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|  Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate | TO: | PLANNING COMMITTEE |
| | DATE: | 25 th April 2023 |
| | REPORT OF: | HEAD OF PLANNING |
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| AGENDA ITEM: | 8 | WARD: Redhill West And Wray Common |

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|--|--|---------------|--------------------------------|
| APPLICATION NUMBER: | 22/02352/F | VALID: | 24/10/2022 |
| APPLICANT: | Mr A & D Lippett | AGENT: | Sawkings Harper Architects Ltd |
| LOCATION: | 80 CROYDON ROAD REIGATE SURREY RH2 0NH | | |
| DESCRIPTION: | 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. | | |
| All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail. | | | |

SUMMARY

This is a full application 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 application follows a previous submission 22/00557/F to develop the site for a pair of semi-detached houses, which was refused at planning committee on 27th July 2022.

The previous scheme was refused on grounds of impacts upon neighbour amenity and insufficient parking. This scheme seeks to overcome the neighbour amenity reason by reducing the height of the ridge and eaves, and omitting rear rooflights as well as submitting a daylighting report in its favour. With regards the parking a further plan demonstrating the relative accessibility zones has been submitted.

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 is improved and 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 associated with a high accessibility location. 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 and informatives.

Representations:

Letters were sent to neighbouring properties on the 27th October 2022. Two responses have been received raising the following issues:

| Issue | Paragraph |
|------------------------------------|-----------------------|
| Overdevelopment | Paragraph 6.2-6.5 |
| Overlooking and loss of privacy | Paragraph 6.6-6.10 |
| Overshadowing | Paragraph 6.6-6.10 |
| Health fears | Paragraph 6.25 & 6.28 |
| Noise and disturbance | Paragraph 6.28 |
| Loss of/harm to trees | Paragraph 6.13 |
| Inadequate parking | Paragraph 6.14-6.21 |
| Inconvenience during construction | Paragraph 6.14-6.21 |
| Increase in traffic and congestion | Paragraph 6.14-6.21 |
| Hazard to highway safety | Paragraph 6.14-6.21 |

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 dwellings are largely comprised of Victorian/ Edwardian era dwellings, though there are a number of later 20th 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 not been sought as the scheme is considered to be acceptable as submitted.

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

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|------------|---|--|
| 22/00557/F | 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. | Refused 27 th July 2022 – Appeal pending |
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The following applications are related to land to the rear of 80 Croydon Road:

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|--------------|---|--|
| 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 th July 2002 |
| 03/01317/OUT | Demolition of existing garages & erection of 1 no. 2 storey detached dwelling - outline application. Drawing no: 1082 | Approved 30 th September 2003 |
| 22/00557/F | 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. | Refused 27 th July 2022 – Appeal pending |

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. It follows a previous scheme of similar nature which was refused by the Planning Committee and has been amended with further information submitted in an attempt to overcome this refusal. 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 two small rooflights to the front and rear elevations (one 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 of each dwelling.

- 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, traditional brick quoining, sash windows, white painted fascia's/ bargeboards to the dormer windows and gable ends, black painted rainwater goods, and anthracite grey skylights.
- 4.3 The dwellings would be 9.6m in height to the ridge, with an eaves height of 5.3m, 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. The height of the previously refused scheme was 10m to the ridge with an eaves height of 5.6m. There has therefore been a reduction of 0.4m in overall height and 0.3m in eaves height. The first floor projection to the rear has also been reduced by approx.. 20cm. Additionally the number of rooflights to the rear elevation has been reduced from 2 per dwelling to 1.
- 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:

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| Assessment | 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. |
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| | 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. |
| Involvement | It is not stated that any community involvement or consultation has taken place. |
| Evaluation | The statement does not include any evidence of other development options being considered. The current submission follows a previous refusal and the scheme has been amended to address concerns raised by the committee in considering the previous application. |
| 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, as well as in response to the previous refusal. |

4.7 Further details of the development are as follows:

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|-------------------------|---|
| 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 |

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|--|------|
| Transport, access and parking | TAP1 |
| Climate Change resilience and flooding | CCF1 |
| Infrastructure | INF1 |

5.4 Other Material Considerations

National Planning Policy Framework 2021

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 84 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 20th 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. The dwellings have been reduced in height by 0.4m along with the eaves height by 0.3m following the previous refusal, reducing the overall built form, lessening further the level of impact, which is considered to be limited in any case. Again, whilst the rear facing bedrooms would overlook the neighbouring garden to a degree this is not unusual in a residential area. The number of rear rooflights per dwelling has been reduced from 2 to 1, reducing further opportunity for overlooking. 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 A light assessment has been submitted in support of the application which summarises that all windows serving habitable rooms within this property will continue to receive good levels of daylight following the construction of the proposed development, and that the results achieved are in excess of the BRE recommendations and in some cases show that daylight will be unaffected by the proposed development. All windows serving the living room and conservatory will continue to receive satisfactory levels of sunlight amenity. The results confirm that the front and rear amenity spaces at this property achieve results in excess of the BRE recommendations, achieving sunlight to 59% against a target of 50% for the front garden and no loss to the rear garden.
- 6.9 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.
- 6.10 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

- 6.11 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.

- 6.12 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

- 6.13 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

- 6.14 The site is located almost entirely within a high accessible location as defined within Annex 4 of the DMP, with only a small area within the south east corner falling within a medium scoring area and the applicants have produced a plan attempting to illustrate this. Officers remain of the view that the site should be deemed to be highly accessible for the purposes of the assessment of parking. In line with the Councils' residential parking standards 1 space would be required per dwelling.

- 6.15 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. In order to create the proposed spaces the existing post-box would be moved to the north corner of the site.
- 6.16 In light of the above considerations 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.
- 6.17 Conditions have been recommended, including requiring the submission of a construction transport management plan for approval prior to commencement of development.
- 6.18 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. Comment has also been made that the proposed development and requirement for a widened drop kerb reduces the number of on street parking spaces along Croydon Road. The proposed dropped kerb would not extend the full width of the site frontage, with the proposed parking spaces being bordered by a wall to the front boundary. It would be possible to accommodate one car on th road in front of the wall, therefore the impact in this regard would not be severe.
- 6.19 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.
- 6.20 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.

- 6.21 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

- 6.22 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.

- 6.23 In order to improve the ecological potential of the site and increase the level of biodiversity, a condition requiring the submission of a scheme for biodiversity enhancements prior to commencement would be appropriate. Subject to compliance with this condition the development would comply with Policy NHE2 of the Development Management Plan 2019.

Sustainability, Infrastructure and Climate change

- 6.24 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

- 6.25 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 to the development

shall be included in the event of permission being granted. The scheme as 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

- 6.26 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

- 6.27 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

- 6.28 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. It is not considered that the development or construction would impact on health.

CONDITIONS

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

| Plan type | Reference | Version | Received |
|------------------|------------------|----------------|-----------------|
| Street Scene | 2205 | P4 | 24.10.2022 |

| | | | |
|-------------------------|------|----|------------|
| Elevation Plan | 2200 | P4 | 24.10.2022 |
| Floor Plan | 2100 | P4 | 24.10.2022 |
| Location Plan | 0001 | P4 | 24.10.2022 |
| Site Layout Plan | 1000 | P4 | 24.10.2022 |
| Floor Plan | 1100 | P4 | 24.10.2022 |
| Elevation Plan | 1200 | P4 | 24.10.2022 |
| Street Scene | 1205 | P4 | 24.10.2022 |
| Section Plan | 1305 | P4 | 24.10.2022 |
| Proposed Plans | 2002 | P4 | 24.10.2022 |
| Site Layout Plan | 2000 | P4 | 24.10.2022 |
| Proposed other Plan | 2001 | P4 | 24.10.2022 |
| Section Plan | 2305 | P4 | 24.10.2022 |
| Proposed section | 2301 | P4 | 24.10.2022 |
| Proposed site layout | 2101 | P4 | 24.10.2022 |

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. The development hereby approved shall not be occupied until the proposed vehicular access to Croydon Road has been constructed in accordance with the approved plan 2002 Rev P4, 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 2002 Rev P4 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 plan numbered 2002 Rev P4 for four 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,

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.
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.

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 19 (Landscaping) and Condition 18 (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
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.

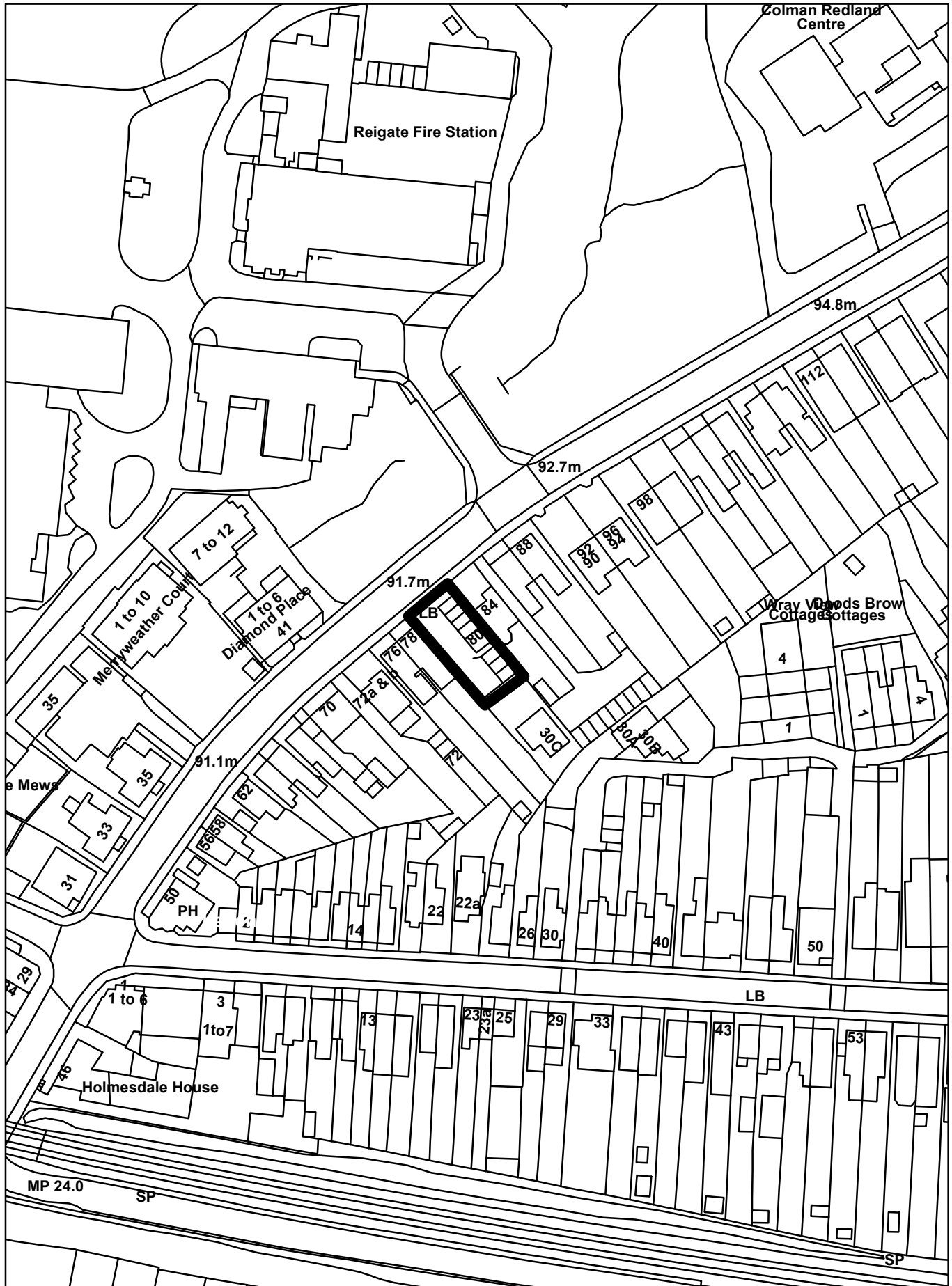
REASON FOR PERMISSION

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.

22/02352/F - 80 Croydon Road, Reigate



RAPLEYS

Daylight & Sunlight Amenity (Neighbouring) Study for
Daniel Lippett

80 CROYDON ROAD
REIGATE
SURREY
RH2 0NH

Date: September 2022

Our Ref: 22-01362

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1 EXECUTIVE SUMMARY

- 1.1 We have been instructed to compile a BRE Daylight & Sunlight (Neighbouring) Amenity Study regarding the proposed development at 80 Croydon Road, Reigate, Surrey RH2 0NH.
- 1.2 The proposals consist of the redevelopment of a single storey building to provide residential accommodation spread over 3 storeys.
- 1.3 We undertook a site inspection showing the proposal in context allowing us to gain a greater understanding of the interrelationship between the proposal and 84 Croydon Road. This is a two storey residential home containing a front and rear garden located to the north east of the development site.
- 1.4 We have reviewed the Local Authority's planning policy in respect of Daylight & Sunlight (see s.5).
- 1.5 On the basis of the above, we set about conducting an analysis in accordance with Building Research Establishment's Report 209 "Site Layout Planning for Daylight and Sunlight - A Guide to Good Practice" (2022 3rd Edition). This guidance is regarded as industry standard, and we regularly prepare such studies for local authorities throughout the UK.
- 1.6 Only one property was subject to testing following concern, 84 Croydon Road. Whilst the areas of concern were limited, the whole property has been tested for the avoidance of doubt. Within this property 17 habitable windows, serving 5 habitable rooms have been included within the study.
- 1.7 The analysis has involved utilising specialist software applied an AutoCAD model.
- 1.8 The results for each assessment type, VSC, DD, APSH & Sunlight to Gardens show full compliance, with every room achieving results in excess of the BRE recommendations. There are also many instances where the results demonstrate that the neighbouring property will remain unaffected by the proposed massing.
- 1.9 In conclusion, the proposed development will not have a noticeable impact on the light received by the 84 Croydon Road, Reigate following the construction of the proposed development.
- 1.10 Rapleys confirms that the development design satisfies all of the requirements set out in the BRE guide 'Site Layout Planning for Daylight and Sunlight'. Therefore, there is no Daylight and Sunlight related reason why the proposed development should not be granted planning permission.

2 PROPOSED DRAWINGS

2.1 The 3D computer model considers the following proposed design:

SAWKINGS HARPER ARCHITECTS

| Drawings Ref | Description | Revision |
|--------------|----------------------------|----------|
| 0001 | OS Map and Location | Rev P1 |
| 1000 | Existing Site Plan | Rev P1 |
| 1100 | Existing Floor Plans | Rev P1 |
| 1200 | Existing Elevations | Rev P1 |
| 1205 | Existing Street Scene | Rev P1 |
| 1305 | Existing Site Section | Rev P1 |
| 2000 | Proposed Site Plan | Rev P2 |
| 2001 | Proposed Constraints Plan | Rev P1 |
| 2002 | Proposed Visibility Splays | Rev P1 |
| 2100 | Proposed GA Plans | Rev P2 |
| 2200 | Proposed GA Elevations | Rev P2 |
| 2205 | Proposed Street Scene | Rev P2 |
| 2300 | Proposed GA Sections | Rev P2 |
| 2305 | Proposed Site Section | Rev P1 |

3 INTRODUCTION

INSTRUCTIONS

3.1 We received instructions from Daniel Lippett to prepare a BRE Daylight & Sunlight (Neighbouring) Amenity Study in respect of the proposed development at 80 Croydon Road, Reigate, Surrey RH2 0NH.

3.2 A copy of our terms of engagement are held on file.

CONFLICT OF INTEREST

3.3 We confirm that, as far as we are aware, no conflict of interest exists either personally or with Rapleys, in connection with Daniel Lippett. We further confirm that Professional Indemnity Insurance on a per claim basis is available in respect of this report.

DISCLOSURE

3.4 This report is specifically for the addressee stated above.

SIGNATURE

3.5 We confirm that the undersigned is an appropriately qualified consultant experienced in the commercial property sector.

| | |
|--|---|
| THIS REPORT HAS BEEN PREPARED WITHIN THE QUALITY SYSTEM OPERATED AT RAPLEYS LLP ACCORDING TO BRITISH STANDARD ISO 9001: 2015 | |
| | |
| Created By | Manuella Nguessan LLB (Hons) Manuella.Nguessan@rapleys.com |
| Signature | |
| Checked by | Natasha Bray LLB (Hons) Natasha.Bray@rapleys.com |
| Signature | |

FOR AND ON BEHALF OF RAPLEYS LLP

SEPTEMBER 2022

4 BASIS OF ASSESSMENT

DETAILS OF THE PROPOSALS

- 4.1 The proposals consist of the redevelopment of a single storey building to provide residential accommodation spread over 3 storeys.
- 4.2 The proposals which we have analysed are those which were provided electronically by the project architect Sawkings Harper Architects in a DWG format, received via email on 17 August 2022. An initial set of indicative proposals were forwarded to us prior to this to assist our understanding of the proposals in general.
- 4.3 Rapleys have taken the information supplied upon which this report is based, in good faith, as being sufficiently accurate for these purposes. In the event inaccuracies become apparent, Rapleys would be willing to re visit the analysis subject to further instructions.

SITE INSPECTION

- 4.4 The site and surrounding properties were inspected externally on 19 August 2022 by Manuella Nguessan LLB (Hons). During the inspection Manuella was accompanied by Adam Lippet.
- 4.5 Where possible high level vantage points were used to view the neighbouring properties externally. The purpose of the inspection was to review the site in context, to identify the surrounding properties considered to be within a reasonable distance and which should be included within the scope of a 3D analysis.
- 4.6 To identify where there may be a Daylight & Sunlight Amenity issue, we used the approach outlined within BRE Report 209: Site Layout Planning for Daylight and Sunlight - a guide to good practice (3rd edition 2022). This states:

“Loss of light to existing windows need not be analysed if the distance of each part of the new development from the existing window is three or more times its height above the centre of the existing window. In these cases the loss of light will be small. Thus, if the new development were 10m tall, and a typical existing ground floor window would be 1.5m above the ground, the effect on existing buildings more than $3 \times (10 - 1.5) = 25.5\text{m}$ away need not be analysed.”

RELEVANT NEIGHBOURING PROPERTIES

- 4.7 Arising from concerns raised by the local authority and neighbour we have included 84 Croydon Road within this study. This property is a two storey house with a front and rear garden located to the East of the development site.

BACKGROUND TO THE ANALYSIS

- 4.8 In order to undertake the analysis a 3D computer model was drawn in AutoCAD for the development site and the surrounding properties.
- 4.9 This was based upon site and drawing information provided by the client and their architect, supplemented by information gathered from the photographs of the subject area taken during our site visit.
- 4.10 We have completed a thorough review of the Local Authority Planning archives and found drawing information for 84 Croydon Road which has been used when modelling neighbouring properties and their rooms. In the absence of this information, reasonable assumptions have been made based on our Design Analyst’s experience, which is in accordance with recognised practice.

-
- 4.11 Details of the proposals forwarded by the design team were incorporated into a 3D AutoCAD model.
 - 4.12 Thereafter, industry standard Daylight and Sunlight analysis software was applied to the model. This produced the results which have been presented and commented upon within this report.
 - 4.13 Images taken from the 3D model showing the development site as existing and as proposed, together with the relevant surrounding properties are within Appendix 1.

5 DAYLIGHT & SUNLIGHT AMENITY

PLANNING GUIDANCE

- 5.1 Through the planning process the local authority will wish to be reassured that the construction of the proposed development will not harm the residential neighbours' daylight and sunlight.
- 5.2 The Local Development Plans identified as being relevant to our review are the Reigate and Banstead Local Plan: Core Strategy (Adopted July 2014) and Reigate & Banstead Local Plan Development Management Plan (Adopted September 2019).
- 5.3 The Core Strategy document makes no specific reference to Daylight & Sunlight. However, does make mention of 'amenity' in general and we have noted the following clause to be relevant:

Policy DES5: Delivering high quality homes

All new residential developments (including conversions) must provide high quality, adaptable accommodation, and provide good living conditions for future occupants. All new accommodation must:

- 2. Be arranged to ensure primary habitable rooms have an acceptable outlook and where possible receive direct sunlight.*

Policy DES1: Design of new development

All new development will be expected to be of a high quality design that makes a positive contribution to the character and appearance of its surroundings. Planning permission will be granted for new development where it meets the following criteria:

- 6. Provides an appropriate environment for future occupants whilst not adversely impacting upon the amenity of occupants of existing nearby buildings, including by way of overbearing, obtrusiveness, overshadowing, overlooking and loss of privacy.*

- 5.4 Despite the above, no specific guidance on the levels of Daylight & Sunlight Amenity is provided by the Local Authority. However, we have experience in producing studies utilising the guidance set out within Building Research Establishment's Report 209 "Site Layout Planning for Daylight and Sunlight - A Guide to Good Practice" (2022 3rd Edition) [the BRE Report]. This is widely recognised as the most appropriate way of undertaking a study such as this.

6 ASSESSMENT GUIDELINES

6.1 The BRE Report 209 - Site Layout Planning for Daylight and Sunlight, A guide to good practice, Third Edition (2022) [the BRE Report] provides guidance to designers, clients, consultants and planning officials on laying out proposed development sites to minimise impact on surrounding buildings and open spaces. This document is widely used in the construction industry.

6.2 The BRE Report states under paragraph 2.2.2:

“The guidelines given here are intended for use for rooms in adjoining dwellings where daylight is required, including living rooms, kitchens and bedrooms. Windows to bathrooms, toilets, storerooms, circulation areas and garages need not be analysed. The guidelines may also be applied to any existing non-domestic building where the occupants have a reasonable expectation of daylight; this would normally include schools, hospitals, hotels and hostels, small workshops and some offices.”

6.3 The BRE Report sets out criteria against which an assessment may be made of the levels of Daylight & Sunlight and the impact that development may cause.

6.4 An important point to note contained within the introduction of the BRE Report is:

“The advice given here is not mandatory and the guide should not be seen as an instrument of planning policy; its aim is to help rather than constrain the designer. Although it gives numerical guidelines, these should be interpreted flexibly since natural lighting is only one of the main factors in site layout design. In special circumstances the developer or planning authority may wish to use different target values. For example, in a historic city centre, or in an area with modern high rise buildings, a higher degree of obstruction may be unavoidable...”

6.5 The basis of the BRE guide is suburban environments. It does not provide alternative targets specific to city centre or dense urban environments. The overarching recommendation to interpret the results flexibly, for any other environment besides suburban, is essential to any assessment.

VERTICAL SKY COMPONENT (VSC)

6.6 The VSC is a measure of the amount of light falling on a window; it is quantified as a ratio of the direct sky illuminance falling on the surface at a specific reference point against the horizontal illuminance under an unobstructed sky. The maximum possible ratio is just under 40% for a completely unobstructed vertical wall. The VSC values attained by windows of a building will not vary with the compass orientation of that building; therefore, orientation does not give an appreciation of the interior daylighting.

6.7 The target value recommended is 27% but this is not to be strictly applied. This is because if the VSC for a window is less than 27% and is less than 0.8 times its former value, the BRE numerical guidelines will not be satisfied.

6.8 However, if the Vertical Sky Component is less than 27%, but more than 0.8 times its former value then daylight levels might still be adequate to the neighbouring property.

6.9 We find it useful to consider the Reduction Factor of 0.8, as a percentage equal to 80%, or put another way, a 20% reduction is recommended as the guideline figure within the BRE Report.

ANNUAL PROBABLE SUNLIGHT HOURS (APSH)

- 6.10 With regard to assessing Sunlight, the BRE Report gives recommendations for the assessment of the effect on sunlight enjoyed by individual windows. When considering sunlight, in the northern hemisphere, it is only those windows that face within 90 degrees of due south that will enjoy significant amounts of Sunlight. The BRE Report limits the extent of assessments required to only these windows. Sunlight Amenity is measured in terms of Annual Probable Sunlight Hours (APSH).
- 6.11 Any windows that face within 90 degrees of due north will be annotated as such within the analysis results.
- 6.12 The assessment analyses a point in each window which receives at least a quarter of Annual Probable Sunlight Hours (represented as 25% in the results tables). This includes at least 5% of Annual Probable Sunlight Hours during the winter months, between 21 September and 21 March. Again, a Reduction Factor of 0.8 is also applied to the results.

DAYLIGHT DISTRIBUTION (DD)

- 6.13 The Daylight Distribution is otherwise known as the 'no sky-line' (NSL) method and takes the VSC analysis a step further in looking at where in the room Daylight is received at the working plane (roughly desk or kitchen worktop height). After a development is complete, the area of a room with visible sky should, ideally be 0.8 times or more of the former area on the working plane prior to the development.

2HR SUNLIGHT TO AMENITY (OVERSHADOWING TO GARDENS AND OPEN SPACES)

- 6.14 The BRE Report also recommends a review of the surrounding external amenity spaces such as gardens, parks or playgrounds.
- 6.15 The analysis should confirm whether at least 50% of the area of each amenity space should receive at least two hours of sunlight on 21st March. Alternatively, if an existing garden or amenity space remains no less than 0.8 times its former value, then the loss of light to this space is unlikely to be noticeable. The availability of sunlight should be checked for all open spaces where sunlight is required.

7 FINDINGS OF THE ANALYSIS

RESULTS

- 7.1 The VSC, DD & APSH results are shown in the tables contained within Appendix 2. No Sky-Line contours are contained in Appendix 3. 2hr Sunlight to Amenity (Overshadowing to Gardens and Open spaces) results are contained within Appendix 4. Two Hour amenity drawings are contained within Appendix 5.
- 7.2 In the sections which follow is commentary on the results from the analysis.

8 84 CROYDON ROAD

VSC RESULTS

- 8.1 The results of this analysis show that all windows serving habitable rooms within this property will continue to receive good levels of daylight following the construction of the proposed development.
- 8.2 The results achieved are in excess of the BRE recommendations and in some cases show that daylight will be unaffected by the proposed development.

APSH RESULTS

- 8.3 The results confirm that all windows serving the living room and conservatory will continue to receive satisfactory levels of sunlight amenity following the construction of the development. Again, the results are in excess of the BRE recommendations, with some showing they will be entirely unaffected by the proposed development.

DAYLIGHT DISTRIBUTION RESULTS

- 8.4 The results of this analysis show that each habitable room will be unaffected by the proposed development. Every room is showing pr/ex ratios of 1, meaning that the daylight to these rooms will not change following the construction of the proposed development.

2HR SUNLIGHT AMENITY (OVERSHADOWING TO GARDENS AND OPEN SPACES)

- 8.5 The results confirm that the front and rear amenity spaces at this property achieve results in excess of the BRE recommendations, achieving sunlight to 59% against a target of 50% for the front garden and no loss to the rear garden.

CONCLUSION

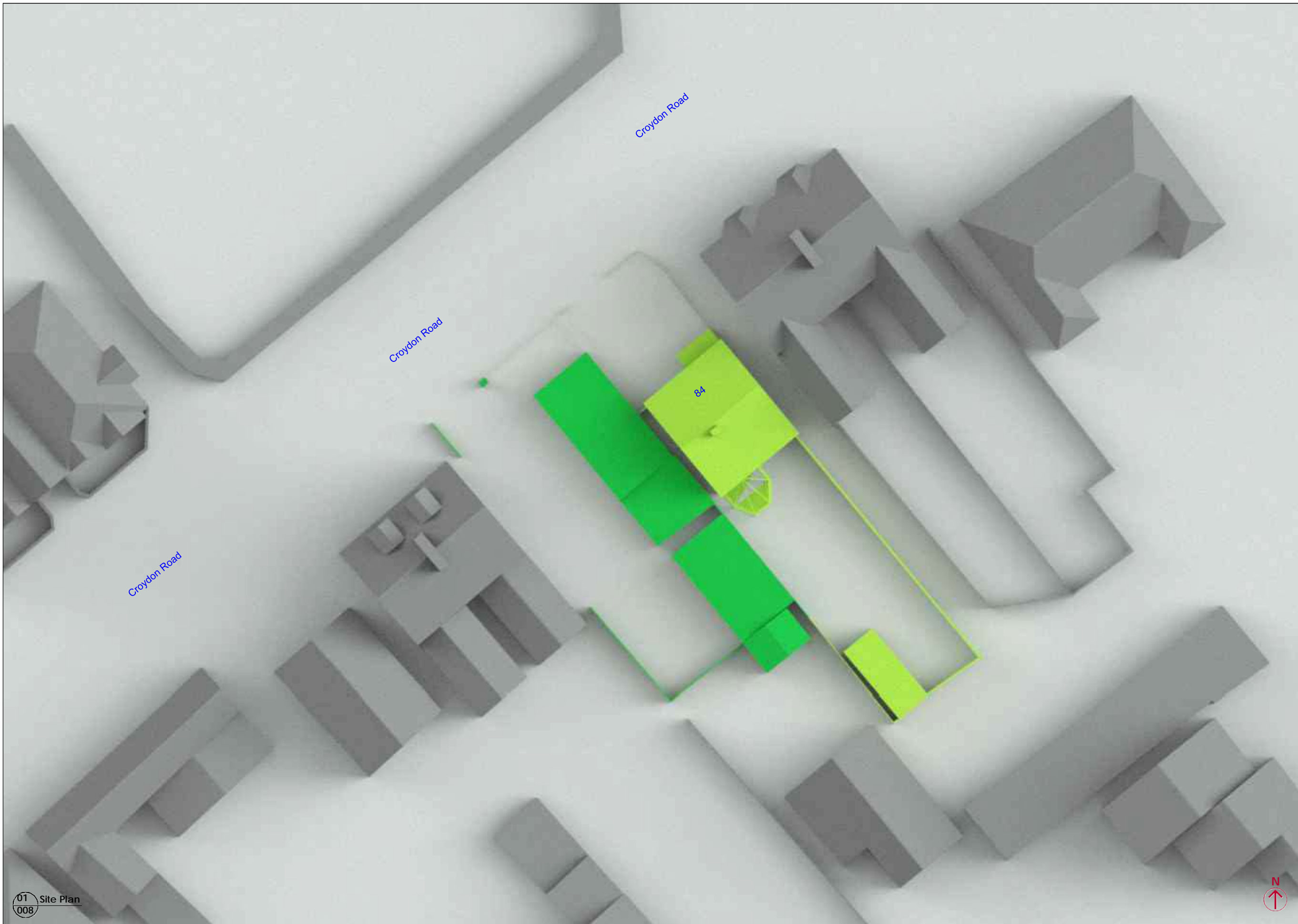
- 8.6 We conclude that the levels of Daylight & Sunlight to this property will not be detrimentally impacted as a result of the proposed development. The proposed development respects this property well and is a good neighbour.

9 CONCLUSIONS

- 9.1 In total, one neighbouring property was tested as part of this assessment, 84 Croydon Road. Within this property 17 habitable windows, serving 5 habitable rooms have been tested.
- 9.2 The results for each assessment type, VSC, DD, APSH & Sunlight to Gardens show full compliance, with every room achieving results in excess of the BRE recommendations. There are also many instances where the results demonstrate that the neighbouring property will remain unaffected by the proposed massing.
- 9.3 One of the main areas of concern was the amenity spaces. The results demonstrate, as expected, that these spaces will retain good levels of sunlight following the construction of the proposed development.
- 9.4 In conclusion, the proposed development will not have a noticeable impact on the light received by the 84 Croydon Road, Reigate following the construction of the proposed development.
- 9.5 Rapleys confirms that the development design satisfies all of the requirements set out in the BRE guide 'Site Layout Planning for Daylight and Sunlight'. Therefore, there is no Daylight and Sunlight related reason why the proposed development should not be granted planning permission.

Appendix 1

IDENTIFICATION DRAWINGS



Source Data

Existing Drawings
Proposed Drawings
Sawkins Harper Architects
April 2022

Key

- Analysed Building
- Demolish
- Proposed
- Surrounding

Client

Daniel Lippett

Job Title

22-01362 - 80 Croydon Road,
Reigate, Surrey RH2 0NH

Drawing Title

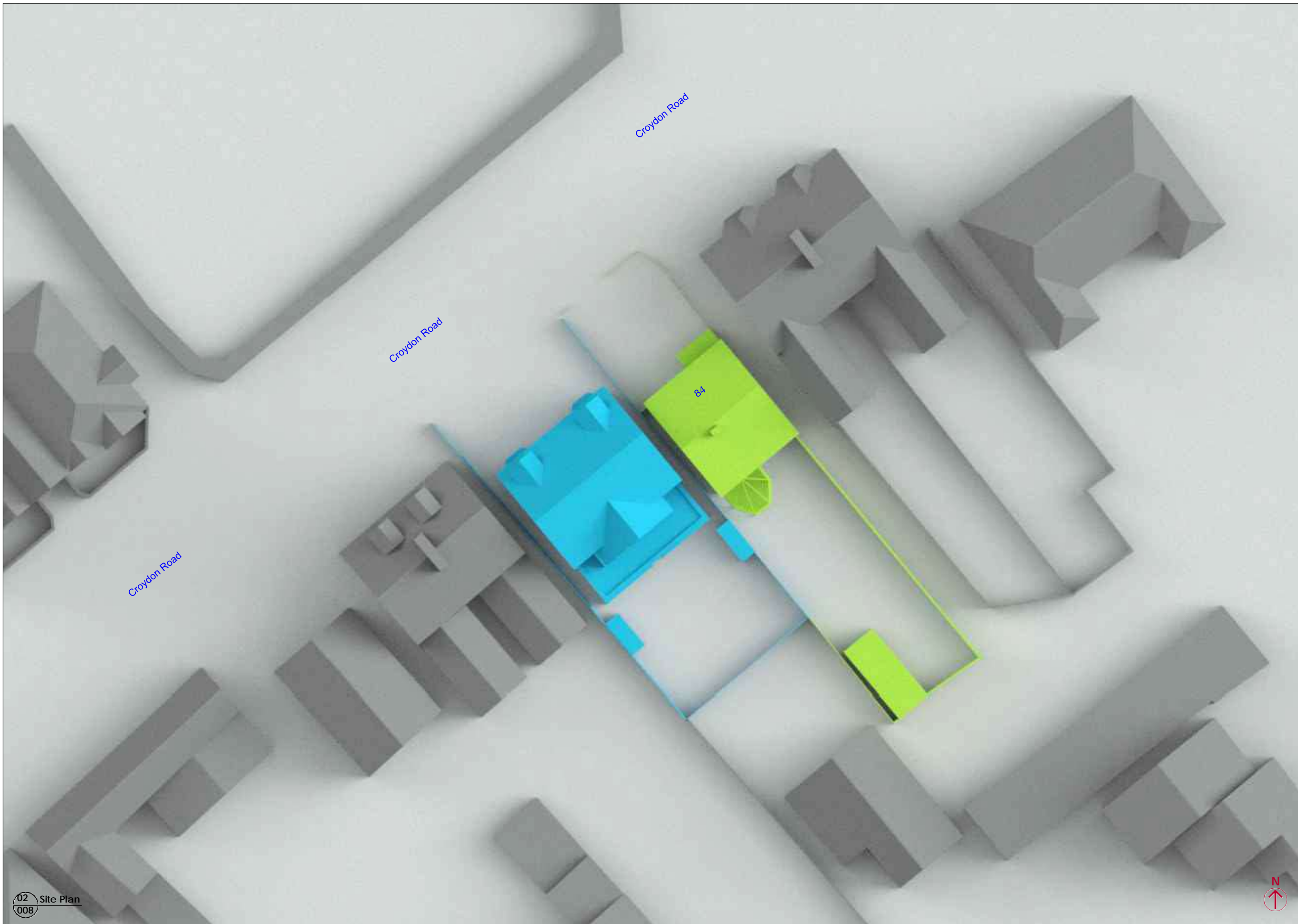
Existing Site Plan

| | | |
|--------------|-------------|--------------|
| Scale | Date | Drawn |
| NTS | Aug-22 | MF |



66 St James's Street,
St James's, London SW1A 1NE
Tel: 0370 777 6292 www.rapleys.com





Source Data

Existing Drawings
Proposed Drawings
Sawkings Harper Architects
April 2022

Key

- - Analysed Building
- - Demolish
- - Proposed
- - Surrounding

Client

Daniel Lippett

Job Title

22-01362 - 80 Croydon Road,
Reigate, Surrey RH2 0NH

Drawing Title

Proposed Site Plan

Scale
NTS

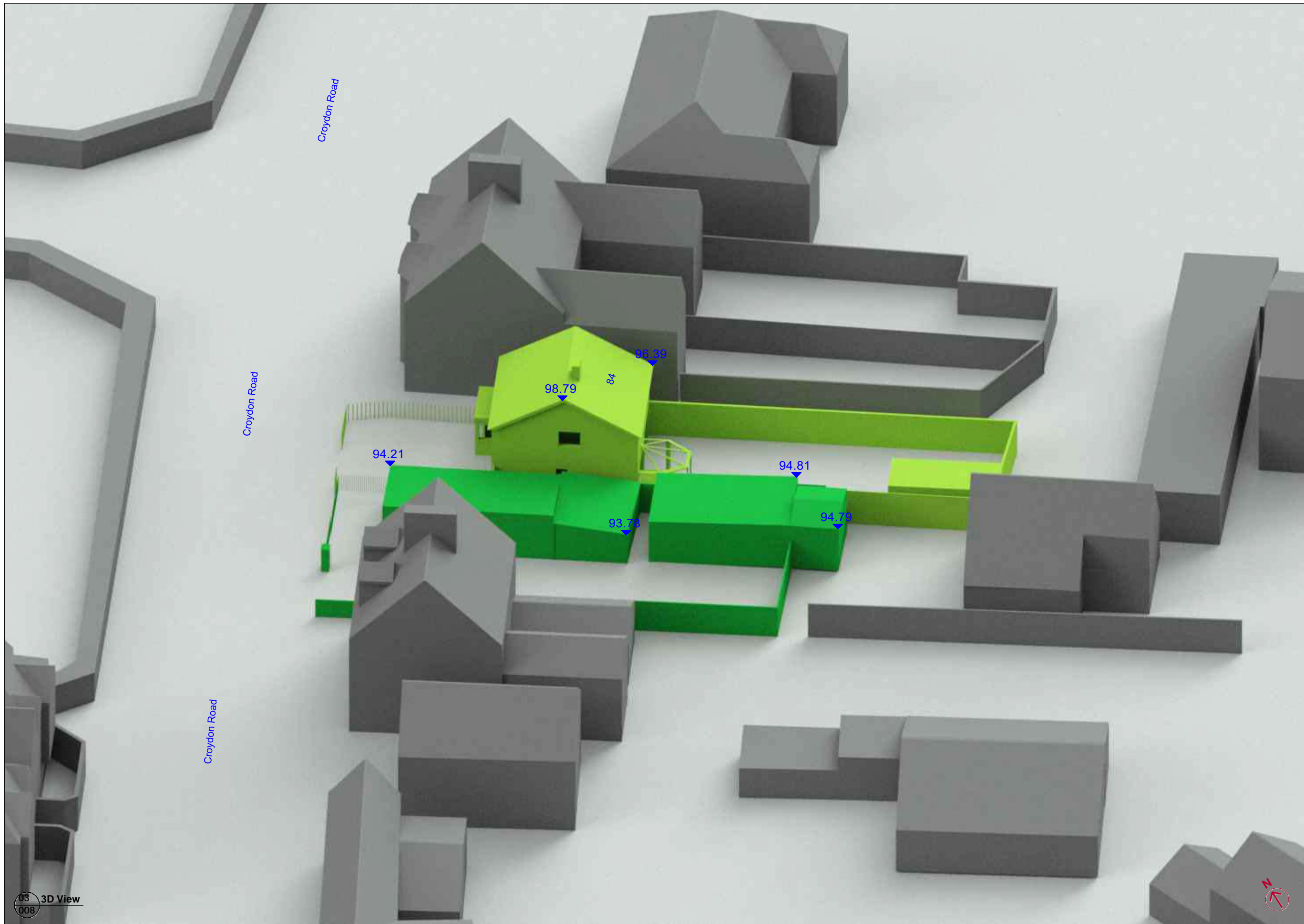
Date
Aug-22

Drawn
MF



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Source Data
 Existing Drawings
 Proposed Drawings
 Sawkings Harper Architects
 April 2022

- Key**
- - Analysed Building
 - - Demolish
 - - Proposed
 - - Surrounding

Notes
 All heights in [m] AOD

Client
 Daniel Lippett

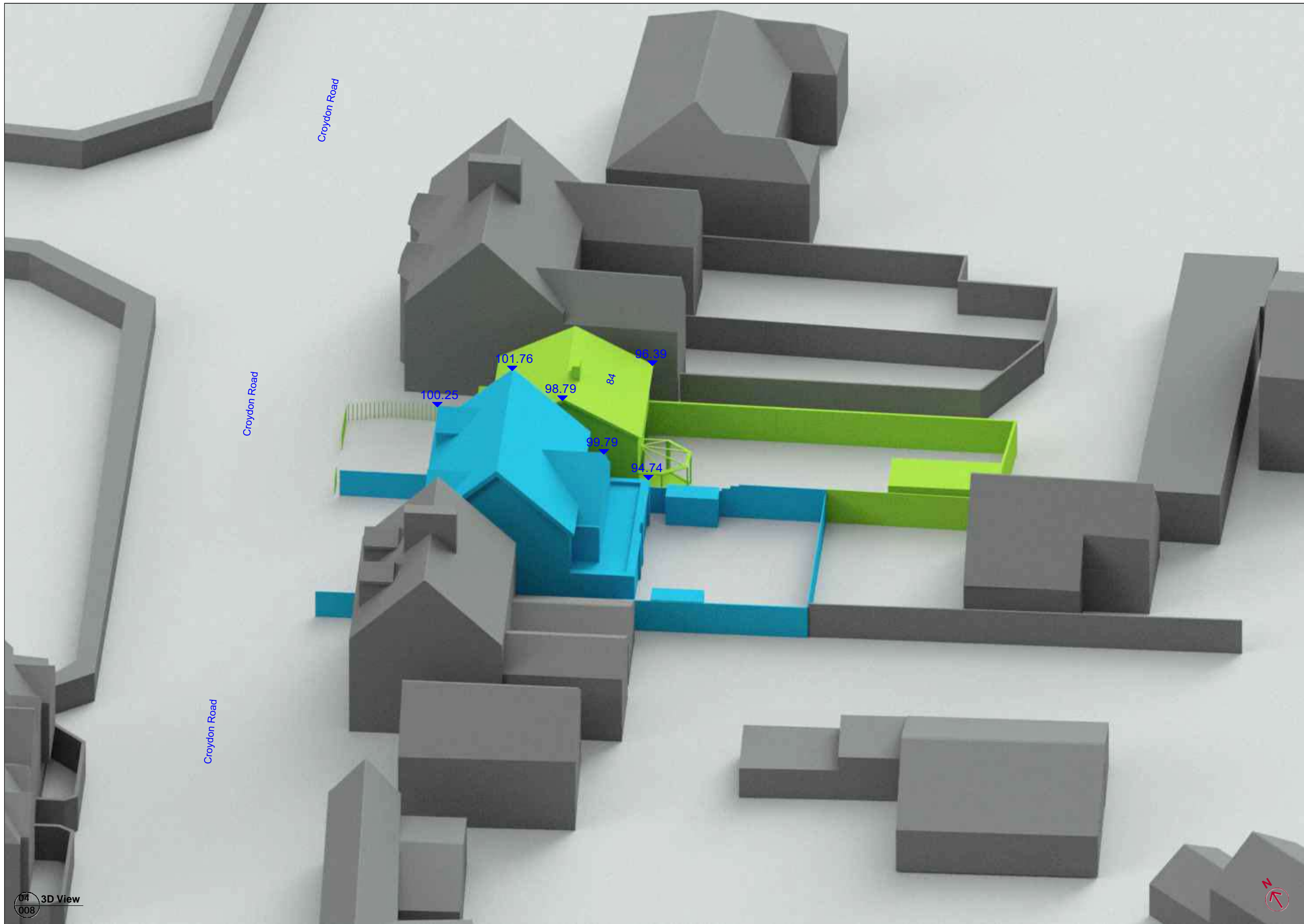
Job Title
 22-01362 - 80 Croydon Road,
 Reigate, Surrey RH2 0NH

Drawing Title
 Existing 3D View 1

| | | |
|--------------|-------------|--------------|
| Scale | Date | Drawn |
| NTS | Aug-22 | MF |



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Source Data
 Existing Drawings
 Proposed Drawings
 Sawkings Harper Architects
 April 2022

- Key**
- - Analysed Building
 - - Demolish
 - - Proposed
 - - Surrounding

Notes
 All heights in [m] AOD

Client
 Daniel Lippett

Job Title
 22-01362 - 80 Croydon Road,
 Reigate, Surrey RH2 0NH

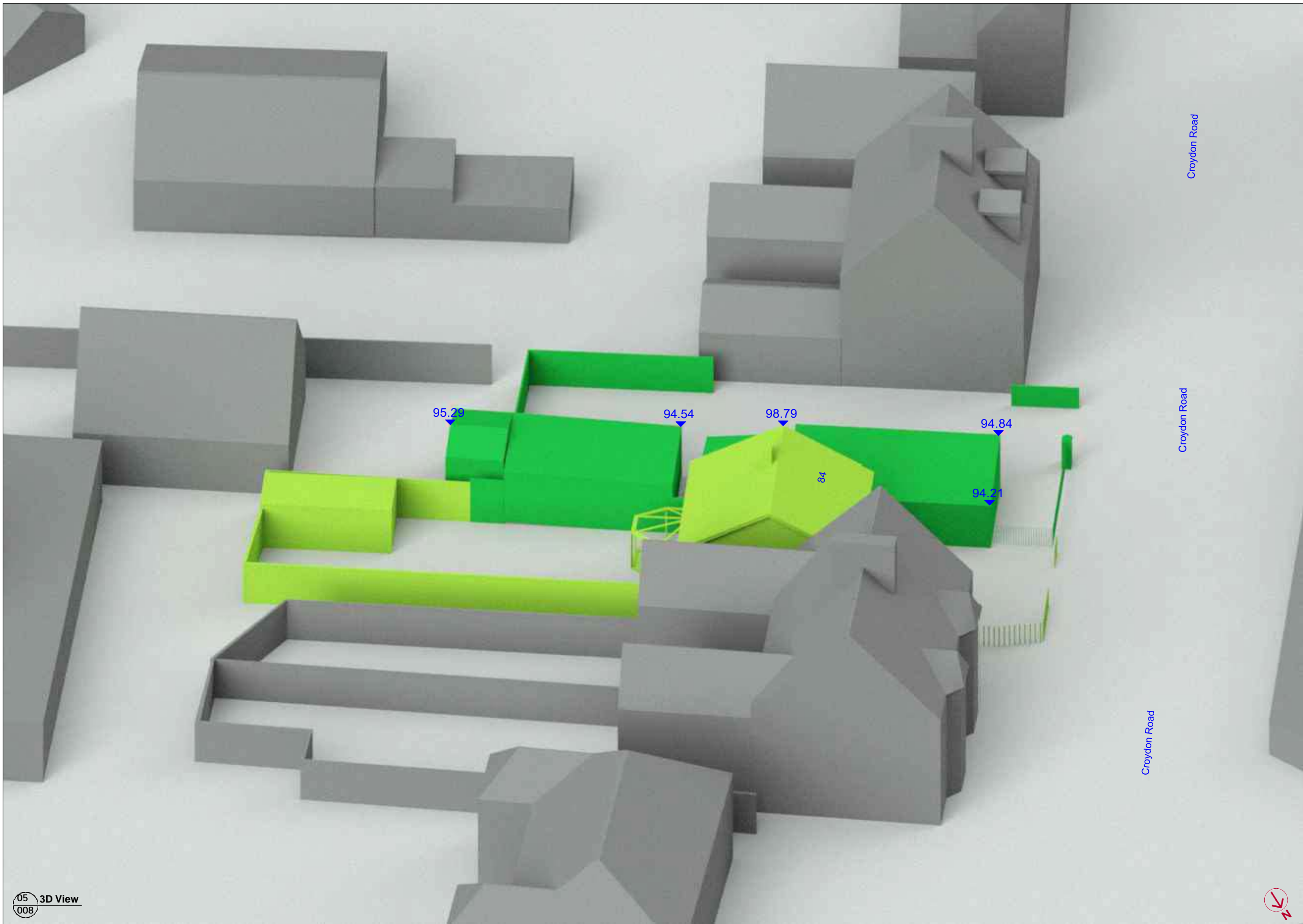
Drawing Title
 Proposed 3D View 1

| | | |
|--------------|-------------|--------------|
| Scale | Date | Drawn |
| NTS | Aug-22 | MF |



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Source Data
 Existing Drawings
 Proposed Drawings
 Sawkings Harper Architects
 April 2022

- Key**
- Analysed Building
 - Demolish
 - Proposed
 - Surrounding

Notes
 All heights in [m] AOD

Client
 Daniel Lippett

Job Title
 22-01362 - 80 Croydon Road,
 Reigate, Surrey RH2 0NH

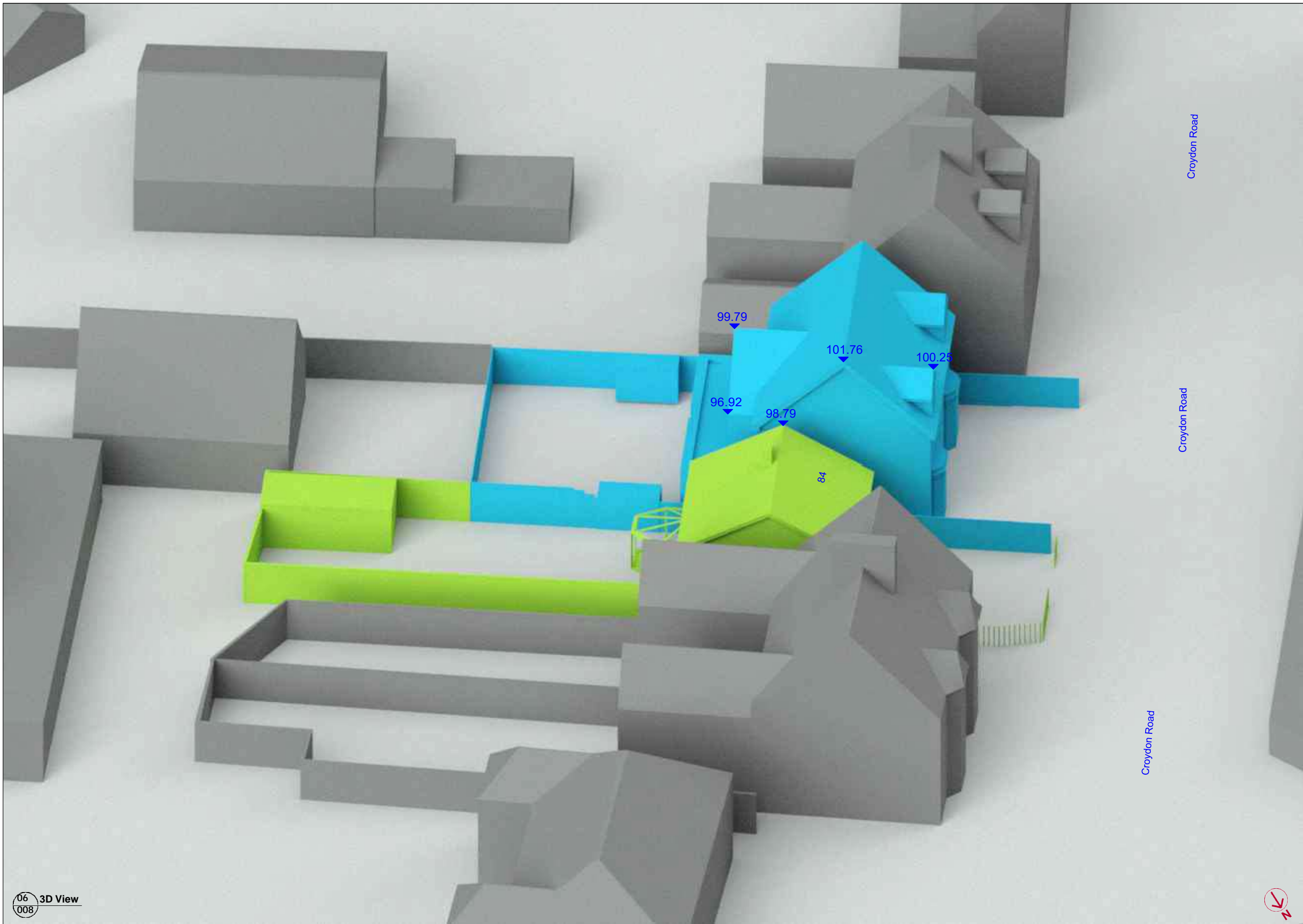
Drawing Title
 Existing 3D View 2

| | | |
|--------------|-------------|--------------|
| Scale | Date | Drawn |
| NTS | Aug-22 | MF |



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Source Data
Existing Drawings
Proposed Drawings
Sawkings Harper Architects
April 2022

- Key**
- - Analysed Building
 - - Demolish
 - - Proposed
 - - Surrounding

Notes
All heights in [m] AOD

Client
Daniel Lippett

Job Title
22-01362 - 80 Croydon Road,
Reigate, Surrey RH2 0NH

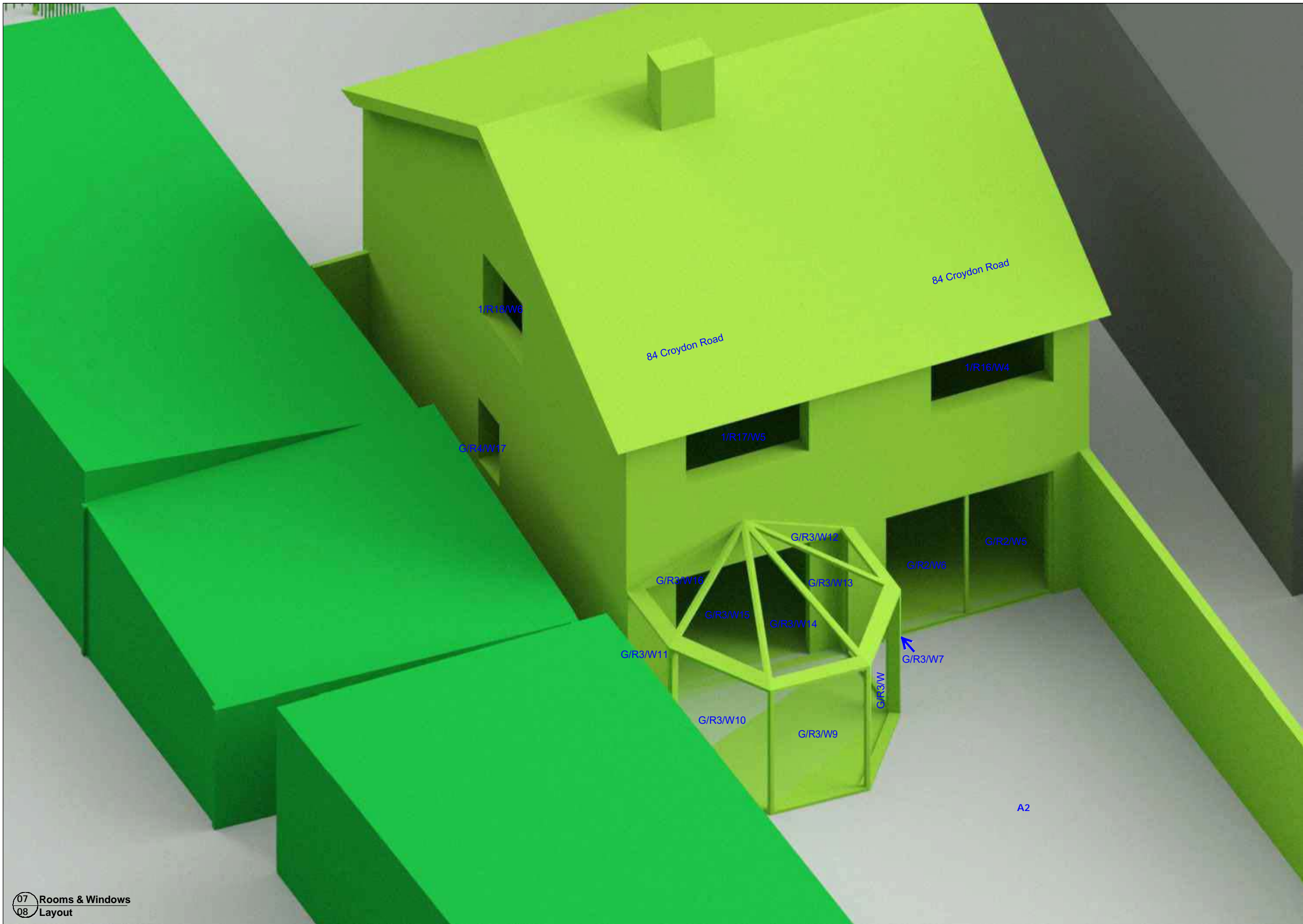
Drawing Title
Proposed 3D View 2

Scale **Date** **Drawn**
NTS Aug-22 MF



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St James's, London SW1A 1NE
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Source Data
 Existing Drawings
 Proposed Drawings
 Sawkings Harper Architects
 April 2022

Key
G/R1/W1 - Window Reference
A1 - Amenity 1

Client
 Daniel Lippett

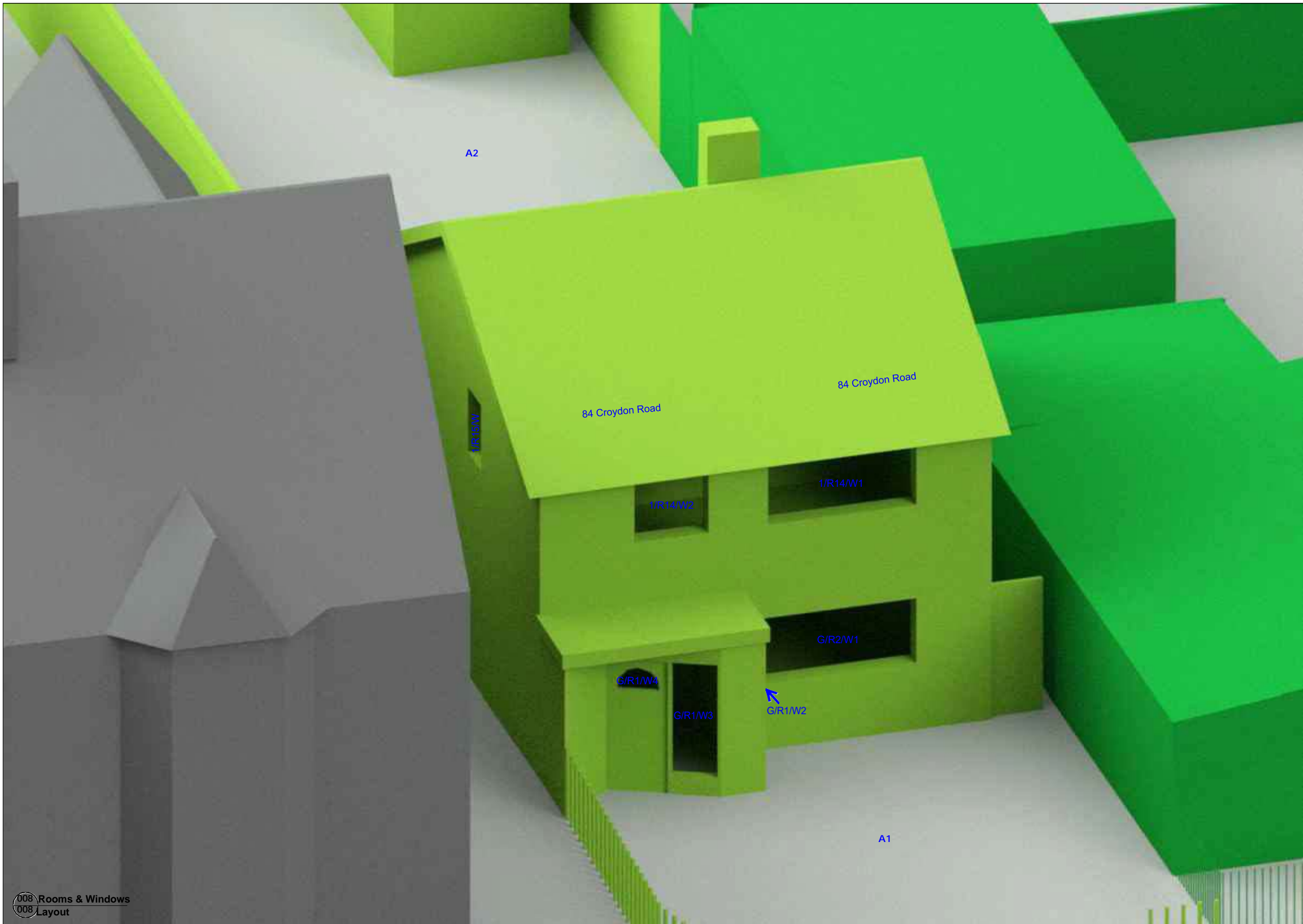
Job Title
 22-01362 - 80 Croydon Road,
 Reigate, Surrey RH2 0NH

Drawing Title
 Rooms & Windows Layout

| | | |
|--------------|-------------|--------------|
| Scale | Date | Drawn |
| NTS | Aug-22 | MF |



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Source Data
Existing Drawings
Proposed Drawings
Sawkings Harper Architects
April 2022

Key
G/R1/W1 - Window Reference
A1 - Amenity 1

Client
Daniel Lippett

Job Title
22-01362 - 80 Croydon Road,
Reigate, Surrey RH2 0NH

Drawing Title
Rooms & Windows Layout

| Scale | Date | Drawn |
|-------|--------|-------|
| NTS | Aug-22 | MF |



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Appendix 2

DAYLIGHT & SUNLIGHT (VSC, DD & APSH) RESULTS

Project Name: 80 Croydon Road, Reigate, Surrey RH2 0NH
 Project No.: 22-01362
 Report Title: Daylight Distribution Analysis - Neighbour
 Date of Analysis: September 2022

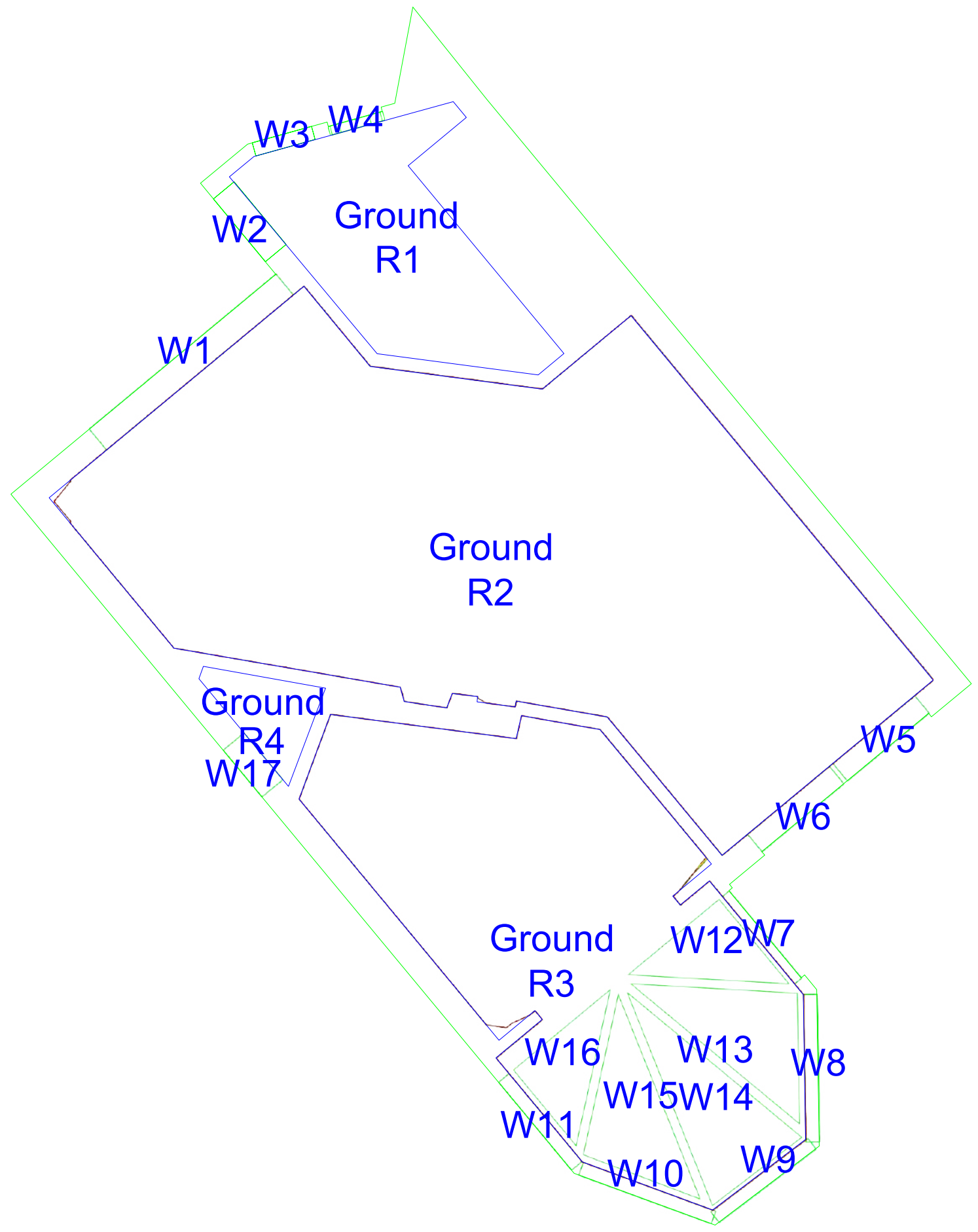
| Room Ref | Room Ref | Property Type | Room Use | Window Ref | VSC | Pv/Ex | Meets BRE Criteria | Window Orientation | Room VSC | Pv/Ex | Meets BRE Criteria | Annual | Pv/Ex | Meets BRE Criteria | Winter | Pv/Ex | Meets BRE Criteria | Total Suns per Room Annual | Pv/Ex | Meets BRE Criteria | Total Suns per Room Winter | Pv/Ex | Meets BRE Criteria | | |
|------------------------|----------|---------------|----------------|----------------------|----------|----------|--------------------|--------------------|----------|-------|--------------------|--------|--------|--------------------|--------|--------|--------------------|----------------------------|--------|--------------------|----------------------------|-------|--------------------|------|-----|
| 84 Croydon Road | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ground | R2 | Residential | Sitting/Dining | W1 | Existing | 31.08 | 0.95 | YES | 320°N | | | 18.00 | *North | *North | 0.00 | *North | *North | | | | | | | | |
| | | | | | Proposed | 31.55 | | | | | | | | 9.00 | | | 0.00 | | | | | | | | |
| | | | | | Proposed | 26.11 | 1.01 | YES | 140° | | | | | 56.00 | 1.00 | YES | 18.00 | 1.00 | YES | | | | | | |
| | | W5 | | | Existing | 26.32 | | | | | | | 66.00 | | | 18.00 | | | | | | | | | |
| | | | | | Proposed | 27.27 | | | | | | | | 53.00 | 1.00 | YES | 11.00 | 1.00 | YES | | | | | | |
| | | | | | Proposed | 27.40 | | | | | | | | 51.00 | | | 11.00 | | | | | | | | |
| | | R3 | Residential | Kitchen/Conservatory | W7 | Existing | 15.12 | 1.00 | YES | 50°N | 29.12 | 0.98 | YES | 21.00 | *North | *North | 2.00 | *North | *North | 80.00 | | | 19.00 | 1.00 | YES |
| | | | | | Proposed | 15.12 | | | | | | | 21.00 | | | 2.00 | | | | 66.00 | 0.86 | YES | 19.00 | | |
| | | | | | Proposed | 28.97 | 1.00 | YES | 89°N | 28.62 | | | | 46.00 | *North | *North | 13.00 | *North | *North | | | | | | |
| | | W8 | | | Existing | 28.99 | | | | | | | 46.00 | | | 13.00 | | | | | | | | | |
| | | | | | Proposed | 28.89 | | | | | | | | 60.00 | 1.17 | YES | 12.00 | 1.67 | YES | | | | | | |
| | | | | | Proposed | 21.25 | | | | | | | | 70.00 | | | 13.00 | | | | | | | | |
| | | W9 | | | Existing | 29.83 | 1.08 | YES | 143° | | | | 34.00 | 1.53 | YES | 6.00 | 1.83 | YES | | | | | | | |
| | | | | | Proposed | 13.23 | 1.60 | YES | 200° | | | | | 32.00 | | | 3.00 | | | | | | | | |
| | | | | | Proposed | 21.17 | | | | | | | | 11.00 | 2.55 | YES | 2.00 | 3.00 | YES | | | | | | |
| | | W10 | | | Existing | 3.49 | 1.35 | YES | 230° | | | | 74.00 | *North | *North | 20.00 | *North | *North | | | | | | | |
| | Proposed | | | | 12.84 | | | | | | | | 74.00 | | | 20.00 | | | | | | | | | |
| | Proposed | | | | 50.91 | 1.00 | YES | 50°N Inc | 35.48 | 1.05 | YES | 37.34 | | | | | | | | | | | | | |
| | W11 | | | Existing | 76.45 | 1.00 | YES | 89°N Inc | | | | 85.00 | *North | *North | 25.00 | *North | *North | | | | | | | | |
| | | | | Proposed | 76.31 | | | | | | | | 82.00 | | | 25.00 | | | | | | | | | |
| | | | | Proposed | 85.73 | 1.00 | YES | 143° Inc | | | | | 85.00 | 0.95 | YES | 26.00 | 1.04 | YES | | | | | | | |
| | W12 | | | Existing | 79.06 | 0.99 | YES | 200° Inc | | | | 92.00 | 0.92 | YES | 26.00 | 1.00 | YES | | | | | | | | |
| | | | | Proposed | 78.19 | | | | | | | | 86.00 | | | 26.00 | | | | | | | | | |
| | | | | Proposed | 58.04 | 0.98 | YES | 230° Inc | | | | | 83.00 | 0.95 | YES | 25.00 | 1.00 | YES | | | | | | | |
| | W13 | | | Existing | 56.76 | | | | | | | 79.00 | | | 25.00 | | | | | | | | | | |
| | | | | Proposed | 33.12 | | | | | | | | 83.00 | | | 25.00 | | | | | | | | | |
| | | | | Proposed | 37.34 | | | | | | | | 83.00 | | | 25.00 | | | | | | | | | |
| | W14 | | | Existing | 50.91 | | | | | | | 74.00 | | | 20.00 | | | | | | | | | | |
| | | | | Proposed | 76.45 | | | | | | | | 82.00 | | | 25.00 | | | | | | | | | |
| | | | | Proposed | 76.31 | | | | | | | | 85.00 | 0.95 | YES | 26.00 | 1.04 | YES | | | | | | | |
| | W15 | | | Existing | 85.43 | | | | | | | 86.00 | | | 27.00 | | | | | | | | | | |
| | | | | Proposed | 79.06 | | | | | | | | 92.00 | 0.92 | YES | 26.00 | 1.00 | YES | | | | | | | |
| | | | | Proposed | 78.19 | | | | | | | | 86.00 | | | 26.00 | | | | | | | | | |
| | W16 | | | Existing | 58.04 | 0.98 | YES | 230° Inc | | | | 83.00 | 0.95 | YES | 25.00 | 1.00 | YES | | | | | | | | |
| | | | | Proposed | 56.76 | | | | | | | | 79.00 | | | 25.00 | | | | | | | | | |
| | | | | Proposed | 33.12 | | | | | | | | 83.00 | | | 25.00 | | | | | | | | | |
| | W17 | | | Existing | 33.12 | | | | | | | 66.00 | 1.00 | YES | 25.00 | 1.00 | YES | | | | | | | | |
| | | | | Proposed | 33.12 | | | | | | | | 66.00 | | | 25.00 | | | | | | | | | |
| | | | | Proposed | 33.12 | | | | | | | | 66.00 | 1.00 | YES | 25.00 | 1.00 | YES | | | | | | | |
| | W18 | | | Existing | 33.50 | 1.00 | YES | 140° | | | | 65.00 | 1.00 | YES | 24.00 | 1.00 | YES | | | | | | | | |
| | | | | Proposed | 33.50 | | | | | | | | 65.00 | | | 24.00 | | | | | | | | | |
| | | | | Proposed | 33.50 | | | | | | | | 65.00 | | | 24.00 | | | | | | | | | |
| | W19 | | | Existing | 33.50 | 1.00 | YES | 140° | | | | 65.00 | 1.00 | YES | 24.00 | 1.00 | YES | | | | | | | | |
| | | | | Proposed | 33.50 | | | | | | | | 65.00 | | | 24.00 | | | | | | | | | |
| | | | | Proposed | 33.50 | | | | | | | | 65.00 | | | 24.00 | | | | | | | | | |
| | W20 | | | Existing | 33.50 | 1.00 | YES | 140° | | | | 65.00 | 1.00 | YES | 24.00 | 1.00 | YES | | | | | | | | |
| | | | | Proposed | 33.50 | | | | | | | | 65.00 | | | 24.00 | | | | | | | | | |
| | | | | Proposed | 33.50 | | | | | | | | 65.00 | | | 24.00 | | | | | | | | | |
| | W21 | | | Existing | 33.50 | 1.00 | YES | 140° | | | | 65.00 | 1.00 | YES | 24.00 | 1.00 | YES | | | | | | | | |
| | | | | Proposed | 33.50 | | | | | | | | 65.00 | | | 24.00 | | | | | | | | | |
| | | | | Proposed | 33.50 | | | | | | | | 65.00 | | | 24.00 | | | | | | | | | |
| | W22 | | | Existing | 33.50 | 1.00 | YES | 140° | | | | 65.00 | 1.00 | YES | 24.00 | 1.00 | YES | | | | | | | | |
| | | | | Proposed | 33.50 | | | | | | | | 65.00 | | | 24.00 | | | | | | | | | |
| | | | | Proposed | 33.50 | | | | | | | | 65.00 | | | 24.00 | | | | | | | | | |
| | W23 | | | Existing | 33.50 | 1.00 | YES | 140° | | | | 65.00 | 1.00 | YES | 24.00 | 1.00 | YES | | | | | | | | |
| | | | | Proposed | 33.50 | | | | | | | | 65.00 | | | 24.00 | | | | | | | | | |
| | | | | Proposed | 33.50 | | | | | | | | 65.00 | | | 24.00 | | | | | | | | | |
| | W24 | | | Existing | 33.50 | 1.00 | YES | 140° | | | | 65.00 | 1.00 | YES | 24.00 | 1.00 | YES | | | | | | | | |
| | | | | Proposed | 33.50 | | | | | | | | 65.00 | | | 24.00 | | | | | | | | | |
| | | | | Proposed | 33.50 | | | | | | | | 65.00 | | | 24.00 | | | | | | | | | |
| | W25 | | | Existing | 33.50 | 1.00 | YES | 140° | | | | 65.00 | 1.00 | YES | 24.00 | 1.00 | YES | | | | | | | | |
| | | | | Proposed | 33.50 | | | | | | | | 65.00 | | | 24.00 | | | | | | | | | |
| | | | | Proposed | 33.50 | | | | | | | | 65.00 | | | 24.00 | | | | | | | | | |
| | W26 | | | Existing | 33.50 | 1.00 | YES | 140° | | | | 65.00 | 1.00 | YES | 24.00 | 1.00 | YES | | | | | | | | |
| | | | | Proposed | 33.50 | | | | | | | | 65.00 | | | 24.00 | | | | | | | | | |
| | | | | Proposed | 33.50 | | | | | | | | 65.00 | | | 24.00 | | | | | | | | | |
| | W27 | | | Existing | 33.50 | 1.00 | YES | 140° | | | | 65.00 | 1.00 | YES | 24.00 | 1.00 | YES | | | | | | | | |
| | | | | Proposed | 33.50 | | | | | | | | 65.00 | | | 24.00 | | | | | | | | | |
| | | | | Proposed | 33.50 | | | | | | | | 65.00 | | | 24.00 | | | | | | | | | |
| | W28 | | | Existing | 33.50 | 1.00 | YES | 140° | | | | 65.00 | 1.00 | YES | 24.00 | 1.00 | YES | | | | | | | | |
| | | | | Proposed | 33.50 | | | | | | | | 65.00 | | | 24.00 | | | | | | | | | |
| | | | | Proposed | 33.50 | | | | | | | | 65.00 | | | 24.00 | | | | | | | | | |
| | W29 | | | Existing | 33.50 | 1.00 | YES | 140° | | | | 65.00 | 1.00 | YES | 24.00 | 1.00 | YES | | | | | | | | |
| | | | | Proposed | 33.50 | | | | | | | | 65.00 | | | 24.00 | | | | | | | | | |
| | | | | Proposed | 33.50 | | | | | | | | 65.00 | | | 24.00 | | | | | | | | | |
| | W30 | | | Existing | 33.50 | 1.00 | YES | 140° | | | | 65.00 | 1.00 | YES | 24.00 | 1.00 | YES | | | | | | | | |
| | | | | Proposed | 33.50 | | | | | | | | 65.00 | | | 24.00 | | </ | | | | | | | |

Project Name: 80 Croydon Road, Reigate, Surrey RH2 0NH
 Project No.: 22-01362
 Report Title: Daylight Distribution Analysis - Neighbour
 Date of Analysis: September 2022

| Floor Ref. | Room Ref | Property Type | Room Use | | Room Area | Lit Area Existing | Lit Area Proposed | Pr/Ex | Meets BRE Criteria |
|------------------------|----------|---------------|----------------------|-----------|-----------|-------------------|-------------------|-------|--------------------|
| 84 Croydon Road | | | | | | | | | |
| Ground | R2 | Residential | Sitting/Dining | Area m2 | 30.81 | 30.79 | 30.79 | 1.00 | YES |
| | | | | % of room | | 99.94% | 99.94% | | |
| | R3 | Residential | Kitchen/Conservatory | Area m2 | 17.35 | 17.30 | 17.30 | 1.00 | YES |
| | | | | % of room | | 99.70% | 99.67% | | |
| First | R14 | Residential | Bedroom | Area m2 | 10.93 | 10.87 | 10.83 | 1.00 | YES |
| | | | | % of room | | 99.41% | 99.03% | | |
| | R16 | Residential | Bedroom | Area m2 | 12.86 | 12.68 | 12.68 | | |
| | | | | % of room | | 98.66% | 98.66% | 1.00 | YES |
| | R17 | Residential | Bedroom | Area m2 | 7.83 | 7.77 | 7.77 | 1.00 | YES |
| | | | | % of room | | 99.25% | 99.25% | | |

Appendix 3

DAYLIGHT DISTRIBUTION CONTOUR DRAWINGS



Source Data
Existing Drawings
Proposed Drawings
Sawkings Harper Architects
April 2022

- Key**
- Room Area (Measured Layout)
 - Room Area (Assumed Layout)
 - Room Area (Planning Portal)
 - Existing No Sky Area
 - Proposed No Sky Area
 - Area of Loss/Gain

Client
Daniel Lippett

Job Title
22-01362 - 80 Croydon Road,
Reigate, Surrey RH2 0NH

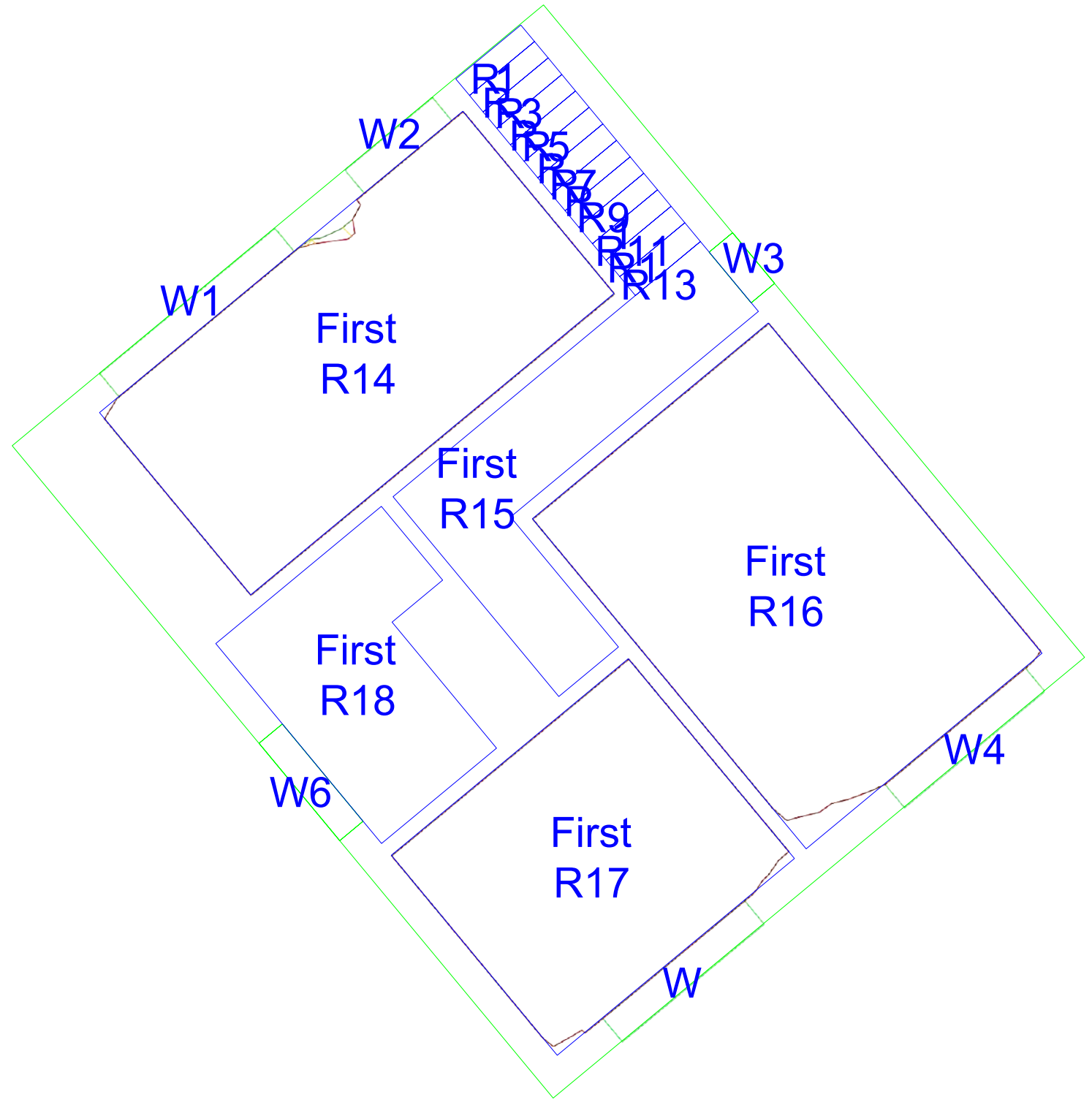
Drawing Title
Daylight Distribution Contours

Scale
NTS

Date
Sep-22

Drawn
MF

66 St James's Street,
St James's, London SW1A 1NE
Tel: 0370 777 6292 www.rapleys.com



Source Data
Existing Drawings
Proposed Drawings
Sawkings Harper Architects
April 2022

- Key**
- Room Area (Measured Layout)
 - Room Area (Assumed Layout)
 - Room Area (Planning Portal)
 - Existing No Sky Area
 - Proposed No Sky Area
 - Area of Loss/Gain

Client
Daniel Lippett

Job Title
**22-01362 - 80 Croydon Road,
Reigate, Surrey RH2 0NH**

Drawing Title
Daylight Distribution Contours

Scale Date Drawn
NTS Sep-22 MF

66 St James's Street,
St James's, London SW1A 1NE
Tel: 0370 777 6292 www.rapleys.com

Appendix 4

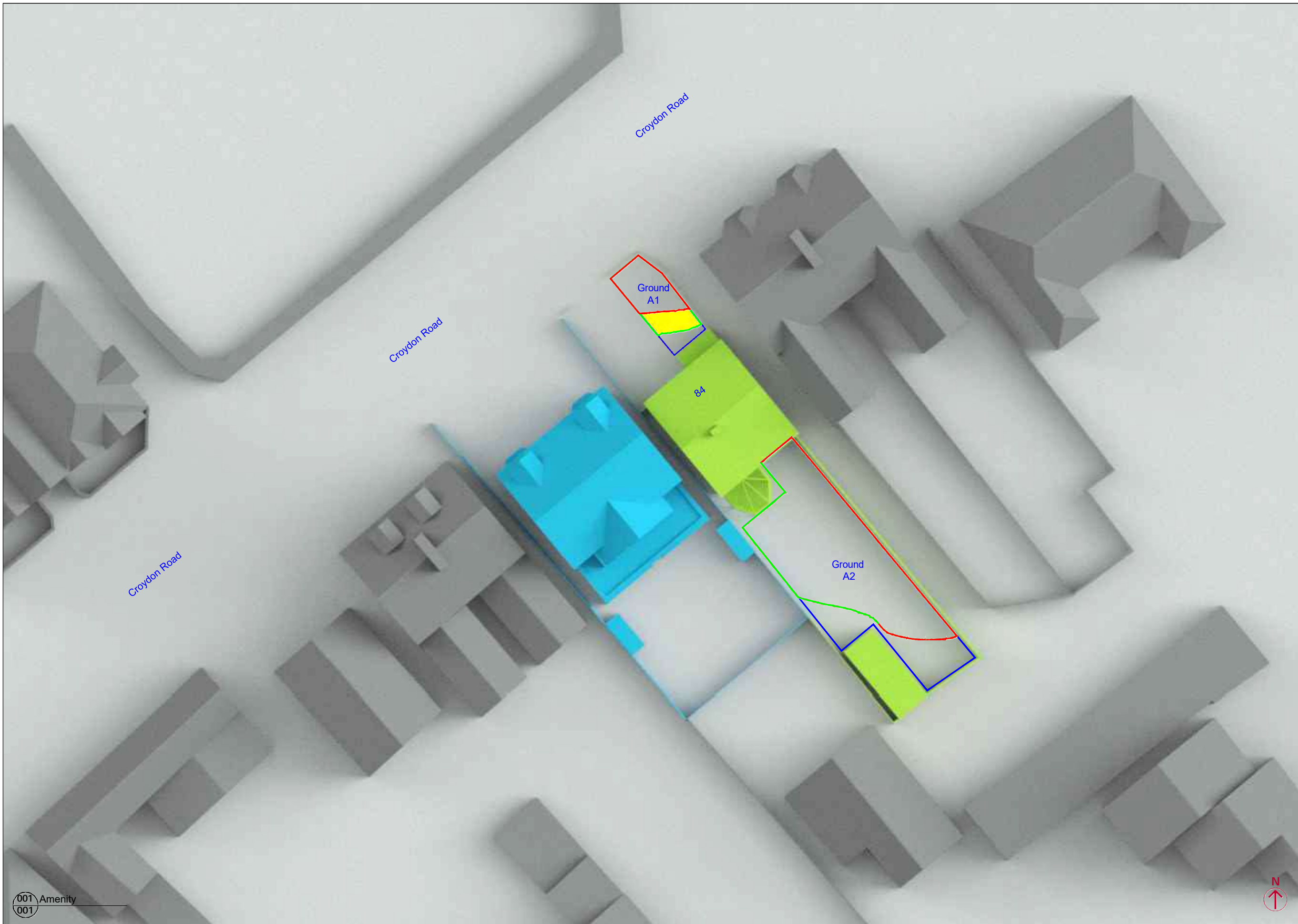
2HR SUNLIGHT TO AMENITY RESULTS (OVERSHADOWING TO GARDENS AND OPEN SPACES)

Project Name: 80 Croydon Road, Reigate, Surrey RH2 0NH
 Project No.: 22-01362
 Report Title: Two hours Sunlight to Amenity Analysis - Neighbour
 Date of Analysis: September 2022

| Floor Ref | Amenity Ref | Amenity Area | Lit Area Existing | Lit Area Proposed | Pr/Ex | Meets BRE Criteria |
|------------------------|-------------|---------------------------------|-------------------|-------------------|-------|--------------------|
| 84 Croydon Road | | | | | | |
| Ground | A1 | Area m2 22.48 Percentage | 18.98 84% | 13.34 59% | 0.70 | YES |
| Ground | A2 | Area m2 112.36 Percentage | 88.71 79% | 88.71 79% | 1.00 | YES |

Appendix 5

2HR SUNLIGHT TO AMENITY DRAWINGS



Source Data
 Existing Drawings
 Proposed Drawings
 Sawkings Harper Architects
 April 2022

- Key**
- - Amenity Area
 - Loss/Gain LitArea
 - - Existing area of \geq 2hrs of direct sunlight on 21st March
 - - Proposed area of \geq 2hrs of direct sunlight on 21st March
 - A1 - Amenity 1

Client
 Daniel Lippett

Job Title
 22-01362 - 80 Croydon Road,
 Reigate, Surrey RH2 0NH

Drawing Title
 2hr Sunlight to Amenity

Scale **Date** **Drawn**
 NTS Aug-22 MF

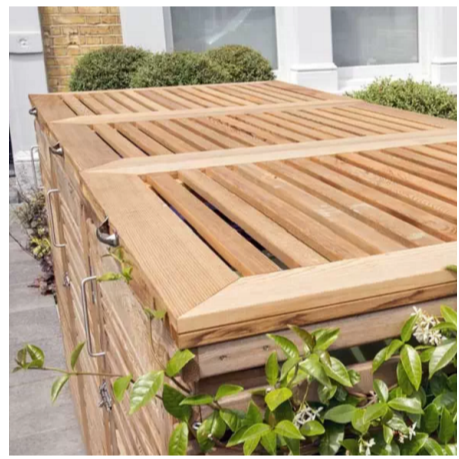


66 St James's Street,
 St James's, London SW1A 1NE
 Tel: 0370 777 6292 www.rapleys.com



- 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

- Detail drawing size is A1
- To print at A3 please 'scale by 50%
- Check printed scale against scale bar above

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|------|------------|---|
| D1 | 15/02/2022 | Draft Issue to Energy Assessor |
| D2 | 25/02/2022 | Draft Issue to Client. |
| P1 | 04/03/2022 | Planning Issue |
| P2 | 26/04/2022 | Drawing amended to Planning Officer's comments. |
| D3 | 18/05/2022 | Drawing amended to Case Officer's comments. |
| P4 | 24/10/2022 | Planning Issue - Re-submission |

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|---------------------------|-------------|------------|
| PLANNING | PT | - |
| JOB NO. | DRAWING NO. | REV |
| A4260 | 2000 | P4 |
| DRAWING TITLE | | |
| Proposed Site Plan | | |

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SCALE @ A1: 1:200
SCALE @ A3: 1:400

0 2.0 4.0 6.0 8.0 M

A1
A3

N

NOTES

- Detail drawing size is A1
- To print at A3 please 'scale by 50%
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NOTES

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| P1 | 04/03/2022 | Planning Issue |
| P4 | 24/10/2022 | Planning Issue - Re-submission |

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| | | |
|--|---------------------|------------------|
| STATUS PLANNING | DRAWN BY PT | CHECKED BY - |
| JOB NO. A4260 | DRAWING NO. 2002 | REV P4 |
| DRAWING TITLE Proposed Visibility Splays | | |

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- ① Royal Mail Post Box - Proposed New Location
- ② Proposed Vehicle Exit (in forwards gear)
- ③ Proposed PV locations
- Extended Dropped Kerb
- Parking Spaces; 1No. per unit
- Proposed Foul Water Drainage (to connect to existing)
- Proposed Surface Water Drainage (to connect to existing)
- Parking Dimensions
- Proposed Setting Out from Side Boundaries
- Depth of Rear Garden
- Separating Distance from 30c Doods Road (at first floor level)
- Appr. Location of Rear Window (at first floor level) to 78 Croydon Rd
- 45° Sight Line from 78 Croydon Road

SCALE @ A1: 1:100
SCALE @ A3: 1:200

0 1.0 2.0 3.0 4.0 M

A1
A3

N

NOTES

- Detail drawing size is A1
- To print at A3 please scale by 50%
- Check printed scale against scale bar above

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|------|------------|--------------------------------|
| D1 | 25/02/2022 | Draft Issue to Client. |
| P1 | 04/03/2022 | Planning Issue |
| P4 | 24/10/2022 | Planning Issue - Re-submission |

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|---------------------------|-------------|------------|
| PLANNING | PT | - |
| JOB NO. | DRAWING NO. | REV |
| A4260 | 2001 | P4 |
| DRAWING TITLE | | |
| Proposed Constraints Plan | | |

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Note:

Drawing overlay of RBBC Parking Standards interactive map and proposal subject to current application.

Drawing demonstrates that the site, including proposed parking and dwelling entrances, is within the high accessibility area, as defined by the parking standards map.

Key:

- Site boundary subject to current application
- Accessibility level - Fin Band: Medium
- Accessibility level - Fin Band: High
- 9 Accessibility level - Fin Score Indicated on Map
- 11 Accessibility level - Fin Score Indicated on Map
- > Entrance into Site
- > Individual Dwelling Entrance

SCALE @ A2:1:200
SCALE @ A4:1:400

A2
A4

NOTES

- Default drawing size is A2
- To print at A4 please 'scale by 50%
- Check printed scale against scale bar above

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|------|------------|--------------------------------|
| P1 | 15/08/2022 | Issue to planning consultant |
| P4 | 24/10/2022 | Planning Issue - Re-submission |

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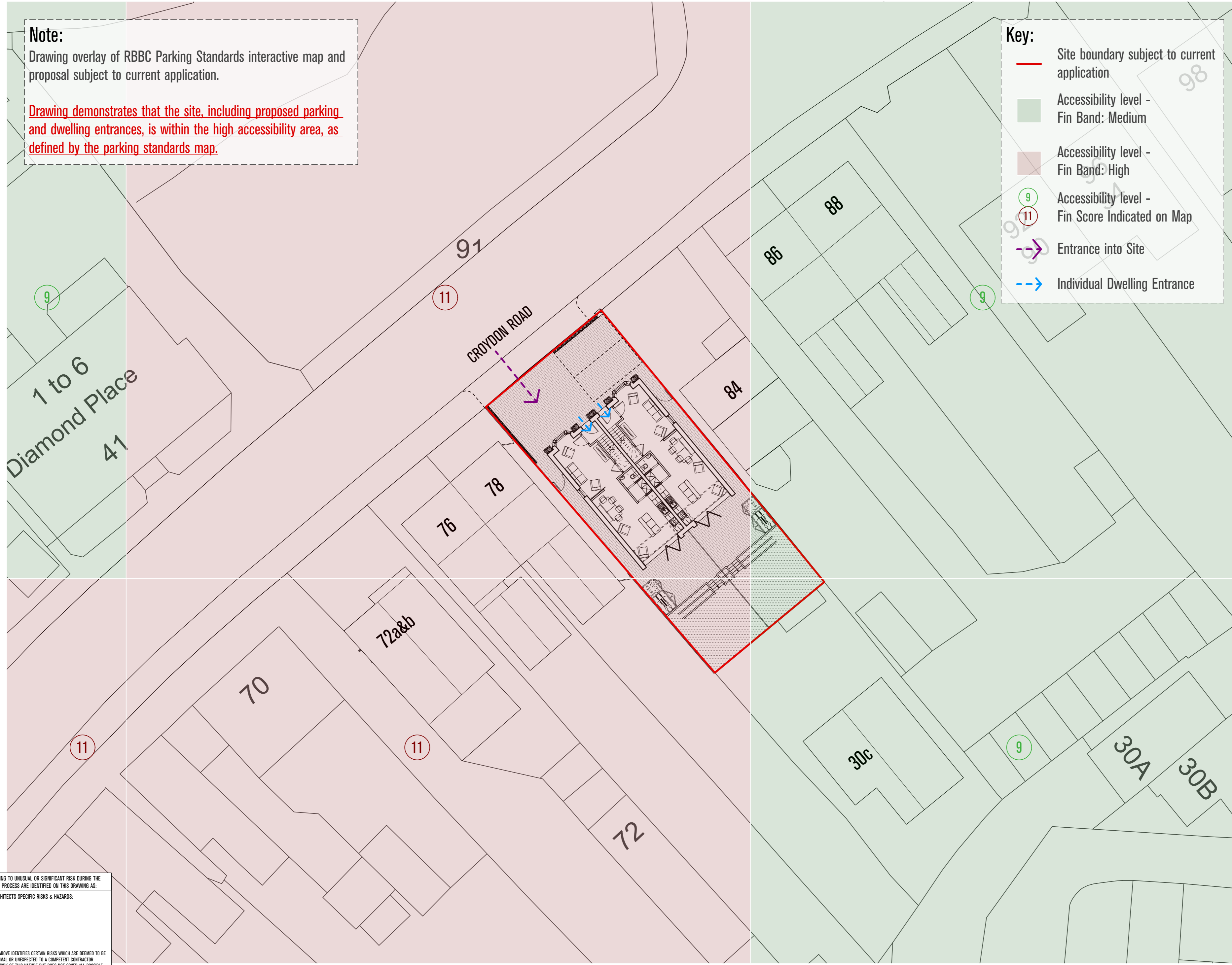
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|----------------------------|-------------|------------|
| PLANNING | RD | PT |
| JOB NO. | DRAWING NO. | REV. |
| A4260 | 2101 | P4 |
| DRAWING TITLE | | |
| Proof of Site | | |
| Accessibility Level | | |

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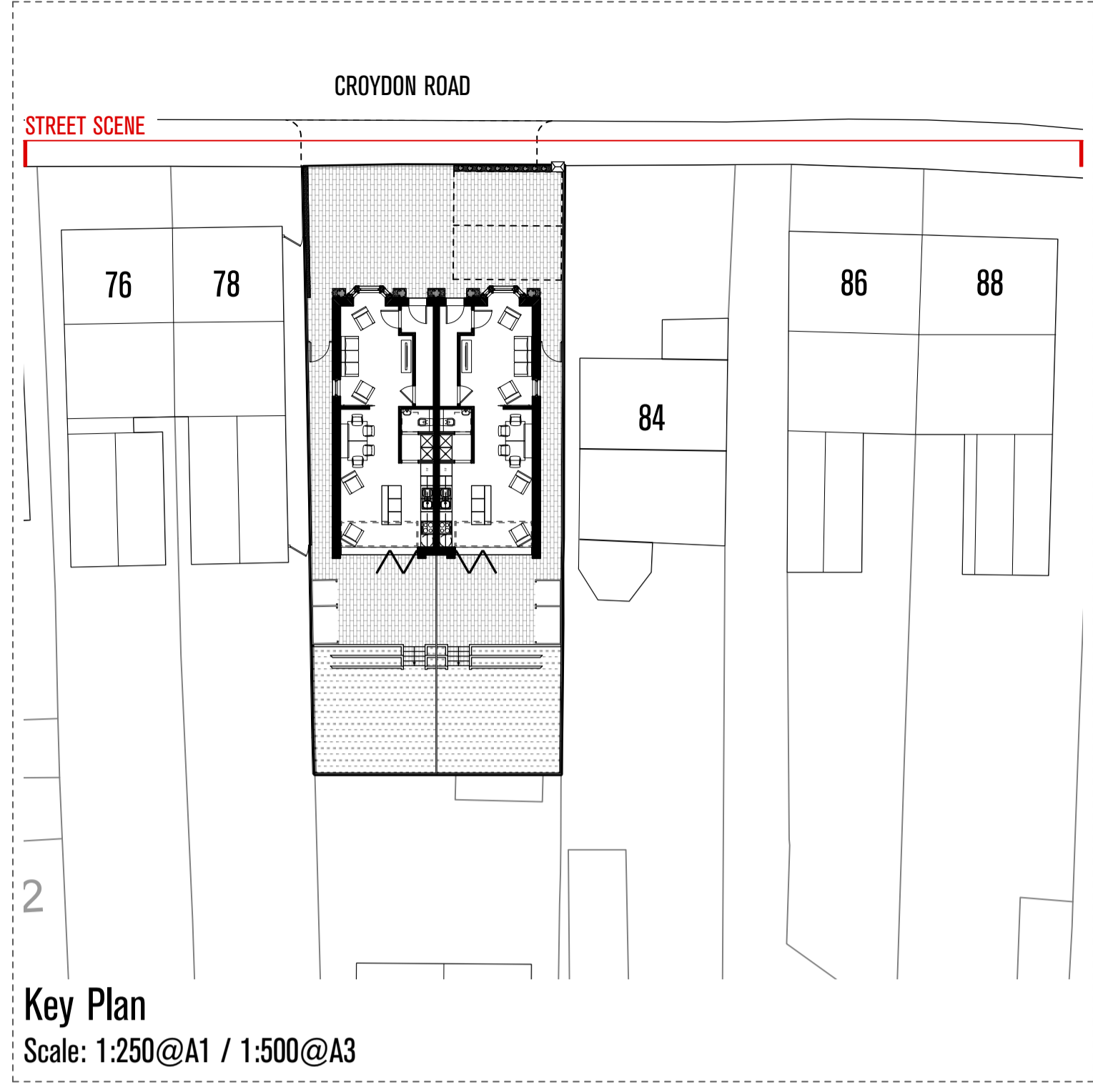
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Full Street Scene

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

- NOTES
- Detail drawing size is A1
 - To print at A3 please 'scale by 50%'
 - Check printed scale against scale bar above

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|------|------------|---|
| 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. |
| P4 | 24/10/2022 | Planning Issue - Re-submission |

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| | | |
|---|---------------------|------------------|
| STATUS PLANNING | DRAWN BY PT | CHECKED BY - |
| JOB NO. A4260 | DRAWING NO. 2205 | REV P4 |
| DRAWING TITLE Proposed Street Scene | | |

- 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



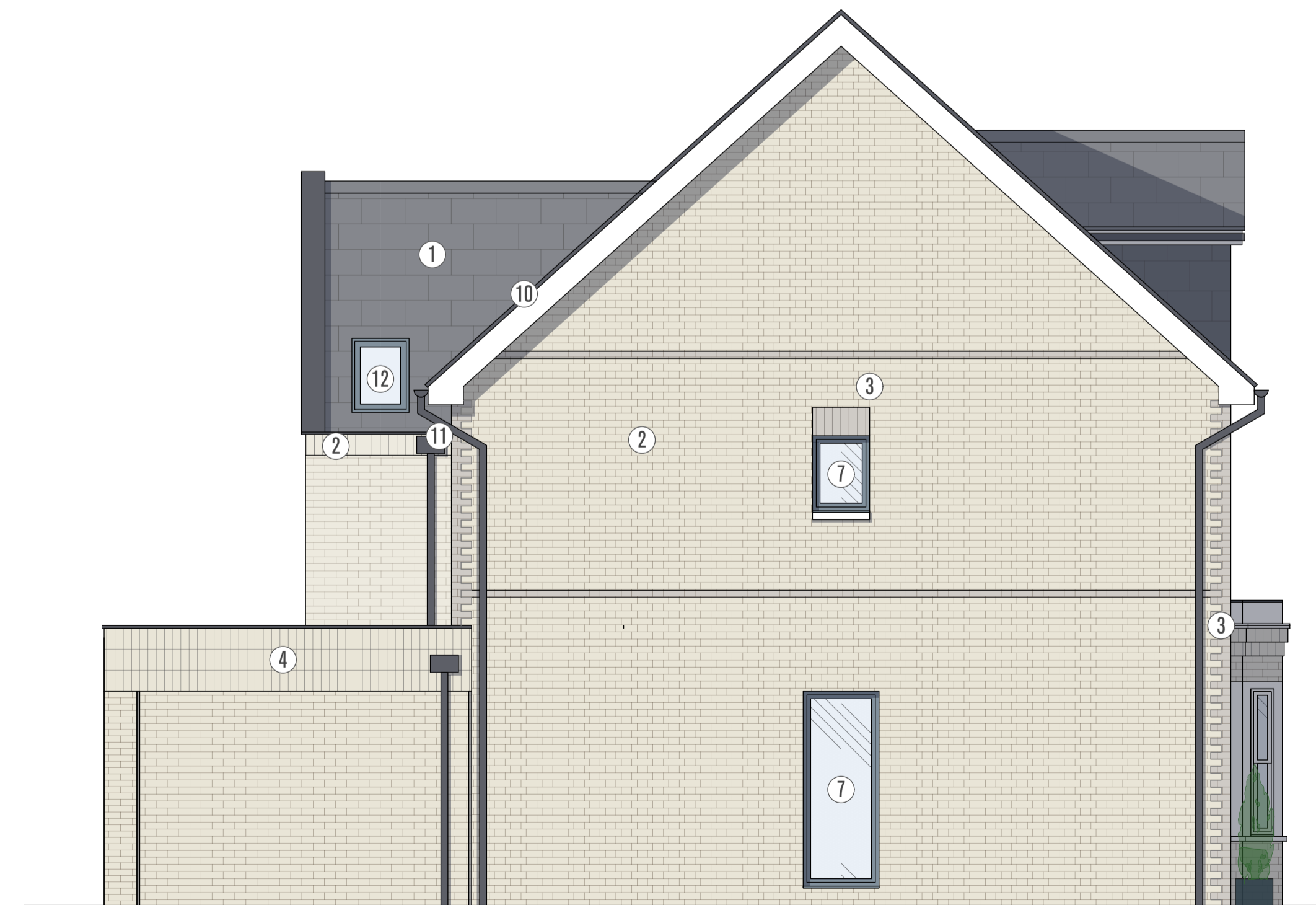
Elevation A-A (Front; 80 Croydon Road)



Elevation B-B (Side; Unit 1)



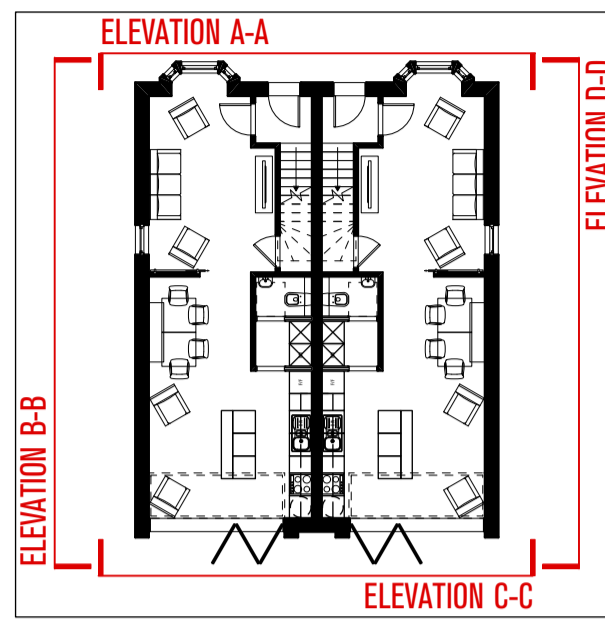
Elevation C-C (Rear)



Elevation D-D (Side; Unit 2)

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

A1
A3



- NOTES
- Detail drawing size is A1
 - To print at A3 please 'scale by 50%
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|------|------------|---|
| D1 | 15/02/2022 | Draft Issue to Energy Assessor |
| D2 | 25/02/2022 | Draft Issue to Client. |
| P1 | 04/03/2022 | Planning Issue |
| P2 | 26/04/2022 | Drawing amended to Planning Officer's comments. |
| P3 | 21/07/2022 | Rear Elevation amended to address Committee comments. |
| P4 | 24/10/2022 | Planning Issue - Re-submission |

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| STATUS | DRAWN BY | CHECKED BY |
|-------------------------------|-------------|------------|
| PLANNING | PT | - |
| JOB NO. | DRAWING NO. | REV |
| A4260 | 2200 | P4 |
| DRAWING TITLE | | |
| Proposed GA Elevations | | |

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COMPARISON BETWEEN 80 CROYDON ROAD AND 80 CROYDON ROAD

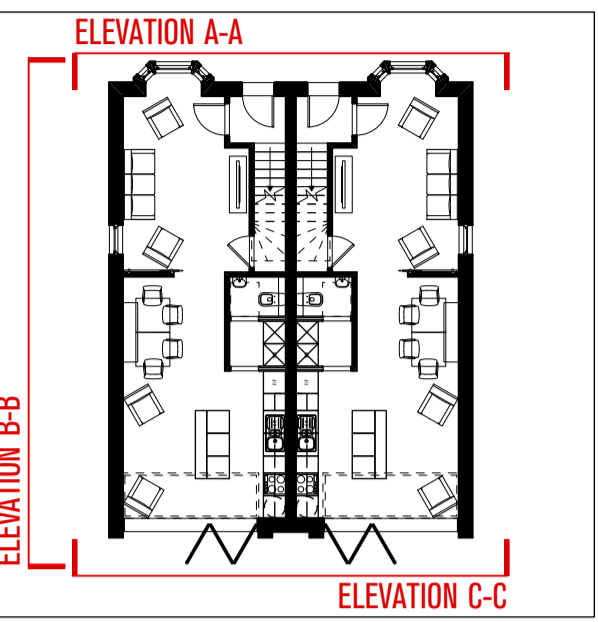


80 Croydon Road Street Scene (Elevation A-A)

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

0 0.5 1.0 1.5 2.0 M

A1
A3



- NOTES
- Default drawing size is A1
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|------|------------|--------------------------------|
| P4 | 24/10/2022 | Planning Issue - Re-submission |

PROJECT
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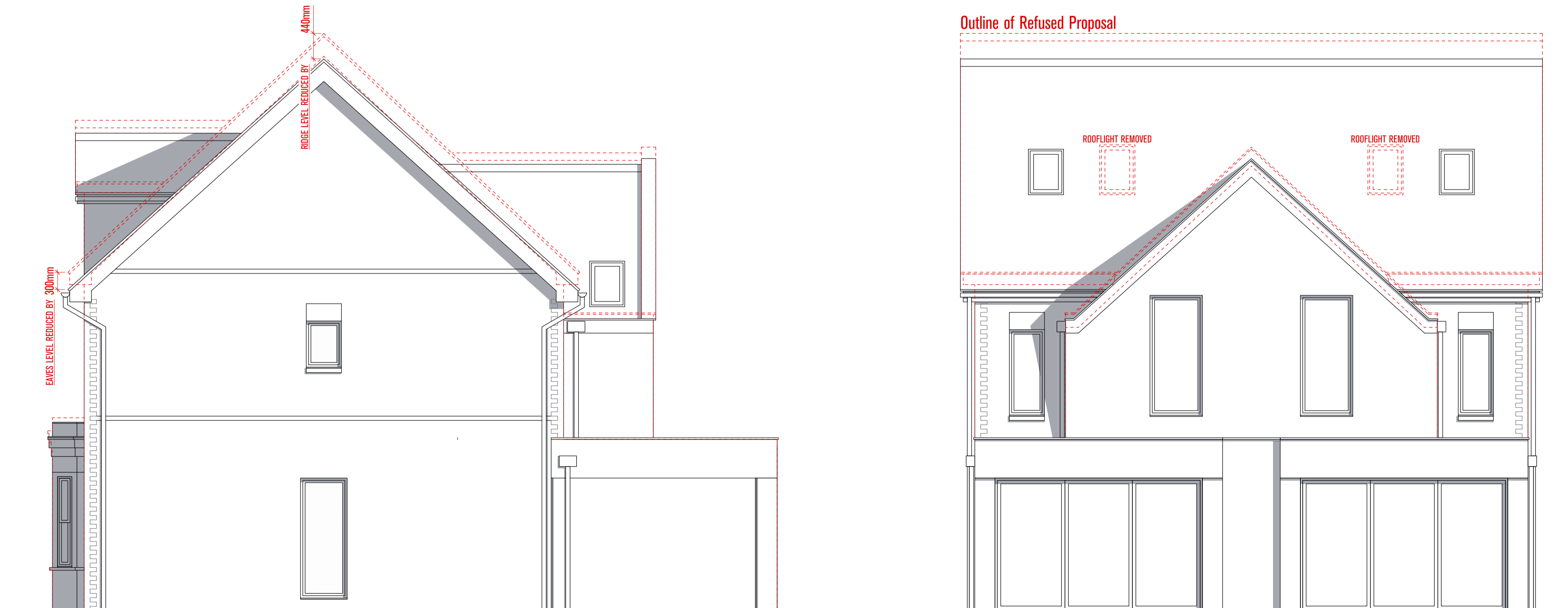
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|-----------------|-------------|------------|
| PLANNING | PT | - |
| JOB NO. | DRAWING NO. | REV |
| A4260 | 2206 | P4 |

DRAWING TITLE
Application Comparison

COMPARISON BETWEEN REFUSED PROPOSAL AND CURRENT PROPOSAL



Elevation B-B (Side)

Elevation C-C (Rear)

HAZARDS LEADING TO UNUSUAL OR SIGNIFICANT RISK DURING THE CONSTRUCTION PROCESS ARE IDENTIFIED ON THIS DRAWING AS:
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