: which are themselves mostly very modest in scale. The road opens up a little towards the northern end where houses of a different design and character are arranged around a turning head.
- 1.3 The road has significant levels of on street parking, particularly around the southern end of the road and the parking associated with the business use of these premises seems somewhat less formal and presents a generally more loose and unattractive character to this end of the road.
- 1.4 The site is in the urban area of Reigate and partially in the Reigate Town Centre Conservation Area to the immediate south: the double garage facing southwards which forms part of the site to the eastern side of Norbury Road lies within the conservation area, as do both houses abutting Norbury Rd to the south.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: formal pre-application advice was sought from the Local Planning Authority prior to submission for a scheme of 5x4-bed dwellings. Concern was raised regarding the height and scale of the development and proliferation of gables to the street scene. Concern was also raised with regard to potential impact on the setting of the Reigate Town Centre Conservation Area.
- 2.2 Improvements secured during the course of the application: amendments have been received seeking to address concerns raised regarding the height and scale of the proposed dwellings, in particular the eaves heights in relation to neighbouring properties and the number of gables frontages.
- 2.3 Further improvements could be secured: Further improvements could be secured by way of suitably worded conditions.

3.0 Relevant Planning and Enforcement History

There have been no planning applications associated with this site in recent years of relevance.

4.0 Proposal and Design Approach

- 4.1 This is a full application for the demolition of existing buildings and erection of 5x3 bed houses with associated works including 11 car parking spaces, landscaping, surfacing and boundary treatment.
- 4.2 The development would take the form of two pairs of semi-detached dwellings flanking a single detached dwelling in the middle. The semi-detached dwellings would feature full hipped roofs on either end of the development with three gables prominently featuring within the centre of the development. The dwellings would be 9m in height and 10m in depth. The dwellings have been designed to reflect the palette of materials found along Norbury Road and the surrounding area, specifically the use of slate tiles for the roof, yellow facing brickwork with red brick detailing.
- 4.3 Internally each of the proposed dwellings would have a traditional layout, accommodating three bedrooms, one of which would be located within the roof space, with the main living areas located on the ground floor. Externally each property would have access to a rear garden of 6.7m depth. Parking would primarily be located immediately in front of the dwellings, whilst a further 6 spaces would be sited on the opposite side of Norbury in place of existing garaging. Three spaces would be provided for the existing commercial unit opposite the proposed dwellings, which would remain unaltered. Landscaping would be incorporated around the parking. The hardstanding would comprise permeable paving. Communal refuse collection would be located alongside the parking area and is proposed to be screened by parking.

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

Assessment;
Involvement;
Evaluation; and
Design.

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

Assessment	The site is identified as being located to the central-west area of Reigate. The site is located within a residential area amongst a selection of suburban houses and in close proximity to the Reigate Town Centre Conservation Area, which falls within the southern part of the application site. Currently occupied by three buildings, a two storey office building of masonry construction painted white with a part pitched slate roof and part flat felt roof, and a part two storey part single storey building of similar design and materials and a single storey building to the east of the site. The existing boundaries are defined by both the existing buildings and continuous walls. Housing within Norbury Road is characterised by Small front gardens with varied plot depths, On-street parking, limited street trees, up to 1.2m high boundaries/ hedges. The wider area of Reigate Town Centre is noted as having a number of listed buildings within close proximity to the site.
Involvement	No community consultation took place, though tenants have been notified of the proposed works.
Evaluation	Pre-application advice was sought from the Council prior to the submission of the application.
Design	The proposed dwellings have been designed the reflect the character, scale and appearance of dwellings within Norbury Road so as to be in keeping with the traditional form of architecture within this part of Reigate.

4.6 Further details of the development are as follows:

Site area	0.082 Ha
Existing use	Office (Class E, now vacant)
Proposed use	Residential (Class C3) 5x3 bedroom dwellinghouses

Proposed density	60.9dph
Parking standard	Medium Accessibility (11 spaces required, including 1 visitor space)
Existing parking provision	15 spaces
Proposed parking provision	11 residential spaces and 3 commercial spaces
Net increase in dwellings	5

5.0 Policy Context

5.1 Designation

Urban area
Reigate Town Centre Conservation Area
Flood Zone 2 and 3
Surface Water Flooding 1-30 years
Surface Water Flooding 1-1000 years

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)
CS5 (Valued People/Economic Development),
CS7 (Town/Local Centres),
CS10 (Sustainable Development),
CS11 (Sustainable Construction),
CS14 (Housing Needs)

5.3 Reigate & Banstead Borough Local Plan 2005

Employment	EMP4
Design	DES1, DES2, DES5, DES6, DES8 DES9
Housing Mix	DES4
Transport, access and parking	TAP1
Climate Change resilience and Flooding	CCF1 CCF2
Infrastructure	INF1

5.4 Other Material Considerations

National Planning Policy Framework
2021

National Planning Practice Guidance

Supplementary Planning Guidance

Surrey Design
Local Distinctiveness Design Guide

A Parking Strategy for Surrey
Parking Standards for Development
Householder Extensions and
Alterations

Other

Human Rights Act 1998
Community Infrastructure Levy
Regulations 2010

6.0 Assessment

This is a full application for the Demolition of existing buildings and erection of 5 x houses with associated works including 11 car parking spaces, landscaping, surfacing and boundary treatment. As amended on 04/03/2022, 05/05/2022, 01/08/2022 and on 16/08/2022.

6.1 The main issues to consider are

- Principle of development (loss of existing employment use)
- Design and character assessment.
- Impact on neighbour amenity.
- Amenity of future occupiers and housing mix.
- Highway matters.
- Trees and landscaping.
- Sustainability, infrastructure and climate change.
- Affordable Housing.
- Community Infrastructure Levy (CIL).
- Other Matters

Principle of the development

6.2 The site is located within the urban area where subject to compliance with adopted planning policies there would no in principle objection to the new residential development. The development would provide a net gain of 5 residential units and as such the development would help the Council meet some of the Borough's identified housing need and furthermore would be welcomed as a contribution to housing supply. The principle in this case primarily rests upon considering whether the loss of the existing employment use would be acceptable.

6.3 The existing buildings proposed to be demolished are comprised of 1-3 Norbury Road. Whilst currently vacant these buildings had previously been occupied by commercial offices and a store building associated with an electrical company (DH Croft) respectively, though 3 Norbury Road has been unoccupied for at least 8 years. Numbers 2, 2A and 2B located opposite the application site are currently occupied by longstanding tenants and no changes are proposed to these properties.

- 6.4 Policy EMP4 of the Development Management Plan 2019 (DMP) seeks to safeguard employment land and premises within the borough. The loss of such sites will be resisted unless it can be clearly demonstrated that there is no reasonable prospect of (or demand for) the retention or redevelopment of the site for employment use. The requirements of Annex 3 of the DMP with regard to the marketing of the property would be expected to be complied with.
- 6.5 Marketing of the properties commenced on the 26th July 2021 with a rental price of £24,500 per annum for the ground floor and £25,340 for the first floor. The rents of the previous tenants were £23,250 and £24,040 for the first and second floors respectively. This equates to £14.75 per square ft (psf). This rental figure was reviewed by both two commercial property consultants (Robinsons and Hurst Warne) who considered this to an appropriate rent for this building based on its age, specification and location. The properties were advertised both on local and national marketing websites and with sign attached to the building. In total 6 enquiries for particulars were made, however no requests for internal viewings were made. After 6 months of marketing at a representative market rent there were very few enquiries.
- 6.6 In light of the above considerations it is considered that the likelihood of the buildings being occupied by another commercial use is low. Employment uses should only be protected where there is a reasonable prospect of such a use coming forward, which is not considered to be the case in this instance. Therefore the principle of the loss of the existing employment use is considered acceptable, and would therefore comply with Policy EMP4 of the DMP 2019.

Design and character assessment

- 6.7 The proposed dwellings have been designed to reflect the traditional architecture established both existing properties along Norbury Road and the wider Reigate area, taking note of the proximity of the site to the Reigate Town Centre Conservation Area. The scale of the proposed dwellings would be commensurate to that of the existing properties to the west side of Norbury Road in terms of eaves and ridge height. Whilst it is noted that the detached property immediately to the north (5 Norbury Road) would be smaller than the proposed dwellings, this is a later addition and something of an anomaly within the road. The 5 proposed dwellings would relate more appropriately to the row of existing terrace houses, the ridge height remain level with these and the eaves height being lower. The palette of materials, particularly the use of a lighter brick and slate for the roofs, would be acceptable in the context of the character of the road and typical of many streets in Reigate.
- 6.8 The depth of the dwellings would also reflect the rear building line of existing properties, with comparable distance to the rear boundary and garden size. The level of spacing to the north and south boundaries would be appropriate

to the scale of dwelling and would increase the level of separation with the southern boundary by more than 1.5m over and above the existing buildings.

- 6.9 It is noted that the frontage of the dwellings would feature quite a number of parking spaces. However the existing building is almost entirely comprised of hardstanding in the form of gravel with a fairly irregular parking arrangement, including informally parking on the pavement. The proposal would see the parking regularised and soft landscaping elements in the form of planter around both the parking spaces and refuse storage areas. A greater degree of soft landscaping would be incorporated to the opposite side of Norbury Road where at present there is a mix of hardstanding and garaging. Whilst the Conservation Officer has expressed some concern regarding the need to enhance the setting of the conservation area in this location, in all the proposal would represent a significant improvement to the hard landscape dominated character of the site at present and would be in keeping with the proposed residential form of the development.
- 6.10 In light of the above it is considered that the proposed dwellings would be acceptable in terms of their design and impact on the character of the wider area. The development would therefore comply with Policy DES1 of the Development Management Plan 2019 (DMP) in this regard.

Neighbour Amenity

- 6.11 The nearest neighbouring dwelling would be 5 Norbury Road, a detached pitched roof dwelling, 1m to the north of the application site. This property features ground and first floor rear facing windows which likely serve habitable rooms. The nearest of the proposed dwellings would project some 3.2m beyond the rear elevation of this property. Whilst the scale of the proposed dwellings would be greater than the level of built form currently present adjacent to 5 Norbury Road, it is not considered that demonstrable harm would arise. The proposed depth would pass the 45 degree tests with regard to light, demonstrating that significant overshadowing would not occur. Whilst the depth of the dwellings would project beyond the rear elevation of number 5, it would be relatively modest and in view of the 1m separation would not appear unduly overbearing. To limit further impact a condition removing permitted development rights for extensions is recommended. Some overlooking may occur from the upper floor rear windows however views would be fairly limited and not untypical of the surrounding residential area where similar relationships are observed to exist.
- 6.12 The level of distance between the development site and 4&6 Norbury Road would be approx. 11m, at the closest point, which is comparable to the relationship between existing properties along Norbury Road. Four of the proposed five dwellings would be a greater distance still. Whilst the front windows of the northern most plot would face 4 Norbury Road this would not be to any greater extent than currently allowed from existing properties to the west side of the road. It is not considered there would be harm to the amenities of these properties.

- 6.13 Turning to properties to the rear of the site, namely 1A, 1 and 3 Evesham Road, the distance to these properties would exceed 30m. Whilst policy does not prescribe minimum separation distances, a separation of 21m or more is generally deemed acceptable. The position of the dwellings in relation to the rear boundary would not result in an overbearing or overlooking impact on the rear gardens or these properties.
- 6.14 Numbers 32 to 36A&B West Street would share their rear boundaries with the application site. The proposed dwellings would be some 21m from 32 West Street and to the north-west, meaning they would not directly impede on the boundary. There exists intervening screening between within the neighbour's property on the boundary. It is not intended to incorporate side facing windows into the dwellings, therefore there is little likelihood that overlooking would occur. This would also be the case with 34 West Street some 26m from the dwellings to the south where again boundary screening remains, limiting the dwellings from view. Numbers 36A and 36B are flats occupying a detached building to the rear of 36 West Street 'The Old Forge', on the ground and first floor respectively. There is one window to the rear of this building serving a bedroom which is currently negatively impacted by the depth of the existing building, which extends along the boundary. The footprint of the proposed dwellings would be moved away from these properties creating a better, less overbearing relationship between the two.
- 6.15 In light of the above considerations it is considered that the development would have a satisfactory relationship with neighbouring properties and would not give rise to unsatisfactory harm to neighbouring amenity. The proposed development would comply with Policy DES1 of the DMP in this regard.

Amenity for future occupants and housing mix

- 6.16 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. Policy DES2 requires developments to be designed to ensure a good standard of amenity for all existing and future occupants.
- 6.17 Each of the 5 proposed dwellings would provide 3 bedrooms, including a bedroom within the roof space. Each dwelling would have a traditional arrangement, with living room and kitchen/ dining area occupying the ground floor, with bedrooms on the upper floors. Each dwelling would be appropriately laid out, avoiding awkwardly shaped rooms, and habitable rooms would be well served by windows providing light and outlook. Externally each dwelling would be provided with a garden that is of an appropriate size for a three bedroom dwelling and would be comparable in

this regard to other properties on Norbury Road, many of which a number are also three bedroom dwellings.

- 6.18 On the basis of the above considerations the proposed dwellings are considered to provide an appropriate living environment for future occupants, in line with Nationally Described Space Standards and the requirements of Policies DES2 and DES5 of the DMP.

Highway Matters

- 6.19 The application site is located within an area of medium accessibility as defined within Annex 4 of the DMP. In line with these standards a total of 11 parking spaces would be required. Five spaces would be sited in front of the proposed dwellings and regularised by the introduction of new paving where at present it is gravelled. A further 6 spaces would be located in front of the site on the opposite side of Norbury Road. This arrangement is considered acceptable. The County Highway Authority (CHA) has reviewed the highway implications of the scheme and is satisfied that there would not be impact on the safe operation of the highway and that the level of parking would be provided in accordance with standards. A number of conditions and informatives are recommended, including the requirement for the submission of a construction transport management plan for approval prior to commencement of development. Each dwelling would also be provided with an electric vehicle charging point.
- 6.20 It is noted that a parking survey has been carried out on street streets within 200 metres of the proposed development. The parking survey includes streets (Upper West Street and West Street) that are within the Reigate Control Parking Zone, despite what the Lambeth parking Methodology states. However those streets having parking restrictions between 0800h and 1930h Monday to Saturday, but on weekends, evenings and nights parking is permitted until 0800h the day parking restrictions are in force. Given those restrictions it was considered by the CHA appropriate to include these streets in the parking survey. These surveys shows that there is a parking stress of between 63% and 67%. This shows there is adequate spare available parking space within a short walk of Norbury Road and the site should it be required. It is also proposed that the existing northern most extent of dropped kerb be removed, increase the amount of legal on-street parking available to existing residents by up to 3 spaces.
- 6.21 The CHA advise that the proposed development is unlikely to result in more displacement of parking compared to the current lawful use of the site. This is because the extent of dropped kerbs for the proposed development is similar to the existing use of the site. Whilst the site is currently vacant parking has been taking place informally by passers by and other residents and visitors to the road. The development would be able to contain its own parking need within the site, therefore not displacing parking elsewhere on the surrounding road network. Three additional formal parking spaces would be provided opposite the site to be used by the existing commercial unit at 2 Norbury

Road. This would further assist in creating a more formalised parking arrangement within the road.

- 6.22 The proposed layout of parking is formally set out as opposed to the current unmarked layout of the existing use of the site. This is considered an improvement. The extent of hardstanding would be softened by the introduction of areas of planting where at present there is little.
- 6.23 Norbury Road has also been subject to a speed survey which shows 85th percentile speeds of 14.4mph. These speeds are considered low and in keeping with the cul de sac setting of Norbury Road. Drivers emerging from the parking spaces are likely to be slow moving onto and off the carriageway which is a low speed environment where the 85th percentile speed is 14.4mph.
- 6.24 In light of the above considerations the development would be acceptable with regard to parking provision and would not give rise to impact on the safe operation of the highway. The development is therefore deemed acceptable with regard to highway matters and would comply with Policy TAP1 of the DMP.

Trees and landscaping

- 6.25 The site as existing is largely devoid of planting, with the exception small patches of overgrown shrubs in front of the building. The proposal provides for a greater degree of formal soft landscaping. Details have not been provided of this planting; however these can be secured via a suitably worded condition.
- 6.26 There are no trees within the site, however there are off-site trees within neighbouring properties, particularly to the southern side boundary. In order to ensure that these trees can be protected during the course of development a condition requiring the submission of tree protection details prior to the commencement of development would be included in the event of planning permission being granted.
- 6.27 Subject to compliance with the above referenced conditions, the development would have an acceptable impact on existing trees and would secure landscape improvements for the site. The development would therefore comply with Policies DES1 and NHE3 of the DMP.

Ecology

- 6.28 The existing buildings have been surveyed for bat presence, and the wider site for other species. No evidence of bats was found during internal and external inspection of the buildings. The survey noted that the majority of the masonry and mortar is well sealed with no obvious access gaps recorded. The timber cladding to the rear of building 1 was generally tight fitted and sealed with any restricted gas covered by cobwebs and general debris. The soffits and fascias are well sealed, as are the roof tiles, which were observed

to be in good condition. Building two was noted as being restricted in size. The site was observed as being dominated by buildings and hardstanding, lacking in established trees or vegetation, providing no opportunity for foraging bats.

- 6.29 Regarding other wildlife species, such as birds, no other species of note were recorded as having notable established presence within the site.
- 6.30 Surrey Wildlife Trust (SWT) have reviewed the survey and consider it appropriate in scope and methodology and has identified a likely absence of bats at the site. SWT therefore advise that bats do not appear to be a constraint to development on site however advise a precautionary approach so as not to disturb any unidentified bat roosts.
- 6.31 The survey also identified a presence of Japanese Knotweed on the site. SWT has therefore advised that an invasive species management plan be submitted for approval in order to prevent the spread of this invasive species.
- 6.32 Further conditions requiring the provision of biodiversity enhancements would also be secured by condition.
- 6.33 Subject to compliance with these conditions and informatives the development would not result in ecological harm to the site and would comply with policy NHE2 and NHE3 of the DMP.

Flooding and Drainage

- 6.34 The front part of the site containing the parking spaces is sited within Flood Zones 2 and 3, however the dwellings remain outside of these. The site is subject to surface water flooding. The submitted Flood Risk Assessment (FRA) identifies that the Long-Term Flood Risk Map for Rivers or the Sea indicate a partial risk of flooding to the site from such sources to the east/south-eastern extents of the site ('Medium' risk). The remaining areas of the site are not identified as being at risk of flooding from such sources. 'Medium' risk is defined as a chance of flooding, each year, between 1% and 3.3%, taking into account any flood defences in the area. The Long-Term Flood Risk Map for Surface Water identifies a varying susceptibility to surface water flooding at the site, and immediate surrounding areas. The western parcel of land is identified as being at 'Very Low' to 'Medium' risk of surface water flooding, although Norbury Road itself is shown to be at 'High' risk of surface water flooding, which would appear to partially capture the eastern parcel of land.
- 6.35 The site is considered at low risk of flooding from river flooding given it is predominantly located within Flood Zone 1. The site is deemed low to medium risk with regard to surface water flooding, low to medium risk of ground water flooding, and low risk of sewer flooding.
- 6.36 The scheme and supporting flood risk assessment has been reviewed by the Environment Agency (EA) who have raised no objection subject to a range of

conditions and informatives. In view of this the application is deemed to be acceptable with regard to flooding and drainage matters and would comply with the NPPF and Policy CCF2 of the DMP.

Sustainability, infrastructure and climate change

6.37 Policy CCF1 of the Councils Development Management Plan 2019 seeks to ensure that all new development contributes to reducing carbon emissions and water usage. However the new Part L Building Regulations, which came into effect in June 2022, require greater energy efficiencies and carbon savings than was required by this Policy and this aspect of the Policy is therefore superseded. In order that the proposed development contributes to achieving water efficiency aims however a condition requiring demonstration that it will meet the national water efficiency standard of 110litres/person/day is imposed. 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.

Affordable Housing

6.39 Policy CS15 of the Core Strategy states that the Council will negotiate to achieve affordable housing taking account of the mix of affordable units proposed and the overall viability of the proposed development at the time the application is made.

6.40 However, in November 2014, the Government introduced policy changes through a Written Ministerial Statement and changes to the national Planning Practice Guidance which restrict the use of planning obligations to secure affordable housing contributions from developments of 10 units or less. These changes were given legal effect following the Court of Appeal judgement in May 2016.

6.41 In view of the Court of Appeal Judgement, and subsequent local appeal decisions which have afforded greater weight to the Written Ministerial Statement than the Council's adopted policy, the Council is not presently requiring financial contributions from applications such as this resulting in a net gain of 10 units or less. As such, there is no requirement for this scheme to provide an affordable housing contribution.

CIL

6.42 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.

Other Matters

- 6.43 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.
- 6.44 Concern has been raised that the development would result in the loss of private view. Whilst impact on immediate outlook can be considered, there is no right to a view that can be protected within planning.
- 6.45 It is not considered that the proposed development would give rise to health impacts.

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
Floor Plan	2113-101	PL04	05.05.2022
Floor Plan	2113-100	PL04	05.05.2022
Site Layout Plan	2113-112	PL01	05.05.2022
Floor Plan	2113-102	PL04	16.08.2022
Roof Plan	2113-103	PL04	16.08.2022
Elevation Plan	2113-110	PL05	16.08.2022
Section Plan	2113-111	PL03	16.08.2022
Location Plan	2113-001	PL01	17.02.2022
Floor Plan	2113-011	PL01	17.02.2022
Floor Plan	2113-012	PL01	17.02.2022
Roof Plan	2113-013	PL01	17.02.2022
Elevation Plan	2113-021	PL01	17.02.2022
Elevation Plan	2113-021	PL02	03.03.2022

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.

3. No development shall take place above slab level until written details of the materials to be used in the construction of the external surfaces, including

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

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

4. The development shall not be occupied until the proposed vehicular accesses to Norbury Road has been constructed in accordance with the approved Mayer Brown plan numbered MENORBURYROAD.01/01.

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 2021 and Policy TAP1 Parking, access, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

5. The development hereby approved shall not be occupied unless and until redundant existing accesses from the site to Norbury Road have been permanently closed and any kerbs, verge, footway, fully reinstated.

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 2021 and Policy TAP1 Parking, access, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

6. 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 MENORBURYROAD.01/01. for vehicles to be parked. Thereafter the parking area shall be retained and maintained for its designated purpose.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2021 and Policy TAP1 Parking, access, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

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

(k) 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 2021 and DES8 Construction Management of the Reigate and Banstead Local Plan Development Management Plan September 2019.

8. 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).

9. No infiltration of surface water drainage into the ground is permitted other than with the written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants in line with paragraph 174 of the NPPF and Policy DES9 of the Reigate and Banstead Development Management Plan (2019).

10. Development hereby approved shall not commence until a foul drainage strategy, detailing how the developer intends to ensure that appropriate foul drainage is implemented with a connection to foul sewer, has been submitted to and approved by the local planning authority.

The development shall be constructed in line with the agreed detailed design and recommendations of the strategy. No occupation of any premises can take place until the installed scheme is confirmed as meeting the agreed specifications and connections are made to the sewer network.

Reasons: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution in line with paragraph 174 of the NPPF and Policy DES9 of the Reigate and Banstead Development Management Plan (2019).

11. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated by a piling risk assessment that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reasons: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants in line with paragraph 174 of the NPPF and Policy DES9 of the Reigate and Banstead Development Management Plan (2019).

12. Finished floor levels shall be no lower than 78.50m AOD (300mm above the average ground level of 78.2m AOD), as detailed within the submitted FRA (Prepared by Bright Plan Civils, dated February 2022).

Reasons: To ensure that the proposed development is safe from flooding for its lifetime, in line with Paragraph 159 of the NPPF and Policy CCF2 of the Reigate and Banstead Development Management Plan (2019).

13. No development shall take place until a scheme for the provision and management of green landscaping next to the Saturday Ditch main river has been submitted to, and approved in writing by, the local planning authority. Thereafter, the development shall be carried out in accordance with the approved scheme. Any subsequent variations shall be agreed in writing by the local planning authority, in which case the development shall be carried out in accordance with the amended scheme. The scheme shall include:

- plans showing the extent and layout of the landscaping next to the watercourse
- details of planting (with only native species)
- details demonstrating how the buffer zone will be protected during development
- details of any lighting, fencing etc. (Note no lighting should be so close as to direct lighting into the stream corridor).

Reasons: Land alongside streams is particularly valuable for wildlife and it is essential this is protected. This condition is in line with paragraphs 174 and 180 of the NPPF and Policy NHE4 of the Reigate and Banstead Development Management Plan (2019). If significant harm resulting from a development cannot be avoided, adequately mitigated, or as a last resort compensated for, planning permission should be refused.

14. 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.

15. 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.

16. 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.

17. 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.

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.

18. 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.

19. No development shall take place until an Invasive Species Management Plan, prepared by a suitably qualified individual, that details how the control of invasive species will be managed on site, including roles and responsibilities, has been submitted to and approved in writing by the Local Planning Authority.

Reason: To protect and enhance the ecological environment in accordance with Policy NHE2 of the Development Management Plan 2019.

20. No development shall take place until an Ecological Enhancement Plan has been submitted to and approved in writing by the Local Planning Authority.

Reason: To protect and enhance the ecological environment in accordance with Policy NHE2 of the Development Management Plan 2019.

21. 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.

22. 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.

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.

23. Prior to the first occupation of the development full details (and plans where appropriate) of the waste management storage and collection points, including design and screening (and pulling distances where applicable), throughout the development shall be submitted to and approved in writing by the Local Planning Authority.

All waste storage and collection points should be of an adequate size to the bins and containers required for the dwelling(s) which they are intended to serve in accordance with the Council's guidance contained within Making Space for Waste Management in New Development.

Each dwelling shall be provided with the above facilities in accordance with the approved details prior to occupation of the relevant dwellings.

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.

24. 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 either prior to occupation or within the first planting season following completion of the development hereby approved.

Any trees, shrubs or plants planted or 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 landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies NHE3 and DES1 of the Reigate and Banstead Development Management Plan 2019.

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

Reason: To ensure good arboricultural practice in the interests of the maintenance of the character and appearance of the area and to comply with British Standard 5837:2012 'Trees in Relation to Design, demolition and Construction – Recommendations' and reason: To ensure good landscape practice in the interests of the maintenance of the character and appearance

of the area and to comply with 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.

26. No development shall be commenced until details of surface water attenuation measures have been submitted to and approved in writing by the local planning authority. Prior to occupation of the development a validation report shall be submitted to the local planning authority to demonstrate compliance with the approved details which shall thereafter be permanently maintained.

Reason:

To prevent any increase in surface water flooding with regards Development Management Plan policy CCF1.

27. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no extensions or roof enlargements permitted by Classes A, B, C and D of Part 1 of the Second Schedule of the 2015 Order (as amended) shall be constructed without the prior approval of the Local Planning Authority.

Reason:

To control any subsequent enlargements in the interests of the visual and residential amenities of the locality with regard to Reigate and Banstead Development Management Plan 2019 policy DES1 (add NHE9 as appropriate).

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

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.

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. 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.
11. 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].
12. Flood Risk Activity Permit
The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:
 - on or within 8 metres of a main river (16 metres if tidal)
 - on or within 8 metres of a flood defence structure or culvert (16 metres if tidal)
 - on or within 16 metres of a sea defence
 - involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
 - in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission.

For further guidance please visit [https://www.gov.uk/guidance/flood-risk-activitiesenvironmental-](https://www.gov.uk/guidance/flood-risk-activitiesenvironmental-permits) permits or contact our National Customer Contact Centre on 03702422 549 or by emailing enquiries@environment-agency.gov.uk. The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

13. 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

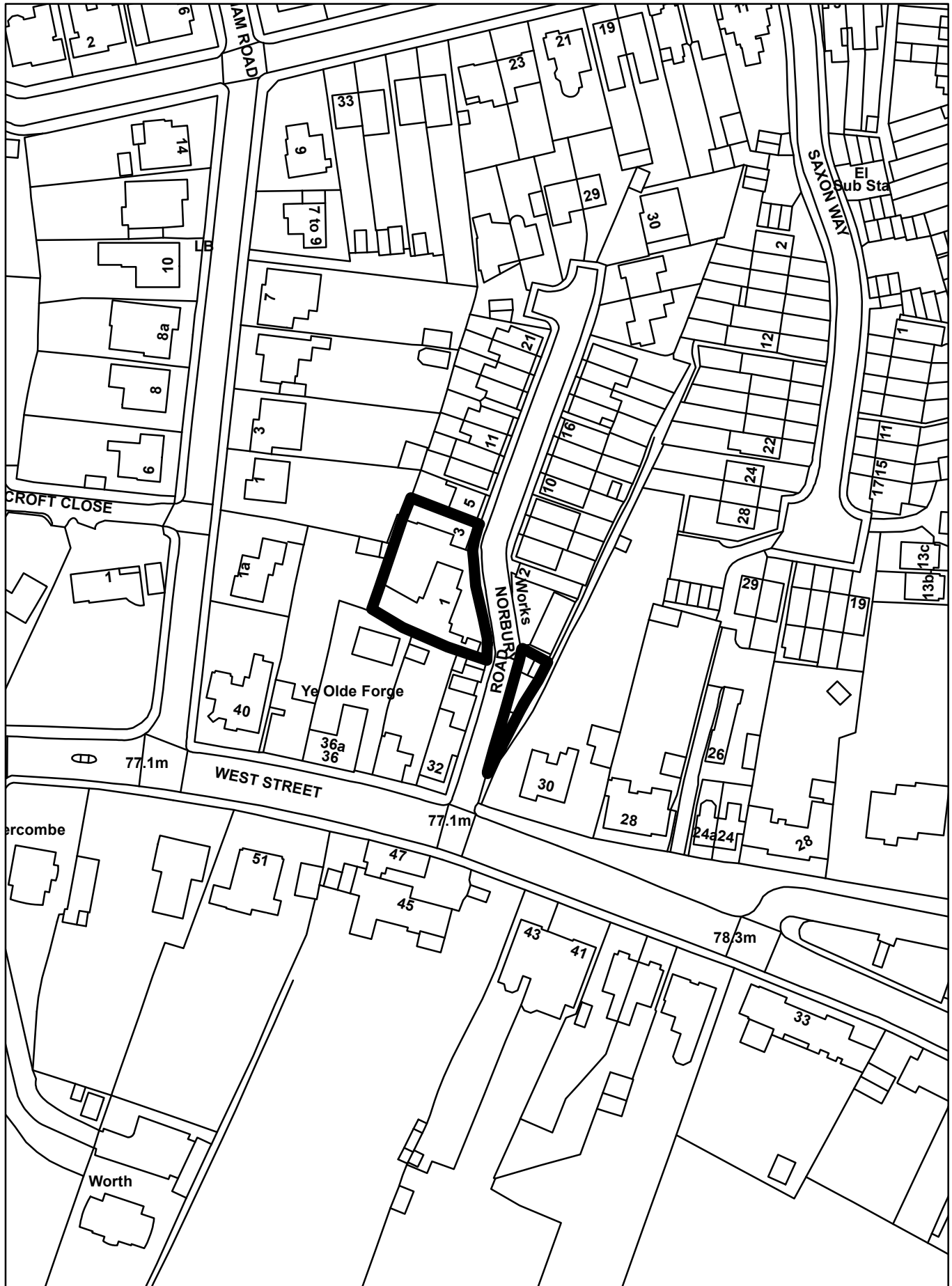
unable to be supplied. All relevant information should be formally submitted to the Local Planning Authority and not direct to Environmental Health.

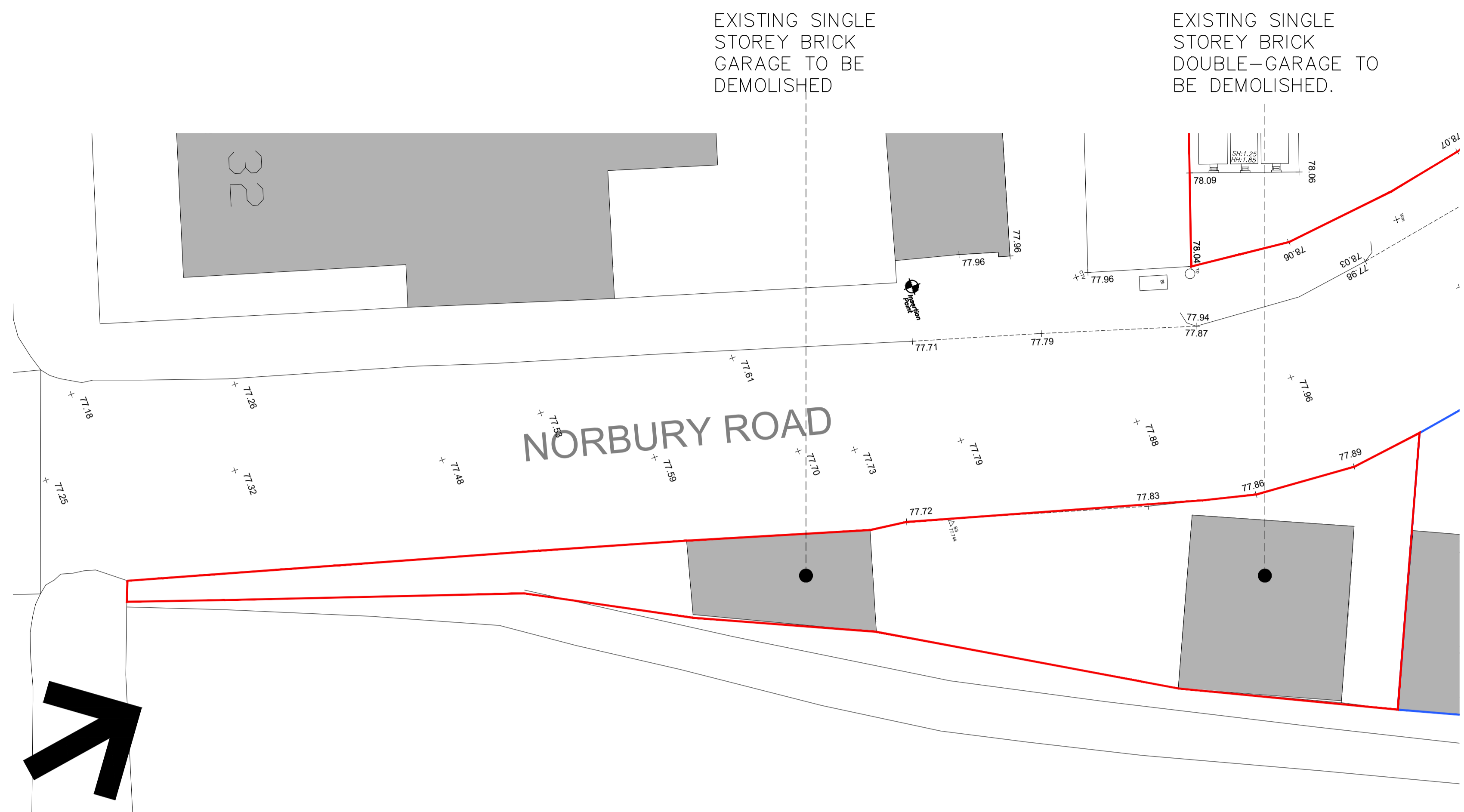
REASON FOR PERMISSION

The development hereby permitted has been assessed against the NPPF 2021 and Development Management Plan policies DES1, DES2, DES4, DES5, DES6, DES8, DES9, NHE3, TAP1, CCF1, INF3 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

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.

22/00364/F 1 & 3 Norbury Road And Associated Garages On East Side Of Norbury Road RH2 9BY

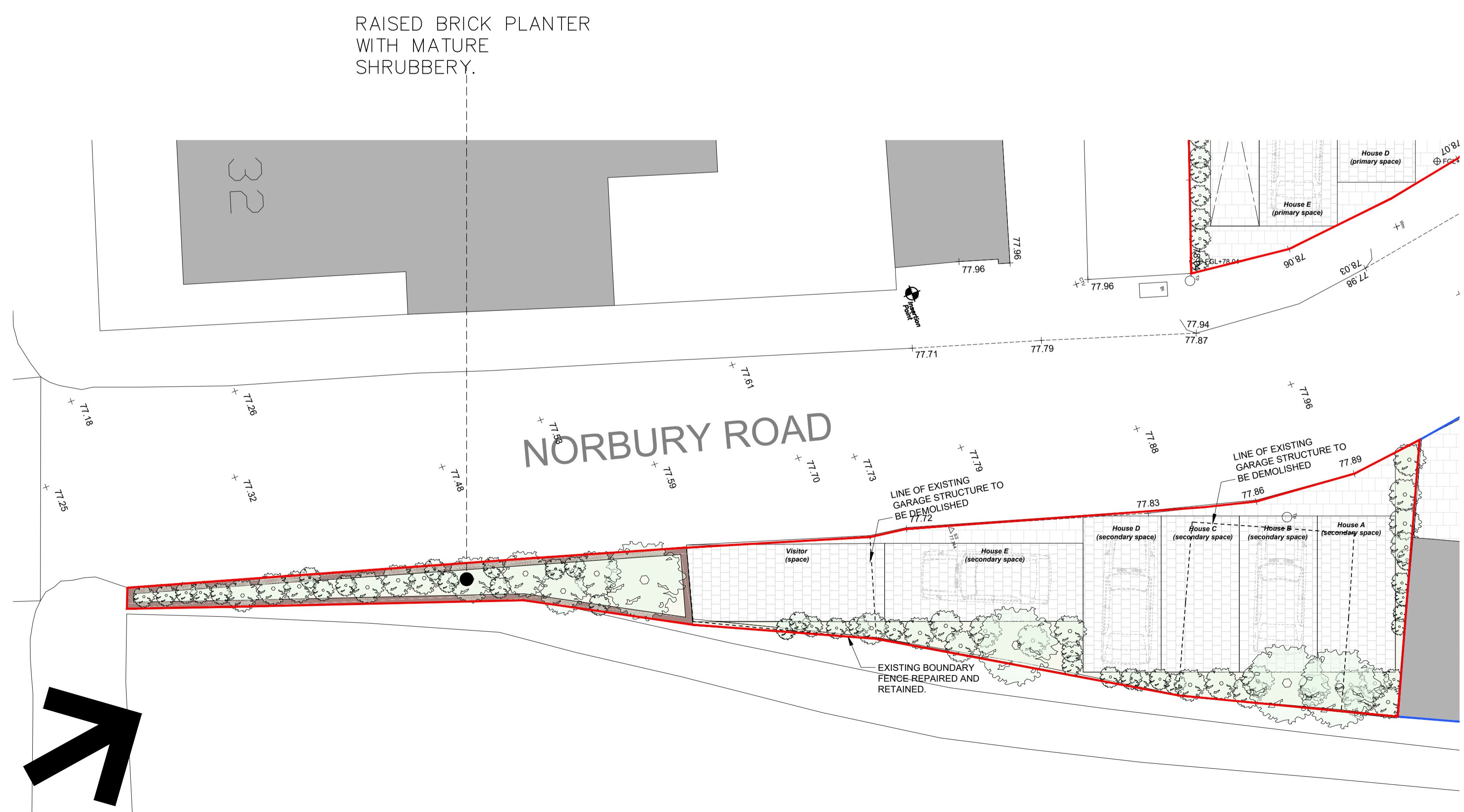




EXISTING PLAN



EXISTING STREET VIEW



PROPOSED PLAN



PROPOSED 3D RENDER



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CLIENT: Ledco (Norbury) Ltd
 14 Leabourne Road
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PROJECT: **1 & 3 NORBURY ROAD REIGATE, RH2 9BY**

DRAWING TITLE: **PROPOSED GROUND FLOOR PLAN - SMALLER SITE**

JOB NO: 2113	STATUS: PLANNING	SHEET SIZE: A1
DRAWN BY: TB	FIRST DRAWN: 24.08.2021	DRAWING SCALE: 1:100

DRAWING NUMBER: **2113-112** REVISION: **PL01**

REVISION	DATE	BY	DESCRIPTION	CHECKED
PL01	09.12.2021	TB	PREPARED FOR PLANNING	TB
PL02	16.12.2021	TB	PREPARED FOR PLANNING	TB
PL03	11.01.2022	BI	WINDOW SPACING MODIFIED	TB
PL04	28.04.2022	TB	FRONT FACADE TO NEW HOUSES ARTICULATED, EAVES LOWERED TO MATCH No 5, NEW ROOF FORM WITH FRONT GABLES TO END PROPERTIES OMITTED AND ALL REAR GABLES REMOVED, HIPPED ENDS AND DORMER WINDOWS INTRODUCED, HOUSES CHANGED TO 3 BED HOUSES.	TB
PL05	14.08.2022	TB	ROOF AMENDED TO INCLUDE FULL HIPPED ENDS, FRONT GABLES BROUGHT DOWN TO ALIGN WITH EAVES LINE AND INTERNAL LAYOUT AMENDMENTS TO ACCOMMODATE THE ROOF CHANGES.	TB

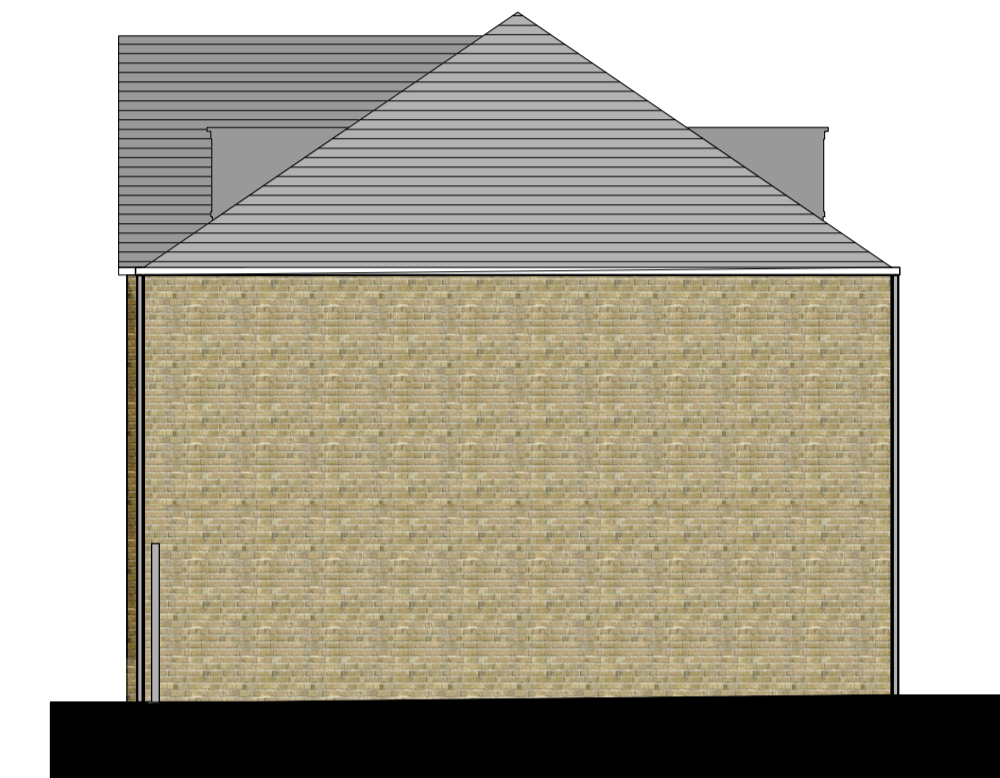
REFERENCE FILES
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NOTES
-

LEGEND
-



Datum: 75.00m.
Elevation 1 - Rear



Datum: 75.00m.
Elevation 1 - Side



Datum: 75.00m.
Elevation 2 - Front



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 Ledco (Norbury) Ltd
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PROJECT:
**1 & 3 NORBURY ROAD
 REIGATE, RH2 9BY**

DRAWING TITLE:
PROPOSED ELEVATIONS

JOB NO: 2113	STATUS: PLANNING	SHEET SIZE: A1
DRAWN BY: TB	FIRST DRAWN: 24.08.2021	DRAWING SCALE: 1:100

DRAWING NUMBER: **2113-110** REVISION: **PL05**