 <p>Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate</p>	TO:	PLANNING COMMITTEE
	DATE:	1 November 2023
	REPORT OF:	HEAD OF PLANNING
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AGENDA ITEM:	5	WARD: Nork

APPLICATION NUMBER:	23/00822/F	VALID:	10/5/2023
APPLICANT:	Raven Housing Trust And Edaroth	AGENT:	Hgh Consulting
LOCATION:	LAND AT PARTRIDGE MEAD BANSTEAD SURREY SM7 1LW		
DESCRIPTION:	Demolition of existing buildings and erection of 4 residential dwellings with associated parking and landscaping. As amended on 12/06/2023, 02/08/2023, 15/08/2023, 04/10/2023, 10/10/2023, 18/10/2023, 19/10/2023 and 20/10/2023		
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 application was deferred from the Planning Committee meeting of 27 September 2023. The item was deferred for a Members site visit to measure width of access road.

Following the deferral additional information has been provided from the applicant to clarify the situation in terms of access works and ownership and officers have carried out a visit to the site to measure the access. This has been explored as far as can be expected through the planning application process, given planning cannot be used to determine detailed boundary disputes and the information is correct as far as can reasonably be assessed. Land ownership is generally not, after all, a material planning consideration.

Additional information

Transport Technical Note (ref. TN01 Revision A): the applicant's Transport Consultants have reviewed the case and provided a response to the concerns raised. The full note is appended to this report at **Appendix A**. To summarise:

- Reiteration that the access plans were informed by a measured topographical survey of the site.
- Photos included within the third party submission of the site access are therefore based on the existing situation, with no allowance for the proposed widening that is identified within the submitted TS.

- The proposed bin holding area results in the removal of the tree that is located on the western side of the access road.
- Where the proposed bins are to be placed, with the access widening having been delivered, the clear access width in front of the bin holding area will be a minimum of 3.1m wide. This is the minimum recommended width needed for a fire tender to travel straight through a gateline and is therefore achievable for fire tender access to the site.

Updated arboricultural information and site plans:

During the committee debate and third party representations it became apparent that the status of the tree in terms of its location and ownership was unclear.

To address this the applicant has reviewed the ownership issue and submitted arboricultural report and plans and provided an updated report.

With regard to ownership the applicant has advised that:

"In respect of ownership, there is no dispute about the ownership of land at the boundaries between Raven and the neighbouring property at 35 Partridge Mead. The existing fence is the boundary line - the remainder of the land (pathway, verge and tree) is owned by Raven Housing Trust.....the topographical measured survey demonstrates where the ownership line is and where the tree is located (within Ravens ownership). This is further confirmed by the attached slides 1 and 2 that show the fence line and the location of the tree in relation to number 35." The referred to slides are at **Appendix B**.

On the issue of servicing and refuse the applicant has advised:

"The concrete posts have no bearing on ownership and do not impact the proposed servicing strategy. As shown in slide 3 (attached) If a straight line were drawn through the post, it shows that the tree is within Ravens ownership and the width of the highway is 4.3m - which allows a 3.7m access route with an offset from the boundary.

Taking the temporary bin location into account (when in temporary use for the few hours in the morning until the bins are collected) this would leave a 3.1m wide route - which is the width required for a fire tender to access.

The above has all been corroborated by Markides Transport Consultants.

It should be noted that the bin location is a temporary area to be used for bin collection - there is no structure or enclosure there that would impede fire or emergency access."

The amended arboricultural documents now show the tree which along the access in the correct location, i.e. on the edge of the access road and within the site boundary. The report now identifies the tree for removal to allow for the bin collection area. No objection is raised to this as it is a Grade C tree which provides limited amenity value. What landowner permissions or agreements are in place or required for its removal are not a planning matter. The Markides transport addendum report (TN01 Revision A) has been updated to show the single tree in the

correct position, as well as the revised site plan, landscaping plan and proposed site plan (showing the tree to be removed).

All of the plans now reflect the arboricultural report. The tree (on all plans) is now positioned straddling the red line boundary and are all consistent in their position on/within the red line boundary and are within Raven's ownership.

Site visit

Having undertaken a site visit and taking in to account the additional information submitted officers are satisfied that the measurements set out within the Transport Statement (drawing 22364-MA-XX-DR-C-0001 Rev P01) and referred to in the Transport note, ref. TN01 revision A, adequately reflect the situation on site in terms of kerb to kerb distances and distances between the adjoining boundaries (fence to fence and wall to wall). Therefore officers are satisfied that the proposed access widening works and bin collection point can be accommodated within the application site.

Addendum changes from 27/9/2023 committee

As per the addendum for the 27 September Committee the CHA has provided some additional comments regarding their assessment of the application to aid members with their consideration of the application. These comments still stand.

“Further to my response of 28 July 2023 I have the following comments to support why I have recommended approving the application with my suggested conditions.

The proposed development is for four three bed dwellings with 9 car parking spaces which is the equivalent of 2.25 spaces per unit which is slightly more than the minimum of 2 car parking space per unit in this low accessibility area of Reigate and Banstead.

The application involves the demolition of 23 garages, 12 of which are let out according to the submitted Transport Statement. The developer has not carried out a survey of the garages at this site due to the absence of structures to secure observation camera so they have used another of their site's as a proxy. The proxy site is Ferriers Way where a survey identified that two garages (out of the 23 currently let out) were used for parking equating to a ratio of 8.69%. If this is applied to the Partridge Mead site the redevelopment of the site would cause one vehicles to be displaced onto the highway. As a result of this low level of displaced parking the developer has not carried out an on street parking survey arguing that the highway would be able to accommodate one vehicle.

I have read Manual for Streets which states from research that 45% of garages in Oxfordshire are used for parking. If this is applied to the

application site then 6 vehicles could be displaced onto the highway because 6 out of the 12 let out garages would have been occupied by a vehicles.


Ideally the applicant should have carried out a parking survey. However having looked at the accident record for Partridge Mead and the roads that lead off it, there have been no reported accidents in the previous five years suggesting the asserted use of the garages is not causing a highway safety problem. As a result of this finding and the developer assertion that one vehicle would be displaced to park on the highway I did not ask the developer to carry out a parking survey.

In terms of the access route into the site, I note that a refuse collection point is proposed within 25 metres of the highway. The refuse collection point would reduce the width of the access route to 3.1 metres which would be suitable for a lorry to pass albeit with giving way according to Manual for Streets. If the bins are used as designed then there would be no obstruction to the access route.”

Update to committee report of 27/9/2023

Any changes to the original report are highlighted in the report in *italics and underlined*. The changes include the following:

- Paragraph 4.5 and 6.18, removal of reference to weatherboarding for the proposed materials as per the addendum as weatherboarding is not proposed and was referred to in error.
- Paragraph 6.46, as per the addendum it is highlighted that the sustainable of the dwellings (in-use Net Carbon Zero and an Energy Performance Certificate (EPC) rating of A) represents a benefit of the scheme which must be considered in the overall planning balance.
- Amended condition 1, to remove reference to the arboricultural plans and update the reference for the site plan and landscaping plan.
- Additional informative, no.12, regarding secured by design

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AGENDA ITEM:	7	WARD: Nork

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APPLICANT:	Raven Housing Trust And Edaroth	AGENT:	Hgh Consulting
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DESCRIPTION:	Demolition of existing buildings and erection of 4 residential dwellings with associated parking and landscaping. As amended on 12/06/2023, 02/08/2023 and on 15/08/2023		

SUMMARY

This is a full application for the demolition of existing garages and erection of 4 dwellings with associated parking and landscaping.

The site comprises a rectangular piece of land that lies to the south east of Partridge Mead, Nork. The site is surrounded on all sides by the rear gardens of properties that front on to Partridge Mead, Park Wood Road to the north-east and Park Wood View south-east and south. To the north of the site, on the opposite side of the road, is Warren mead Infant School.

The site is accessed via a driveway off Partridge Mead, which runs between no. 33 and 35 Partridge Mead, and comprises a series of garages (24 in total) and hardstanding. The site slopes up significantly from the entrance up to the rear end of the site. The highest part is in the south-east corner and is approximately 5.75m higher than the ground level at the point where the access meets Partridge Mead. The properties in Partridge Mead to the north-west of the site are between approximately 2.3m and 4.6m lower than the existing application site. The site is within the designated urban area. The site is in Flood Zone 1 and is at low risk of surface water flooding. The site is also designated as having low accessibility for the purposes of parking standards.

The proposed dwellings would be a terrace row of 4 x 3 bed, 5 person two storey units. The applicant, Raven Housing Trust, is a registered provider and proposes all the properties as affordable rent. The scheme would therefore provide 100% affordable housing. The terrace row would be located at the south-eastern end of

the site, running north east to south west, with the access road to the north-west and parking located at the north western end of the site.

The parking would include 9 spaces, 8 standard and 1 disabled space. The proposals will also allow for residential refuse collection to occur from on street, with a bin holding area provided immediately adjacent to the access road, where residents will move their bins on collection day. The houses would have a simple pitched roof gable end form and with brick elevations, weatherboard gable ends and dark roof tiles. All four units would benefit from their own private rear gardens.

The application site is within the urban area. As such there is no in principle objection to the redevelopment of this garage site to residential development.

It is understood from the submitted information that 12 of the 24 garages are currently let. In order to establish the potential impact from the loss of the garages the applicant has provided the following evidence:

- Details of how far renters are from the garages: which showed that only 1 garage occupant is within 300m distance.
- A proxy occupancy survey of another garage block: which demonstrates that the scheme would likely result in displacement of just 1 vehicle

The transport statement concludes that the displacement of 1 vehicle could be adequately accommodated within the surrounding roads. The submitted evidence has been reviewed by the County Highway Authority (CHA), with regard to highway safety, capacity and policy matters and they have not raised any concerns in relation to the impact of the loss of the garage. On this basis it is considered that the impact from the loss of the garage would not result in unacceptable levels of on street parking.

In terms of the proposed access the submitted Transport Statement demonstrates that the access is suitable for its proposed use and would provide adequate manoeuvrability and access for emergency services. The proposal would also provide on-site parking in excess of the Council's minimum parking standards.

In terms of design it is considered that the simple form, whilst not entirely in keeping with the form or architectural details of the surrounding dwellings and without more common features such as chimneys and larger overhanging eaves, would still make use of materials which are locally distinct in the area. The units would also include elevational brick detailing to add interest. The roof tiles would preferably be a lighter red/brown colour and this can be secured under finalised details were the application to be approved.

The proposed layout and density of the scheme, due to the brownfield nature of the development, would not strictly keep to the pattern of development of the surrounding area. The density would be higher than those of the surrounding area, but not significantly with the density only a relatively modest 31 dph. However this does not mean that the proposed layout and scale of the dwellings causes unacceptable harm. Whilst the proposed layout is still quite heavy in terms of extent of hardstanding with limited soft landscaping it must be remembered that the existing site is almost entirely made up of hardstanding or built form. The existing

garages whilst low level are poor in quality and design and contribute little to the character of the area. The dwellings would be visible from the surrounding houses and from the surrounding roads Partridge Mead, Parkwood Road and Parkwood View given the change in levels in the area and gaps between existing dwellings. However by being located at the rear part of the site, and not at its highest point (approx. 1 m lower than the rear most part of the site), and with spacing to the side boundaries (particularly to the western boundary) it is considered that the dwellings would not be overly prominent in the site and does not appear cramped and that impact on the wider character of the area is minimised. Given these factors it is considered that the impact would not be so detrimental that it causes unacceptable harm to the character of the site or surrounding area.

In terms of impact on neighbouring amenity due to the orientation, modest scale of the proposed dwellings and separation distances to the adjoining residential properties it is considered that the proposal would not result in an unacceptable loss of privacy or overbearing impact to the occupants of these dwellings. In terms of loss of light a daylight and sunlight an assessment has been submitted with the application. The report concludes that there would be no material loss of light (daylight and sunlight) to neighbouring properties and all garden areas meet the BRE test for overshadowing.

All of the units would exceed the relevant nationally described space standards, and would provide an adequate level of outlook and light for the future occupants. The garden sizes are considered adequate and not a reason to refuse the application

Conditions are recommended in relation to boundary treatment, external lighting, Air Source Heat Pumps, and construction management to ensure that the impact on neighbouring properties is acceptable.

The scheme would, subject to conditions, be acceptable with regard to the impact on trees and ecology, drainage, contamination and sustainable construction.

The scheme is more than likely to be providing 4 affordable houses. The tenure, affordable rent, and size of dwelling being provided is strongly supported by the Council's Housing Officer. However, as this is not a policy requirement, it would not be required through conditions/S106 but if delivered would be a likely benefit of the scheme.

RECOMMENDATION

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

Consultations:

Surrey County Council Highway Authority: no objection subject to conditions securing implementation of access, car parking, Construction transport Management Plan, Travel Information pack, refuse collection and electric charging points

Contamination Officer: does not agree with conclusion of the submitted reports and note that it does not meet the relevant British Standards. Information can however be secured through appropriate planning conditions

Council's Affordable Housing Officer: "I've reviewed the affordable housing proposed on this application from Raven and am very supportive of the proposal.

The addition of four 3-bed houses for affordable rent would be a much valued addition to social housing stock in the borough. With low levels of delivery of new build affordable homes in the north of the borough, the proposal is particularly welcome.

Three bedroom 5 person affordable rent homes are much in demand. Current wait times on the Housing Register for three bedroom homes is around 3-4 years. The Affordable Housing SPD sets the second highest target on qualifying sites for three bedroom affordable home which reflects the on-going housing need. In addition the delivery of net zero homes with high energy efficiency very much supports the long-term affordability for future occupiers."

Council's Drainage Consultant: drainage strategy acceptable in principle but further investigation and detail required.

Representations:

To date 22 representations have been received, including 1 petition with 33 names, objecting to the proposal for the following reasons:

Issue	Response
Alternative location/proposal preferred	See paragraph 6.1
Crime fears	See paragraph 6.31
Health fears	See paragraph 6.29-6.30 and 6.43-6.44
Inadequate parking	See paragraph 6.3-6.16
Inconvenience during construction	See paragraph 6.32
Inadequate access	See paragraph 6.3-6.16
Increase in traffic and congestion	See paragraph 6.3-6.16
Hazard to highway safety	See paragraph 6.3-6.16

Loss of/harm to trees	See paragraph 6.34-6.38
Loss of buildings	See paragraph 6.1
Noise and disturbance	See paragraph 6.29
Poor design	See paragraph 6.17-6.20
Harm to Green belt/countryside	Site is within urban area
Out of character with surrounding area	See paragraph 6.17-6.20
Overshadowing	See paragraph 6.28
Overdevelopment	See paragraph 6.17-6.20
Loss of private view	This is not a material planning consideration
Property devalue	This is not a material planning consideration
No need for development	Each case must be considered on its own merits. Also see paragraph 6.1
Overlooking and loss of privacy	See paragraph 6.24-6.27
Drainage/Sewerage capacity	See paragraph 6.42
Flooding	See paragraph 6.42
Impact on local services	See paragraph 6.49
Impact on existing legal access to rear gardens of neighbours	This is a private legal matter. It is not a material planning consideration but see paragraph 6.50
Ground stability	This is a matter for the applicant, their architects and building regulations. It is not a material planning consideration
Concern around accuracy of the plans	See paragraph 6.51

Amended plans have not overcome original objections As above

1.0 Site and Character Appraisal

- 1.1 The site comprises a rectangular piece of land that lies to the south east of Partridge Mead, Nork. The site is surrounded on all sides by the rear gardens of properties that front on to Partridge Mead, Park Wood Road to the north-east and Park Wood View south-east and south. To the north of the site, on the opposite side of the road, is Warren mead Infant School.
- 1.2 The site is accessed via a driveway off Partridge Mead, which runs between no. 33 and 35 Partridge Mead, and comprises a series of garages (24 in total) and hardstanding. The garages are single storey and approximately 2.15m in height. The site slopes up significantly from the entrance up to the rear end of the site. The highest part is in the south-east corner and is approximately 5.75m higher than the ground level at the point where the access meets Partridge Mead. The properties in Partridge Mead to the north-west of the site are between approximately 2.3m and 4.6m lower than the existing application site. The site is within the designated urban area. The site is in Flood Zone 1 and is at low risk of surface water flooding. The site is also designated as having low accessibility for the purposes of parking standards.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: pre-application advice was provided under ref. PAM/22/00366
- 2.2 Improvements secured during the course of the application: Additional transport/garage information, drainage, tree and contamination information submitted. Amendment to site plan to allow continued access to address ownership issues.
- 2.3 Further improvements to be secured through conditions:
The following conditions are recommended to be attached to the permission:
 - Materials and design measures
 - Contamination
 - Drainage
 - Landscaping/boundary treatment
 - External lighting
 - Sustainability measures
 - Broadband
 - Highway conditions

3.0 Relevant Planning and Enforcement History

None

4.0 Proposal and Design Approach

- 4.1 This is a full application for the demolition of existing garages and erection of 4 dwellings with associated parking and landscaping.
- 4.2 The proposed dwellings would be a terrace row of 4 x 3 bed, 5 person two storey units. The applicant, Raven Housing Trust, is a registered provider and proposes all the properties as affordable rent. The scheme would therefore provide 100% affordable housing.
- 4.3 The terrace row would be located at the south-eastern end of the site, running north east to south west, with the access road to the north-west and parking located at the north western end of the site. The terrace row would be a rectangular block with no staggering.
- 4.4 The parking would include 9 spaces, 8 normal and 1 disabled space. The proposals will also allow for residential refuse collection to occur from on street, with a bin holding area provided immediately adjacent to the access road, where residents will move their bins on collection day.
- 4.5 The houses would have a simple pitched roof gable end form and with brick elevations and gable ends and dark roof tiles. All four units would benefit from their own private rear gardens.
- 4.6 A design and access statement (D&A) 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.
- 4.7 Evidence of the applicant's design approach is set out below:

Assessment	The submitted Design and Access Statement at section 2 considers the site context including site observations, nature of surrounding development, including examples of recent development, access, land use and building heights
Involvement	The applicant submitted pre-application advice and according to the submitted documentation undertook two public exhibitions, one on 14 th March is Nork Community Hall and one on 15 th March in Merland Rise Church.
Evaluation	The Statement provides details at Section 3 of how the pre-application comments, public consultation and local context in terms of land uses, separation distances, building heights, planning constraints have been

	considered to result in the currently proposal.
Design	The statement at Section 4 provides details of the proposed design including typical façade detail, roof type, material palette, amenity spaces and landscape, parking and access and refuse strategy

4.8 Further details of the development are as follows:

Site area	0.13 ha (1289.95 sqm)
Existing use	Garages
Proposed use	Residential (4 x 3 bed dwellings)
Existing parking spaces	24 garages (12 currently let)
Proposed parking spaces	9
Parking standard	8
Number of affordable units	4 (100%)
Net increase in dwellings	4
Proposed site density	31 dph
Density of the surrounding area	25 dph (2-16 Parkwood Road) 21 dph (35-47 Partridge Mead) 25 dph (29-33 Partridge Mead) 23 dph (2-14 Parkwood View)

5.0 Policy Context

5.1 Designation

Urban area, Low accessibility area.

5.2 Reigate and Banstead Core Strategy

CS1 (Sustainable Development)
CS10 (Sustainable Development),
CS11 (Sustainable Construction),
CS14 (Housing Needs)
CS17 (Travel Options and accessibility)

5.3 Reigate and Banstead Development Management Plan 2019

DES1 (Design of New development)
DES4 (Housing Mix)
DES5 (Delivering High Quality Homes)
DES8 (Construction Management)
DES9 (Pollution and Contaminated Land)
TAP1 (Access, Parking and Servicing)

CCF1 (Climate Change Mitigation)
CCF2 (Flood Risk)
NHE2 (Protecting and enhancing biodiversity)
NHE3 (Protecting trees, woodland areas and natural habitats)
INF3 (Electronic communication networks)

5.4 Other Material Considerations

National Planning Policy Framework
2023

National Planning Practice Guidance

Supplementary Planning Guidance Surrey Design 2002
Local Distinctiveness Design Guide
2004
Local Character & Distinctiveness
Design Guide SPD 2021
Climate Change and Sustainable
Construction SPD 2021
SCC Vehicle and Cycle Parking
Guidance 2018
SCC Transportation Development
Planning Good Practice Guide 2016
Householder Extension & alterations
SPG

Other Human Rights Act 1998
Community Infrastructure
Regulations 2010

6.0 **Assessment**

6.1 The application site is within the urban area. As such there is no in principle objection to the redevelopment of this garage site to residential development. It should also be noted that the site is previously developed land and that both the Council's Development Plan and the NPPF promote the efficient use of the urban area. The NPPF at paragraph 120 c) states that planning policies and decisions should; "give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land".

6.2 The main issues to consider are:

- Loss of garages and Highway matters
- Design appraisal
- Neighbour amenity
- Impact on trees and ecology
- Contamination
- Flood and drainage matters

- Sustainable Construction
- Community Infrastructure Levy
- Other matters

Loss of garages and Highway matters

- 6.3 The site is an existing private garage block accommodating 24 individual garages.
- 6.4 It is understood from the submitted information that only 12 of the 24 garages are currently let. In order to establish the potential impact from the loss of the garages the applicant has provided the following evidence:
- Details of how far renters are from the garages; and
 - A proxy occupancy survey of another garage block
- 6.5 On the first point the evidence submitted shows that of the 12 let out 1 (8%) owner is within 300m of the site, 5 (42%) are between 300m and 1km, the remaining 6 (50%) are more than 1km away. The applicant argues it is reasonable to assume that garages let by tenants who live a long distance away (300m or more) are unlikely to use the garages for car parking. The applicant's Transport Consultant has confirmed that within transport planning, 200m is often adopted as an appropriate walk distance over which someone might be prepared to park away from their property, reflected in its use within the Lambeth Methodology to measure parking stress. On this basis looking at distances only 5 garage occupants are within 1 km and only 1 garage occupant is within the 200m distance.
- 6.6 The second method was to carry out a garage occupancy survey to establish how many of the garages are being used for parking. This was not carried out on the garages at Downland Close but at Ferriers Way, another site which is being considered for redevelopment ref. 23/00816/F. The Ferriers Way survey, undertaken over 5 days, found that 2 out of the 23 garages were being used for parking (8.69%). Applying this ratio to the subject site also equates to the likely displacement of 1 vehicle as a result of the removal of the garage units.
- 6.7 On querying why a survey was not done on this site the applicant has advised that the Ferriers Way site was the only site to have readily available vantage points to secure cameras. The Transport Consultants have also advised that Ferriers Way is similar in characteristic to the application site. They also advise that a proxy approach is not unusual in Transport Planning and is used in other aspects such as modelling/trip generation, with the latter being reliant on sample sites included within the TRICS database, where proxy sites are selected where they share similar characteristics to the subject site, an approach that has been followed here to estimate parking demand from garages. The Transport Consultants also detail other similar schemes they have experience dealing with where the parking surveys found occupancy to be between 0 and 6.7%. Their conclusion being that even if a site specific survey was carried out for this site it would likely reflect a pattern of low occupancy.

- 6.8 Therefore whilst there is a lack of a site specific garage occupancy survey the evidence from both the proxy survey and addresses of the occupants for the rented garages at this site indicate that only 1 garage is likely to be occupied for parking. It is understood that the garage occupants have also been offered alternative garage space in other Raven garage sites in the Banstead area. This assessment does not include the use of the garages for surface parking. During my site visit I observed 1 van using the site to park. It is also understood from representations made that the site is sometimes used by parents to park their cars during school drop off time. However it should be noted that the site is not a public car park and there is no right for this area to be used for surface parking.
- 6.9 In terms of the ability of the surrounding area to absorb the likely displacement of 1 car the applicant has not carried out a site specific parking stress survey. At paragraph 4.1.17 of the submitted Transport Statement it states *“The proposed displaced parking demand associated with the removal of the garages, which is estimated to be a single vehicle, is likely to be readily accommodated without materially impacting on parking stress.”*
- 6.10 In addition the applicant’s Transport Consultant has further advised that *“Furthermore, if there is to be any parking overspill caused by removing the garages at this site, a quick look at the environment surrounding the site shows us that this could be facilitated without any issues.*
- *Firstly, the vast majority of housing stock in the area have a driveway for them to park their cars*
 - *Secondly, a quick look on Google Maps shows that there is very little existing parking stress in this area. I also took from pictures from visiting the site on 30th November 2022, which further supports this point.*
- Therefore, if any overspill were to occur (which we don’t think it would), we do not consider that commissioning a survey would be a necessary or proportionate measure in order to confirm that it would not result in any issues.”*
- 6.11 The submitted evidence has been reviewed by the County Highway Authority (CHA), with regard to highway safety, capacity and policy matters and they have not raised any concerns in relation to the impact of the loss of the garage and have not requested any further surveys to be undertaken. In terms of the existing on street parking situation it is certainly the case that during school drop off and pick up that parking is stressed around the school and surrounding roads, but the road does have parking restrictions immediately around the school to prevent on street parking in dangerous locations. Outside of these times Partridge Mead to the west of the site appears to have good availability for on street parking. Taking all these matters into account and the fact that the CHA has not disputed the evidence that only 1 car is likely to be displaced it is considered that the impact from the loss of the garage would not result in unacceptable levels of on street parking.

- 6.12 In terms of the access the Transport Statement (TS) proposes works to widen the access way to enable a consistent kerb to kerb width of 3.7m along the access to allow fire tender access. The TS acknowledges that the access road at 3.7m wide would not allow passing of vehicles but advises that the scale of the development would not generate a high level of vehicle movements and therefore there is low potential for conflicting vehicle movements. The TS states that fire appliances would be able to gain adequate access to the buildings by reversing into Bridgefield Close opposite and then entering Partridge Mead in forward gear, with the on-site parking court being of sufficient size for the fire tender to turn and leave within forward gear. The TS has also undertaken a trip generation assessment, which has confirmed that the scale of development will result in low levels of vehicle trips (2 vehicle trips during each of the AM and PM peaks), which will not have a material impact on the operation of the local highway network.
- 6.13 Again the CHA has assessed the submitted information and has raised no objection to the scheme on highway safety, capacity or policy matters.
- 6.14 In terms of parking the site is located in an area which is assessed as having a low accessibility rating. In such areas, the Council's adopted parking standards require the provision of 2 spaces for each of the 3 bedroom dwellings. Therefore with 9 spaces, the proposal is providing parking in excess of the minimum requirement of 8. Therefore no objection is raised to the proposed parking.
- 6.15 Cycle storage is proposed in the rear garden of each unit. A bin store is shown to the front of each unit. There is then a refuse collection point shown along the access road. Whilst this is not ideal the movement distances for the occupants would not be excessive (approx. 35m) and it enables the refuse collection teams to get within a reasonable distance of the bins without having to enter the whole site. The collection area shows space for 8 wheelie bins, on one collection week the Council would also collect food and card/paper. Therefore a condition is recommended to ensure that the collection area is large enough for this collection date.
- 6.16 Accordingly, it is considered that the proposals are acceptable from a highway point of view and accord with the provisions of DMP Policy TAP1. Conditions are recommended to secure a Construction Transport Management Plan, access works, parking, Travel Information Pack and electric car charging point.

Design appraisal

- 6.17 DMP Policy DES1 relates to the Design of New Development and requires new development to be of a high-quality design that makes a positive contribution to the character and appearance of its surroundings. New development should promote and reinforce local distinctiveness and should respect the character of the surrounding area. The policy states that new development will be expected to use high quality materials, landscaping and building detailing and have due regard to the layout, density, plot sizes,

building siting, scale, massing, height, and roofscapes of the surrounding area, the relationship to neighbouring buildings, and important views into and out of the site.

- 6.18 The appearance of the buildings would be of simple gable end form with traditional brick facing walls and gables and dark tiled roofs. It is considered that the simple form whilst not entirely in keeping with the form or architectural details of the surrounding dwelling and without more common features such as chimneys and larger overhanging eaves would still make use of materials which are locally distinct in the area. The units would also include elevational brick detailing to add interest. The roof tiles would preferably be a lighter red/brown colour and this can be secured under finalised details were the application to be approved.
- 6.19 The proposed layout and density of the scheme, due to the brownfield nature of the development, would not strictly keep to the pattern of development of the surrounding area. As set out above the density would be higher than those of the surrounding area, but not significantly with the density only a relatively modest 31 dph. The set back nature of the garage site, surrounded by residential properties to all sides means that the dwellings are inevitably out of line with the adjoining properties around the site. However this does not mean that the proposed layout and scale of the dwellings causes unacceptable harm. Whilst the proposed layout is still quite heavy in terms of extent of hardstanding with limited soft landscaping it must be remembered that the existing site is almost presently entirely made up of hardstanding or built form. The existing garages whilst low level are poor in quality and design and contribute little to the character of the area. The dwellings would be visible from the surrounding houses and from the surrounding roads Partridge Mead, Parkwood Road and Parkwood View given the change in levels in the area and gaps between existing dwellings. However, by being located at the rear part of the site, and not at its highest point (approx. 1 m lower than the rear most part of the site), and with spacing to the side boundaries (particularly to the western boundary) it is considered that the dwellings would not be overly prominent in the site and does not appear cramped and that impact on the wider character of the area is minimised. Given these factors it is considered that the impact would not be so detrimental that it causes unacceptable harm to the character of the site or surrounding area.
- 6.20 Were the application to be approved conditions are recommended to secure finalised details of the proposed external materials, boundary treatments/means of enclosure and landscaping details to ensure a good quality finish.
- 6.21 DMP Policy DES6 relates to affordable housing and states that “The tenure mix of the affordable housing provided on each qualifying site should contribute (to the Council’s satisfaction) towards meeting the latest assessment of affordable housing needs.” As set out above the Council’s Housing Officer is supportive of the scheme advising that two-bedroom houses are much in demand and make up the largest needs group on the Housing Register.

- 6.22 DMP Policy DES5 relates to the delivery of high quality homes and requires, *inter alia*, that as a minimum, all new residential development (including conversions) must meet the relevant nationally described space standard for each individual units except where the Council accepts that an exception to this should be made in order to provide an innovative type of affordable housing that does not meet these standards. In addition, the policy also requires all new development to be arranged to ensure primary habitable rooms have an acceptable outlook and where possible receive direct sunlight.
- 6.23 Each dwelling would have a floor area which is in excess of the relevant standard in the Nationally Described Space Standards. In terms of the size of the proposed garden space and quality of accommodation it is considered that the dwellings would have adequate levels of outlook and privacy and would not be impacted by unacceptable levels of noise from the surrounding area given the residential nature of the area. The rear of the properties would be south-east facing ensuring good access to daylight. The layout would provide plenty of space for storage. The garden areas are modest at around 9m deep but they are considered adequate and not a reason to refuse the application. It should be noted that smaller and comparable gardens were considered acceptable on a recent application at Downland Close which was granted at Planning Committee.

Neighbour amenity

- 6.24 In addition to the comments noted above DMP Policy DES1 also requires new development to provide 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.
- 6.25 The site adjoins residential properties in all directions. In terms of the properties to the north and north west of the site, as described earlier in the report there is a significant increase in ground level from these dwellings up to the application site. The proposed dwellings would therefore be at a higher ground level than these dwelling due to the existing level changes – approximately 3.5 metres (116.47 compared to approximately 112.95). However, the front of the proposed dwellings would be between 16 and 20 metres away from the rear boundaries of these properties and the proposed rear elevations would be beyond 20 metres away and at least 40 metres away from the rear most parts of the main dwellings. It is therefore considered that the distance would be adequate to ensure that there is not an unacceptable overbearing impact or loss of privacy to these properties. The proposed dwellings would be located a minimum of 25 metres away from the dwellings located to the west and south-west of the site. Given the separation distance, the side to rear relationship and the lack of any side facing windows the relationship is not considered to result in an unacceptable overbearing impact or loss of privacy. The separation of over 22 metres to the dwellings to the south and southeast and the higher ground level of these properties means that the proposal is not considered to have a detrimental

impact on the occupants from overbearing impact or loss of privacy. The dwellings to the east and north-east of the site are similar in ground level to the application site and therefore those immediately to the east would be at a similar level to the proposed dwellings and those to the north-east would be at a lower ground level. Given the side to rear relationship between the dwellings, the lack of any side facing windows and the separation distances to the dwelling to the east and north-east (a minimum of approximately 28 metres to the rear most part of the main dwellinghouses) it is considered that the impact would not be so significant as to result in an unacceptable overbearing impact or loss of privacy.

- 6.26 There are outbuildings located in a number of the rear gardens to the surrounding properties. Whilst it is acknowledged that some of these are used for ancillary uses such as personal office space or gyms none of the outbuildings face towards the proposed dwellings ensuring there would not be a material impact on these building from overlooking and overbearing impact and the level of weight afforded to these buildings is, due to their nature, much less than that given to the main dwellinghouses. The fact there are outbuildings close to the application site is therefore not a reason to refuse the application.
- 6.27 In terms of loss of light a daylight and sunlight review has been submitted. The assessment concludes that the proposal would not result in a material impact on daylight to any of the surrounding properties. In terms of overshadowing the report identifies two properties (35 and 37 Partridge mead to the north-west) which required further assessment in terms of impact on their rear gardens. The report concludes that both garden areas meet the BRE test. Therefore the report demonstrates that the proposal will not have a material impact on the daylight and sunlight and overshadowing of neighbouring properties.
- 6.28 It is noted that the use of appropriate boundary treatment around the site, particularly for 6 Parkwood Road due to continuation of access, is important to ensure that there is not an unacceptable impact on the adjacent properties. Conditions are recommended to secure further details.
- 6.29 In terms of the proposal and potential noise, disturbance and pollution given the historic use of the site as a garage area and the modest scale of the proposal it is considered that the proposals would not materially impact on the neighbouring residential properties with regard to noise, disturbance and pollution. Indeed the applicant has submitted a scoping report which concludes that the proposed development is not likely to produce any noise that could be deemed unacceptable risk or likely to cause adverse effects to any of the closest noise sensitive residences. The Council's noise consultants (RSS) agree with this conclusion. Concern has been raised regarding the impact of the bin collection area which is adjacent to 33 and 35 Partridge Mead due to noise and smells. Given the short term collection point nature of the area and the fact it would only serve 4 dwellings it is considered unlikely to result in an unacceptable impact. As the proposal would provide affordable

housing and be managed by Raven the risk of the collection area becoming untidy and with bins left there permanently is considered to be limited. One area where further information is required is the proposed submission of air source heat pumps (ASHP). The Council's noise consultants have advised that the proposed location to the front of the units should be acceptable but this depends on the model type and installation. Therefore due to the possibility of these units causing noise impact further information is recommended to be secured by condition.

- 6.30 In terms of potential light pollution and nuisance it is considered that the extent of lighting proposed seems excessive for such a small scheme and no details have been provided in relation to light spill. Therefore a condition is recommended to secure an amended lighting proposal as well as further details of proposed light levels to ensure that neighbouring occupants are not impacted.
- 6.31 In terms of crime and potential such impacts the site is well surveyed by the surrounding properties and backs on to garden areas and some form of lighting would be provided. On this basis it is considered that the proposed development would at the very least not result in a greater risk of crime when compared to the existing garage development. If anything, the change to a site where houses are occupied is likely to result in a safer environment with more surveillance by virtue of the presence of the occupants.
- 6.32 In terms of inconvenience during the construction period. Whilst it is acknowledged there may be a degree of disruption during the construction phase, the proposal would not warrant refusal on this basis and statutory nuisance legislation exists to control any significant disturbance caused during the construction of the proposal. To ensure that the impacts of construction are reduced a condition is recommended to secure a method of construction statement.
- 6.33 In conclusion, the proposal would not have a significant adverse effect upon existing neighbouring properties and would accord with the provisions of DMP Policy DES1.

Impact on trees and ecology

- 6.34 The site is almost entirely covered by hardstanding or built form so the proposal would not result in the loss of trees from within the site. There are however trees along the boundaries and close to the boundary which could be impacted. It was noted during the site visit that T3 is no longer present on the neighbouring site however the other surveyed trees appeared to be correctly shown on the plans. The application is accompanied by an arboricultural report. The arboricultural impact assessment states that three trees should be removed (G4, T7 and T8). All of these have been graded as low quality grade C trees. Some works are proposed to the retained trees. The report concludes that "the principal arboricultural features within the site can be retained and adequately protected during development activities. No significant or important trees will be lost to facilitate the proposed scheme.

Subject to precautionary measures as detailed above, the proposal will not be injurious to trees to be retained.”

- 6.35 It is noted that there is some dispute between the applicant and neighbours regarding the ownership of G4. It would appear from the site visit that the trees related to G4 are across the boundary with the dwellings to the east. Ultimately the issue of ownership is a private matter and the parts of G4 which cross into the neighbouring property cannot be removed without consent. However, it is noted that G4 is low quality and there is no arboricultural reason to protect G4 and so its removal is not objected to.
- 6.36 The Council’s Tree Officer has considered the submission and has advised the following:
“My comments are based on a desk top of the arboricultural report submitted with this application. The trees affected by the development are off-site located at the end of the neighbouring gardens. One [B category] tree (T3) will need to be pruned back and the proposed works are not excessive. The information shown on the arboricultural impact assessment demonstrates there is sufficient space between the off-site trees and dwellings. Detailed tree protection information is required to ensure any excavation such as underground services are carried out without damaging any roots that may be within the site.” Following the amended site plan the Tree Officer has advised *“An updated arboricultural report has not been provided to show if any of the off-site trees will be affected by the revised layout. The condition attached to the original comments would address my concerns and should this application be submitted be attached to the notice.”*
- 6.37 As set out above the referenced T3 tree is no longer standing and so that B category tree is no longer a constraint. The tree officer has not raised any concerns regarding the loss of the category C trees. In terms of landscaping minimal information is shown at this time. Whilst the amount of space for soft landscaping is not extensive there is opportunity for planting to the front of the properties to the western side of the terrace and in the rear gardens. A detailed planting scheme can be secured by condition.
- 6.38 Therefore subject to the recommended condition to secure a finalised Tree Protection Plan and Arboricultural Method Statement and a soft landscaping scheme no concerns are raised with regard to impact on trees.
- 6.39 The site is located within the urban area and the site is covered in hardstanding with limited trees or vegetation within the site. It is therefore considered that the site is of low ecological value and the proposal is unlikely to result in harm to protected species. Nevertheless as part of the application submission the applicant has provided an Ecological Appraisal (EA) to ensure this is the case. The survey report confirms that no protected species or evidence of protected species were found on site at the time of the survey. The site was found to have negligible potential for badger, great crested newts (GCN) and reptiles due to lack of suitable habitat and connectivity. The garages had negligible potential for roosting bats due to lack of roosting features. The garage blocks and line of trees provide moderate potential for

breeding birds due to ample features. No further surveys are recommended. A precautionary approach to works is however recommended in case of presence of birds, bats, badgers, reptiles and GCN.

- 6.40 The submitted EA also recommends a number of biodiversity enhancement measures at Section 4.4 Table 15 to ensure a gain for local wildlife including bat, bird and insect boxes, hedgehogs highways, swift nests and hedging.
- 6.41 Officers are therefore satisfied that the proposal would not result in unacceptable harm to protected species or habitats. Conditions are recommended to secure works in accordance with the mitigation measures and to secure details of landscaping and enhancement measures.

Flood and drainage matters

- 6.42 The site is not located within flood zone 2 and 3. As such no concern is raised with regard to fluvial flooding. The sewage capacity for the site would be assessed at building control stage. In terms of drainage a Flood Risk Assessment and Drainage Strategy has been submitted which has been considered by the Council's Drainage Consultant. They have advised that whilst the principle for the surface water strategy is correct there needs to be more detail and further investigation. Therefore in order to ensure that the drainage strategy will work correctly and meet the requirements of policy CCF2 a condition is recommended to secure further drainage details and a post completion verification report.

Contamination

- 6.43 The Council Contamination Officer has advised that typically when garages of this nature are redeveloped ground contamination and asbestos cement has been identified and remedial works are required. Having reviewed the submitted Phase 1 desktop study the officer does not agree with the conclusions of the report and advises that it does not meet the requirements of the Council's standard condition or British Standard BS10175.
- 6.44 On that basis they have recommended a number of conditions to cover further investigation and if necessary remediation prior to commencement of the development.

Sustainable Construction

- 6.45 DMP Policy CCF1 relates to climate change mitigation and requires new development to meet the national water efficiency standard of 110litres/person/day and to achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations.
- 6.46 The application planning statement states that the development achieves an in-use Net Carbon Zero and an Energy Performance Certificate (EPC) rating of A, which is achieved through the fabric-first approach as well as the use of

ASHPs which goes well beyond the Council's 19% requirement. *This represents a benefit of the scheme which must be considered in the overall planning balance.*

- 6.47 In any case following the recent changes to building regulations energy efficiency measures are now in excess of the 19% requirement. Therefore it is not considered reasonable or necessary to include a condition requiring the 19% improvement. The water efficiency measures are still however required. In the event that planning permission is to be granted, a condition would be imposed to secure further details of the water efficiency measures in order to comply with this element of DMP Policy CCF1.
- 6.48 A condition is also recommended to ensure that each dwelling is fitted with access to fast broadband services in accordance with policy INF3 of the DMP. As above a condition is also recommended to secure the implementation of electric car charging points throughout the site.

Community Infrastructure Levy (CIL)

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

Other matters

- 6.50 One issue which has been raised by third party representations relates to legal access to 6 Parkwood Road. Evidence has been provided that they have a right of access across the application site to their existing garage to the east of the site. The original plans blocked this access. Whilst legal matters such as access rights are not material planning considerations the applicant has amended the plans to now allow access to the garage. The proposed layout also provides space to the rear of the parking spaces to enable pedestrian access to the property's side access. As set out above a boundary treatment condition and finalised landscaping conditions is recommended and this can ensure that the hard landscaping, boundary fencing and planting does not impact on this access. It is noted that the neighbour still has concerns regarding the access. Even if permission is granted this does not override any existing legal agreements and both parties will need to overcome any disagreements prior to commencement.
- 6.51 Another concern raised is the accuracy of the plans and boundaries. Firstly it was noted during the site visit that a number of outbuildings are present in the rear gardens of neighbouring properties which are not shown on the submitted plans. Whilst not on the plans the impact on these buildings has been taken into account in the assessment of the application and does not

prevent the determination of this application. It was also noted that one off site tree identified on the tree plans has been removed (T3). Again, this does not prevent the determination of the application. Concern has also been raised regarding the ownership of tree G4, as well as the accuracy of the boundary. On the site visit it was apparent that the tree G4 straddled the boundary with 10 Parkwood Road. Therefore the applicant will not be able to carry out any works to the part of the tree on the neighbour's side without their consent. The applicant has advised that the site plan has been drawn from the OS mapping and topographical survey and therefore they are as certain as they can be that the site boundaries are correctly drawn and the proposed terrace building would not be located closer to the boundary than shown on the submitted plans. Clearly if it becomes apparent that the plans are not correct it is the responsibility of the applicant to address this and if necessary submit a further application to amend the proposals.

6.52 Affordable housing provision – as set out above officers consider that the scheme is policy compliant. However it is worth noting at this stage that the scheme is providing 4 affordable houses. As set out above the tenure, affordable rent, and size of dwellings is strongly supported by the Council's Housing Officer due to the need for affordable housing in the borough. The site is within an established residential area which, as demonstrated in the submitted Transport Statement, is well located in terms of access to facilities such as schools, shops, community facilities and doctors' surgery. The site is also well served by bus services. The site is therefore a suitable place for affordable housing of this size and tenure.

6.53 Policy DES6(2) is clear that affordable housing is only required on qualifying developments which is either urban extension sites or developments providing 11 or more home. The other requirements of policy DES6 relate to these qualifying developments. The affordable housing provision therefore goes beyond the requirements of the Council's Development Plan. It is understood from the Council's Housing Officer that the applicant, Raven Housing Trust, as a social housing provider will receive Homes England grant funding on them. The scheme would then be added to the existing overarching nomination the Council has with Raven Housing Trust. The nomination agreement secures nomination rights to the Council of 100% nomination rights at first let and 75% of relets. Then once the units are within the nomination agreement, they stay in. It's a legal agreement so cannot simply be amended. If delivered as proposed the provision of affordable housing would therefore be a benefit of the scheme which would need to be taken in to account in the overall planning balance.

CONDITIONS

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

Plan Type	Reference	Version	Date
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			Received
<u>Site Layout Plan</u>	<u>5213970-ATK-06-00</u>		
	<u>-DRAR-021554</u>	<i>P3</i>	<u>23.10.2023</u>
<u>Landscaping Plan</u>	<u>5213970-ATK-06-00-</u>		
	<u>DRAR-021555</u>	<i>P3</i>	<u>23.10.2023</u>
Proposed Plans	5213970-ATK-06-ZZ-		
	DRAR-011551	P2	15.08.2023
Section Plan	5213970-ATK-06-XX		
	-DRAR-031555	P1	24.04.2023
Elevation Plan	5213970-ATK-06-XX		
	-DRAR-031554	P1	24.04.2023
Elevation Plan	5213970-ATK-06-XX-		
	DRAR-031553	P1	24.04.2023
Elevation Plan	5213970-ATK-06-XX-		
	DRAR-031552	P1	24.04.2023
Elevation Plan	5213970-ATK-06-XX		
	-DRAR-031551	P1	24.04.2023
Other Plan	5213970-ATK-06-00-		
	DRAR-021553	P1	24.04.2023
<u>Site Layout Plan</u>	<u>5213970-ATK-06-00-</u>		
	<u>DRAR-021552</u>	<i>P2</i>	<u>23.10.2023</u>
Location Plan	5213970-ATK-06-00-		
	DRAR-021551	P1	24.04.2023
Elevation Plan	5213970-ATK-04-ZZ		
	-DRAR-011510	P1	24.04.2023
Proposed Plans	5213970-ATK-04-ZZ		
	-DRAR-011508	P1	24.04.2023

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. No development shall commence until a Construction Management Statement, to include details of:
 - a) Prediction of potential impacts with regard to waste, noise and vibration, dust, emissions and odours. Where potential impacts are identified, mitigation measures should be identified to address these impacts.
 - b) Information about the measures that will be used to protect privacy and the amenity of surrounding sensitive uses; including provision of appropriate boundary protection.
 - c) Means of communication and liaison with neighbouring residents and businesses.
 - d) Hours of work.

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

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

4. No development shall commence until a Construction Transport Management Plan, to include details of:
 - (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) programme of works (including measures for traffic management)
 - (e) provision of boundary hoarding behind any visibility zones
 - (f) HGV deliveries and hours of operation
 - (g) vehicle routing
 - (h) measures to prevent the deposit of materials on the highway
 - (i) before and after construction condition surveys of the highway and a commitment (extent of surveys to be agreed with County Highway Authority) and a commitment to repair the highway to a standard agreed with the County Highway Authority
 - (j) on-site turning for construction vehicles

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

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2021 and Policy DES8 Construction Management of the Reigate and Banstead Local Plan Development Management Plan September 2019.

5. The development shall be carried out in accordance with the proposed ground levels and the proposed finished ground floor levels detailed on the approved plans.

Reason: To ensure the Local Planning Authority are satisfied with the details of the proposal and its relationship with adjoining development and to safeguard the visual amenities of the locality with regard to Reigate and Banstead Development Management Plan 2019 Policy DES1.

6. No development shall commence including demolition and or groundworks preparation until a detailed, scaled finalised Tree Protection Plan (TPP) and the related finalised Arboricultural Method Statement (AMS) is submitted to and approved in writing by the Local Planning Authority (LPA). These shall include details of the specification and location of exclusion fencing, ground protection and any construction activity that may take place within the Root Protection Areas of trees (RPA) shown to scale on the TPP, including the

installation of service routings, type of surfacing for the entrance drive and location of site offices. The AMS shall also include a pre commencement meeting, supervisory regime for their implementation & monitoring with an agreed reporting process to the LPA. All works shall be carried out in strict accordance with these details when approved.

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

7. No development shall commence until a strategy for the disposal of surface and foul water (surface water drainage scheme) is 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 and be based on the submitted FRA and Drainage Strategy submitted with the application. Details of drainage management responsibilities and maintenance regimes for the drainage system must also be included. The works shall be carried out in accordance with the approved details.

Reason: To ensure that the site is satisfactorily drained and in order to protect water and environmental quality with regard to Policy CS10 of the Core Strategy 2014, Policy CCF2 of the Development Management Plan 2019 and the NPPF.

8. Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the surface water drainage system has been constructed as per the agreed scheme.

Reason: To ensure the Drainage System is constructed to the National Non-Statutory Technical Standards for SuDs and the implemented drainage design does not increase flood risk on or off site in accordance with policy CCF2 of the Reigate and Banstead Borough Council Development Management Plan 2019.

9. 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 should asbestos be present onsite. The remedial mitigation scheme must be written by a suitably qualified person and shall be submitted to the LPA and must be approved in writing 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.

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 inline 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 and agreed in writing by the Local Planning Authority. 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. Notwithstanding the approved plans no development shall take place above slab level until written details of the elements listed below have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and all boundary treatment shall be completed before the first occupation of the development hereby permitted.
- a. materials to be used in the construction of the external surfaces of the buildings, including fenestration and roof
 - b. the finalised positions, design, materials and type of boundary treatment to be erected, including provisions for wildlife access where practical and feasible.

Reason: To preserve the visual amenity of the area with regard to the Reigate and Banstead Borough Reigate and Banstead Development Management Plan 2019 Policy DES1 and requirements of the NPPF.

16. Notwithstanding the approved plans no development above slab level shall commence until details of hard and soft landscaping is submitted to and approved in writing by the Local Planning Authority (LPA). These shall include frontage tree and hedge planting and any other existing or proposed, soft or hard, landscaping in the front garden area, or adjacent to boundaries where appropriate. The soft landscape details shall include an establishment maintenance schedule for a minimum of 2 years, full planting specifications, planting sizes & densities. Upon implementation of the approved development all the landscaping works shall be carried out in strict accordance with the landscape details as approved, and these shall be completed, before building completion, occupation or use of the approved development whichever is the earliest.

If any of the new or existing tree/s or hedge/s, detailed and approved under this condition, are removed, die, or become significantly damaged or diseased within 5 years of completion, it/they shall be replaced before the expiry of one calendar year, to a planting specification agreed in writing by

the Local Planning Authority. The hedges detailed shall be retained at a minimum height of 1 metre, or if new, once grown to this height thereafter.

Reason: To ensure good landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies NHE3 and DES1 of the Reigate and Banstead Development Management Plan 2019.

17. Notwithstanding the approved plans no external lighting shall be installed on the buildings hereby approved or within the site until an external lighting scheme, which shall include indication of the location, height, direction, angle and cowling of lights, and the strength of illumination, accompanied by a light coverage diagram, has been submitted to and agreed in writing by the local planning authority.

The external lighting shall be implemented in accordance with the approved scheme and be retained thereafter and maintained in accordance with the manufacturer's instructions.

Reason: To protect the visual amenity of the area and neighbouring residential amenities with regard to Reigate and Banstead Core Strategy 2014 Policy CS10 and policy DES1, DES5, DES9 of the Reigate and Banstead Development Management Plan 2019.

18. No Air Source Heat Pumps shall be installed at the site until details of the final siting and positioning and model/make of the proposed Air Source Heat Pumps (ASHP) and an assessment, that demonstrates receiving windows at adjacent properties will be sufficiently far away that the noise output of the pumps will not result in an unacceptable noise level to the occupants, has been submitted to and approved in writing by the Local Planning Authority.

Thereafter, the ASHP shall be installed and maintained in accordance with the agreed details prior to the first occupation of that dwelling.

Reason: To protect the visual amenity of the area and neighbouring residential amenities with regard to Reigate and Banstead Core Strategy 2014 Policy CS10 and policy DES1, DES5, DES9 of the Reigate and Banstead Development Management Plan 2019.

19. The development shall be carried out in accordance with the mitigation measures set out within the Cherryfield Ecology Ecological Appraisal dated 05/04/2023 Section 4.3 and 4.4 Table 14.

Reason: To ensure that any potential impact to protected species is adequately mitigated in accordance with the provisions of the National Planning Policy Framework and policy NHE2 of the Development Management Plan 2019.

20. No development above slab level shall commence until finalised details of the proposed biodiversity enhancement measures have 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 and incorporate the recommended enhancement measures detailed in Section 4.4, Table 15 of the submitted Ecological Appraisal from Cherryfield Ecology dated 05/04/2023. 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 policy NHE2 of the Development Management Plan 2019.

21. The development shall not be commenced unless and until the access road to Partridge Road has been modified in accordance with the approved Markides Associates Plan numbered 22364-MA-XX-DR-C-0100 P01 and 22364 MA XX DR C 7020 P04, (included within the Transport Statement), all to be permanently retained.

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

22. The development hereby approved shall not be first occupied unless and until space has been laid out in accordance with the approved plans 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 purpose.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policy TAP1 Access, Parking, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019 and in order that the development promotes more sustainable forms of transport, and to accord with the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17.

23. Notwithstanding the approved plans 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 requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

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

24. The development hereby permitted shall not be occupied unless and until a Travel Information Pack containing information on employment, education, retail and leisure land uses within 2 km walking distance and 5km cycling distance of the site and details of public transport within 400 metres of the site and the destinations they serve including to the closest rail station to the site has been submitted to and approved in writing with the Local Planning Authority. The approved document shall be distributed to residents of the proposed development upon first occupation.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2021 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

25. Notwithstanding the approved plans the development shall not be occupied until a refuse collection point has been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. Thereafter the collection point shall be retained and maintained in accordance with the approved plans.

Reason: To ensure that the refuse collection point is correctly positioned to enable safe and efficient refuse collection and to safeguard the visual amenities of the locality with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

26. The development hereby approved shall not be first occupied unless and until a Water Efficiency Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall detail how the development will 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.

27. 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.

INFORMATIVES

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

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

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

5. The applicant is advised that the Borough Council is the street naming and numbering authority and you will need to apply for addresses. This can be done by contacting the Address and Gazetteer Officer prior to construction commencing. You will need to complete the relevant application form and upload supporting documents such as site and floor layout plans in order that official street naming and numbering can be allocated as appropriate. If no application is received the Council has the authority to allocate an address. This also applies to replacement dwellings. If you are building a scheme of more than 5 units please also supply a CAD file (back saved to 2010) of the development based on OS Grid References. Full details of how to apply for addresses can be found [http://www.reigatebanstead.gov.uk/info/20277/street naming and numbering](http://www.reigatebanstead.gov.uk/info/20277/street_naming_and_numbering)
6. The applicant is expected to ensure the safe operation of all construction traffic in order to prevent unnecessary disturbance obstruction and inconvenience to other highway users. Care should be taken to ensure that the waiting, parking, loading and unloading of construction vehicles does not hinder the free flow of any carriageway, footway, bridleway, footpath, cycle route, right of way or private driveway or entrance. Where repeated problems occur the Highway Authority may use available powers under the terms of the Highways Act 1980 to ensure the safe operation of the highway.
7. 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).
8. 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.
9. 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. Electric Vehicle Charging Points shall be provided in accordance with the Surrey County Council Vehicular, Cycle and Electric Vehicle Parking Guidance for New Development 2022. Where undercover parking areas (multi-storey car parks, basement or undercroft parking) are

proposed, the developer and LPA should liaise with Building Control Teams and the Local Fire Service to understand any additional requirements. If an active connection costs on average more than £3600 to install, the developer must provide cabling (defined as a 'cabled route' within the 2022 Building Regulations) and two formal quotes from the distribution network operator showing this.

10. The use of landscape/arboricultural consultant is recommended to provide acceptable submissions in respect of the above arboricultural tree protection and landscaping conditions.
11. Environmental Health would like to remind the applicant of 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 unable to be supplied. All relevant information should be formally submitted to the Local Planning Authority and not direct to Environmental Health.
12. *The applicant is advised to contact the Surrey Police Secured by Design Officer: neil.clarke@surrey.police.uk Phone Number 01483 630809*

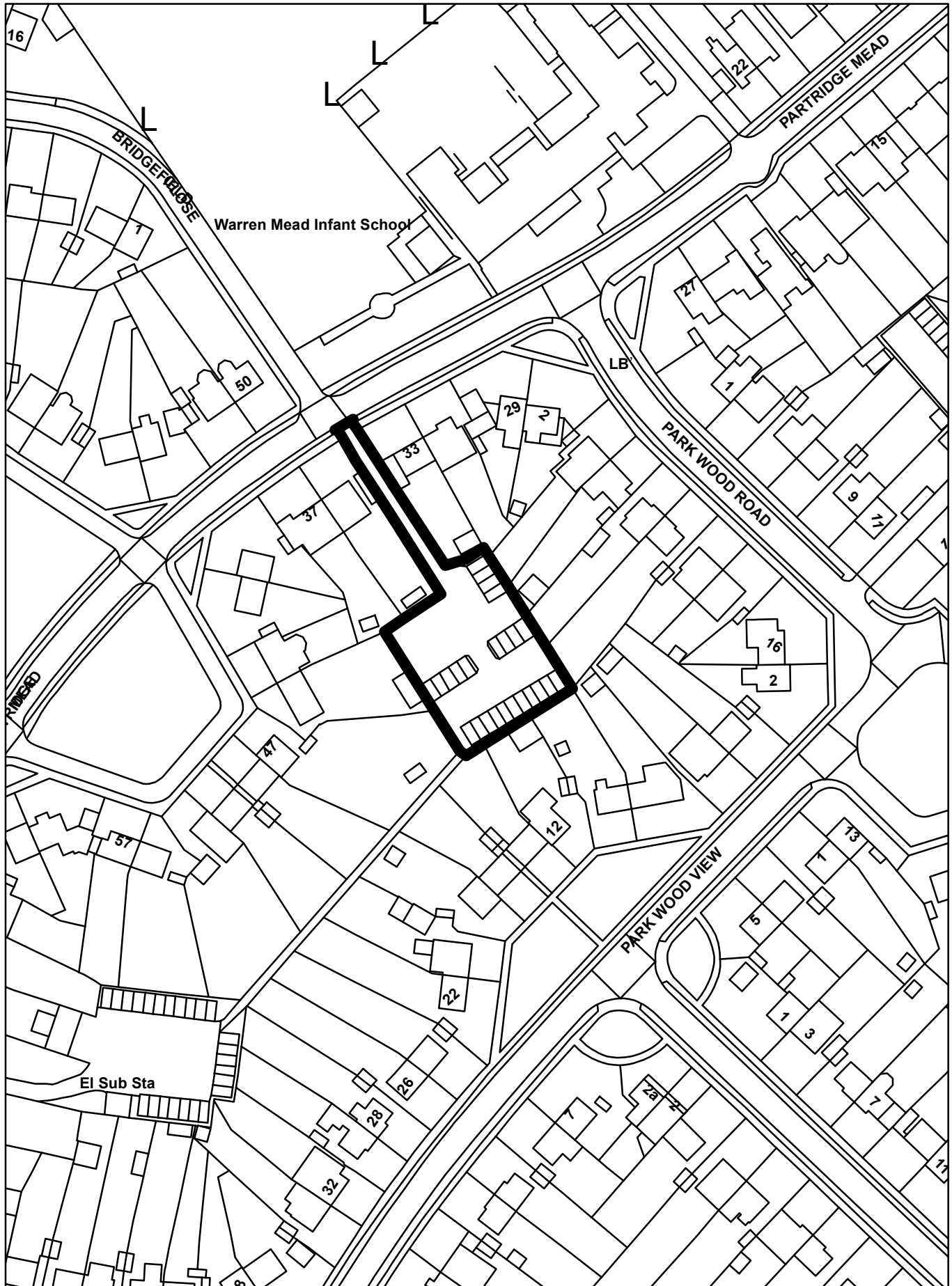
REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies CS1, CS10, CS11, CS14, CS17, DES1, DES4, DES5, DES8, DES9, TAP1, CCF1, CCF2, NHE2, NHE3 and INF3 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

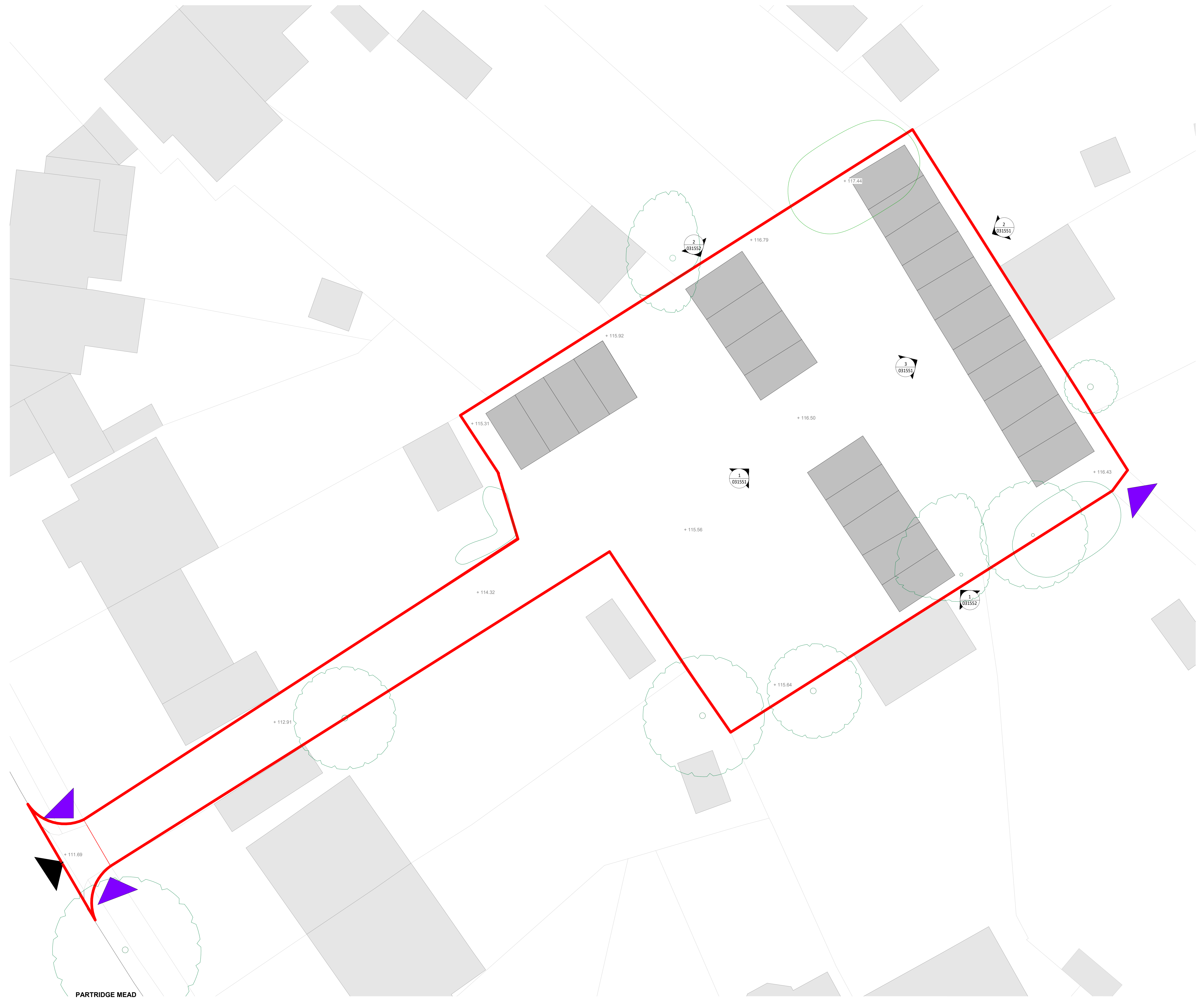
Proactive and Positive Statements

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.

23/00822/F - Land At Partridge Mead, Banstead



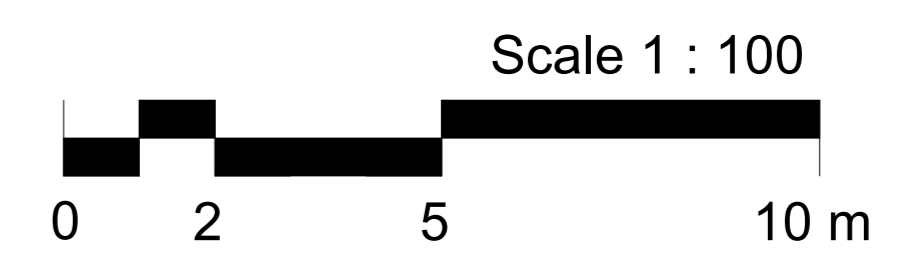
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Millimetres



1 EXISTING SITE PLAN
SCALE 1 : 100

LEGEND

- APPLICATION BOUNDARY
- EXISTING GARAGES
- EXISTING TREES
- MAIN ENTRY TO PLOT
- PEDESTRIAN ENTRANCE
- XX.XX EXISTING LEVEL



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
 In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

MAINTENANCE/CLEANING

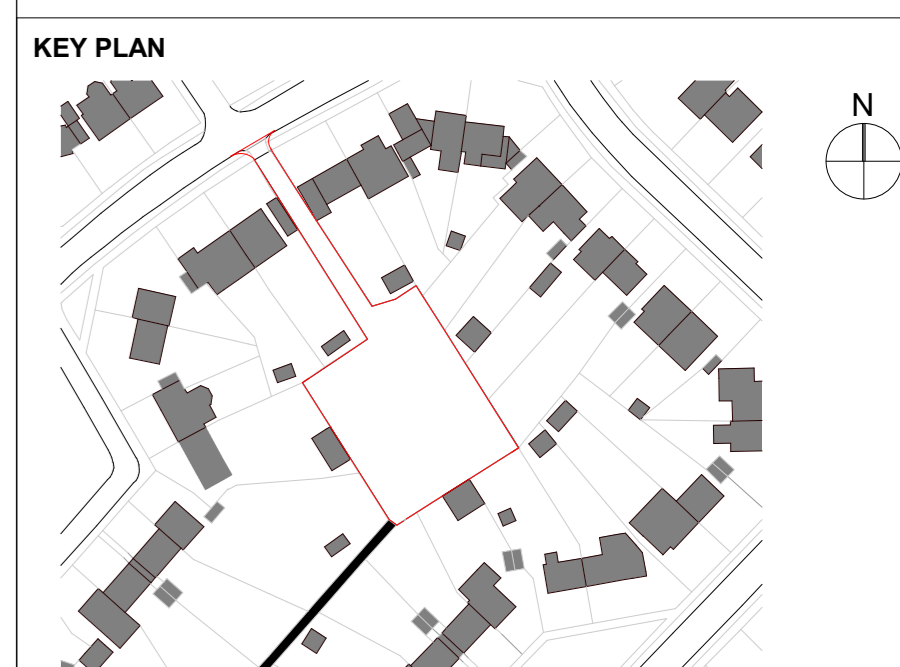
DECOMMISSIONING/DEMOLITION

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

References

Rev.	Date	Description	By	CHK'd	App'd

NOTE:
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Rev.	Date	Description	By	CHK'd	App'd
P2	20/10/2023	FOR INFORMATION	AJ	MD	AD
P1	28/03/2023	FOR INFORMATION	NK	MD	AD

Drawing Status: **FOR INFORMATION** Status: **S2**

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 www.ravenht.org.uk

Project Title: **RAVEN GARAGE SITES BANSTEAD AND TADWORTH**

Drawing Title: **SITE WIDE EXISTING SITE PLAN PARTRIDGE MEAD**

Scale	Designed	Drawn	Checked	Authorised
1 : 100	MD	VV	MD	AD
Original Title	Date	Date	Date	Date
AO	27/01/2023	03/02/2023	10/02/2023	17/02/2023
Drawing Number	Revision			
5213970-ATK-06-00-DR-AR-021552				P2

Admin Project Number: 5213970

0 10 100
Millimetres



- LEGEND**
- ORNAMENTAL PLANTING
 - SHRUB SCREENING PLANTING
 - MEADOW GRASS MIX
 - AMENITY LAWN GRASS
 - CONCRETE SETTS (600MM X 600MM)
(Mayfair flags natural granite aggregate paving or similar. Colour: Natural or similar. Size: 600mmx600mmx50mm. Laid in stack bond.)
 - CONCRETE PAVING (600MM X 600MM)
(Mayfair flags natural granite aggregate paving or similar. Colour: Charcoal or similar. Size: 600mmx600mmx50mm. Laid in stack bond.)
 - ASPHALT PAVING
 - DRIVEWAY - PERMEABLE MACADAM
 - GRANITE MARKERS
 - CONCRETE KERBS
 - DROPPED KERB
 - TEMPORARY REFUSE COLLECTION POINT
 - PROPOSED PERIMETER FENCE EXTENTS
 - APPLICATION BOUNDARY
 - CAR PARKING
 - ACCESSIBLE CAR PARKING
 - EXISTING TREES TO BE RETAINED
 - EXISTING TREES TO BE REMOVED
 - MAIN ENTRANCE
 - PEDESTRIAN ENTRANCE
 - EV CHARGING POINT - PASSIVE (TWO OUTLET POINTS)
 - POLE LUMINAIRE
 - BOLLARD LUMINAIRE
 - GARDEN SHED

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

MAINTENANCE/CLEANING

DECOMMISSIONING/DEMOLITION

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

References

Rev: _____

NOTE:
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KEY PLAN

Rev	Date	Description	By	CHK'd	App'd
P3	20/10/2023	FOR INFORMATION	AJ	MD	AD
P2	09/08/2023	FOR INFORMATION	HC	MD	AD
P1	28/03/2023	FOR INFORMATION	NK	MD	AD

FOR INFORMATION					S2
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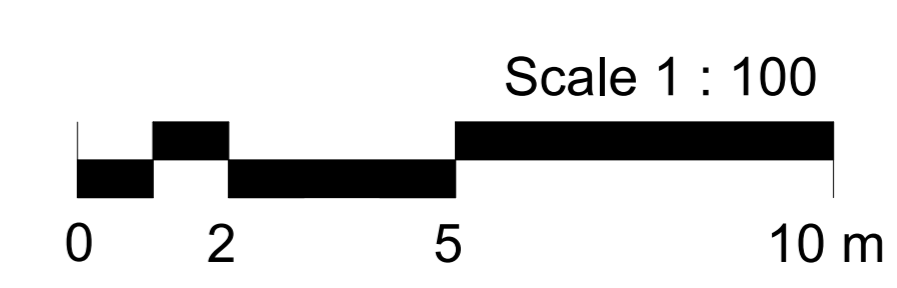
Raven Housing Trust
Raven Housing Trust
Raven House
29 Linkfield Lane
Ridhill
Surrey RH1 1SS
www.ravenht.org.uk

Project Title: **RAVEN GARAGE SITES BANSTEAD AND TADWORTH**

Drawing Title: **SITE WIDE LANDSCAPE PLAN PARTRIDGE MEAD**

Scale	Designed	Drawn	Checked	Authorised
1 : 100	MD	HC	MD	AD
Original Title	Date	Date	Date	Date
AO	27/01/2023	03/02/2023	10/02/2023	17/02/2023
Drawing Number	Revision			
5213970-ATK-06-00-DR-AR-021555	P3			

1 PROPOSED SITE PLAN - LANDSCAPE
SCALE 1 : 100



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Admin Project Number: 5213970

Millimetres
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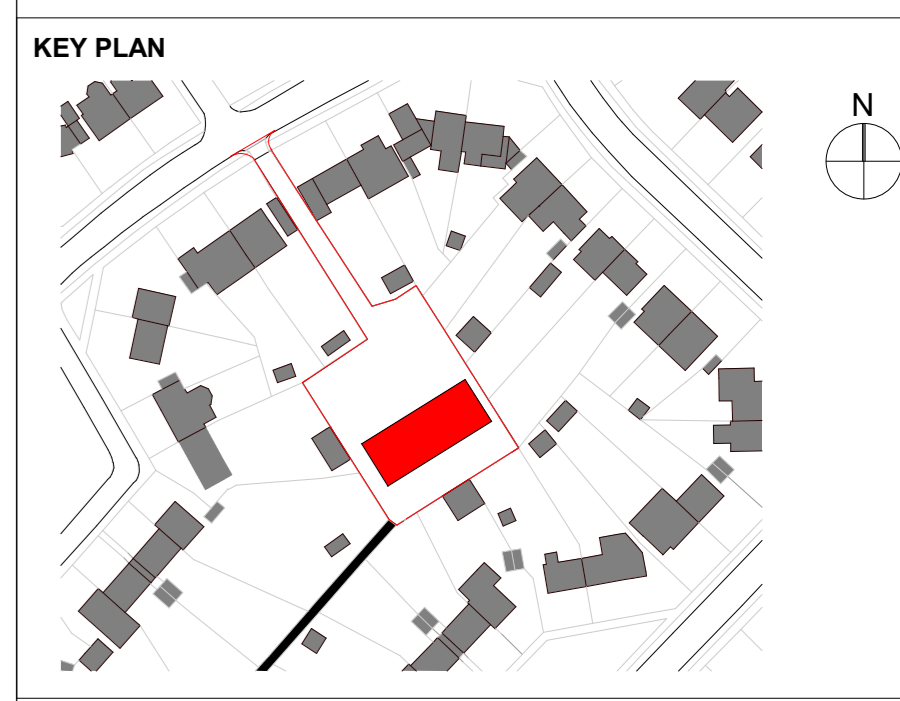
SCHEDULE OF ACCOMMODATION

HOUSE - 3BPH	HOUSE - 2BPH	UNITS	TOTAL	TYPOLGY 6	OCCUPANCY	PARKING
4	0	4	4		20	9
100%	0%	100%				

FINISH LEVEL SCHEDULE- PARTRIDGE MEAD

LEVEL NAME	ELEVATION
Level 02 T.O.R.	126.000
Level 01 FF	119.320
Level 00 GF	116.470

NOTE: EXTENSIVE AREAS OF SURROUNDING LAND FALL WITHIN THE SAME OWNERSHIP AS THE DEVELOPMENT SITE. BLUE BOUNDARY HAS BEEN OMITTED FOR CLARITY. FOR OWNERSHIP BOUNDARY REFER THE LOCATION PLAN.



LEGEND

- APPLICATION BOUNDARY
- CAR PARKING
- ACCESSIBLE CAR PARKING
- EXISTING TREES TO BE RETAINED
- EXISTING TREES TO BE REMOVED
- MAIN ENTRANCE
- PEDESTRIAN ENTRANCE
- EV CHARGING POINT - PASSIVE (TWO OUTLET POINTS)
- REFUSE AND RECYCLING BINS
- POLE LUMINAIRE
- BOLLARD LUMINAIRE
- PROPOSED PERIMETER FENCE EXTENTS
- PROPOSED PERIMETER LOW HEIGHT CONCRETE WALL WITH FENCE EXTENTS
- TEMPORARY REFUSE COLLECTION POINT
- GARDEN SHED

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

- CONSTRUCTION
- MAINTENANCE/CLEANING
- DECOMMISSIONING/DEMOLITION

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

References

Rev.	Date	Description	By	CHK'd	App'd

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Rev.	Date	Description	By	CHK'd	App'd
P3	20/10/2023	FOR INFORMATION	AJ	MD	AD
P2	09/08/2023	FOR INFORMATION	HC	MD	AD
P1	28/03/2023	FOR INFORMATION	NK	MD	AD

FOR INFORMATION S2

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Project Title: **RAVEN GARAGE SITES BANSTEAD AND TADWORTH**

Drawing Title: **SITE WIDE PROPOSED SITE PLAN PARTRIDGE MEAD**

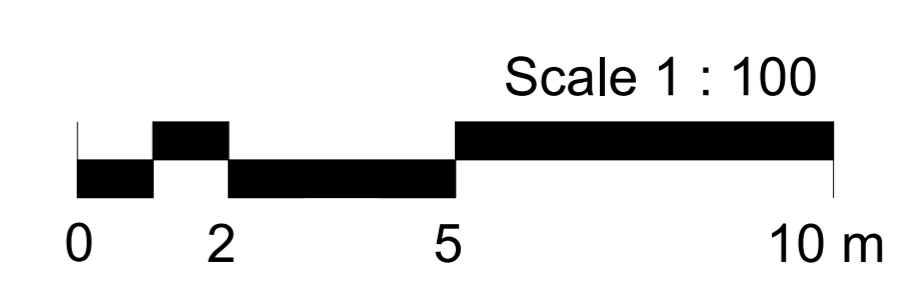
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Original No.	Date	Drawn	Date	Checked	Date	Authorised	Date
A0	27/01/2023	SH	03/02/2023	MD	10/02/2023	AD	17/02/2023

Drawing Number	Revision
5213970-ATK-06-00-DR-AR-021554	P3

1 PROPOSED SITE PLAN
SCALE 1 : 100

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Millimetres

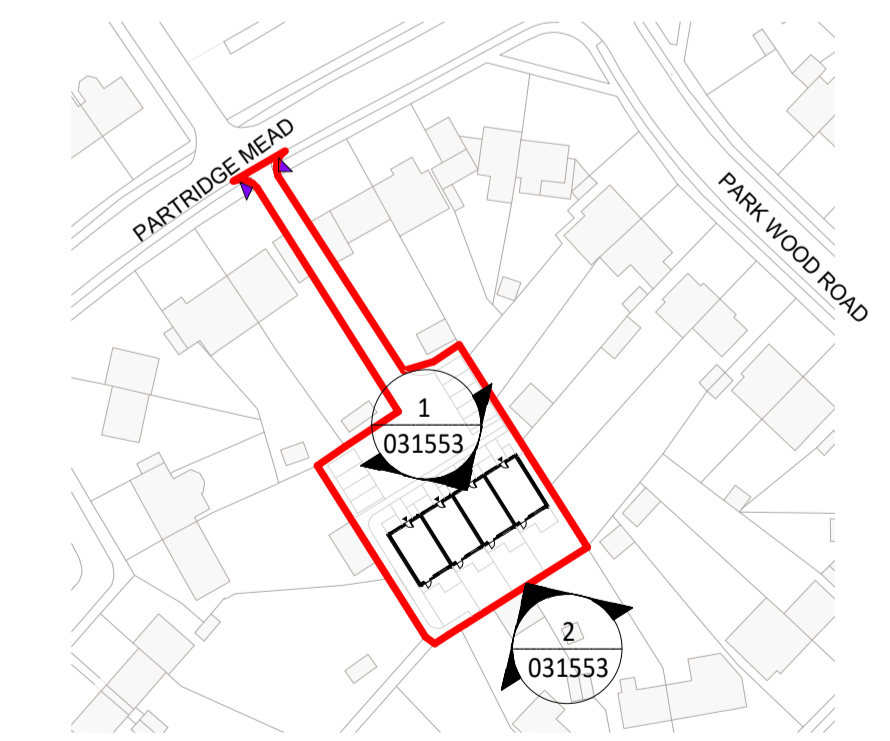


1 PARTRIDGE MEAD - SITE ELEVATION NORTH - PROPOSED
SCALE 1 : 100

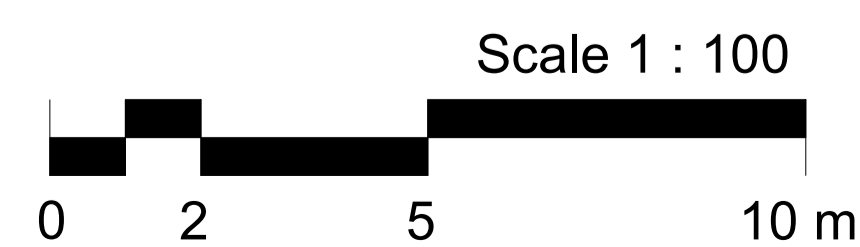


2 PARTRIDGE MEAD - SITE ELEVATION SOUTH - PROPOSED
SCALE 1 : 100

- LEGEND**
- - - - - APPLICATION BOUNDARY
 - - - - - WALKWAY PROFILE
 - GROUND PROFILE
 - - - - - ASSUMED GROUND PROFILE



3 PLOT 6- KEY PLAN
SCALE 1 : 1250



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

MAINTENANCE/CLEANING

DECOMMISSIONING/DEMOLITION

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

References
Model Name

Rev.:

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KEY PLAN

P1	28/03/2023	FOR INFORMATION	NK	MD	AD
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Rev.	Date	Description	By	Chk'd	App'd

Drawing Suitability: **FOR INFORMATION** Status: **S2**

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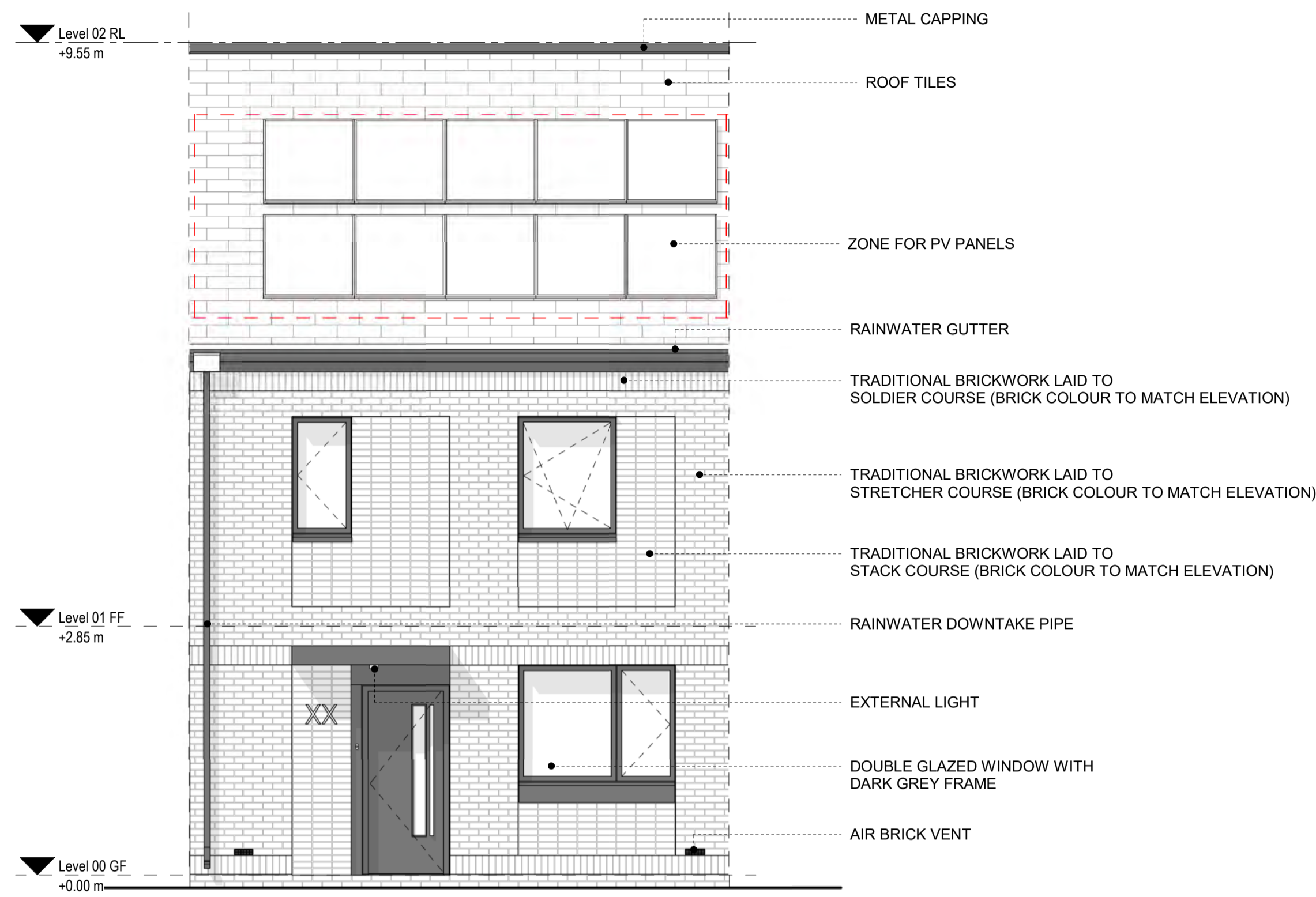
Project Title: **RAVEN GARAGE SITES BANSTEAD AND TADWORTH**

Drawing Title: **SITE WIDE PROPOSED SITE ELEVATIONS PARTRIDGE MEAD**

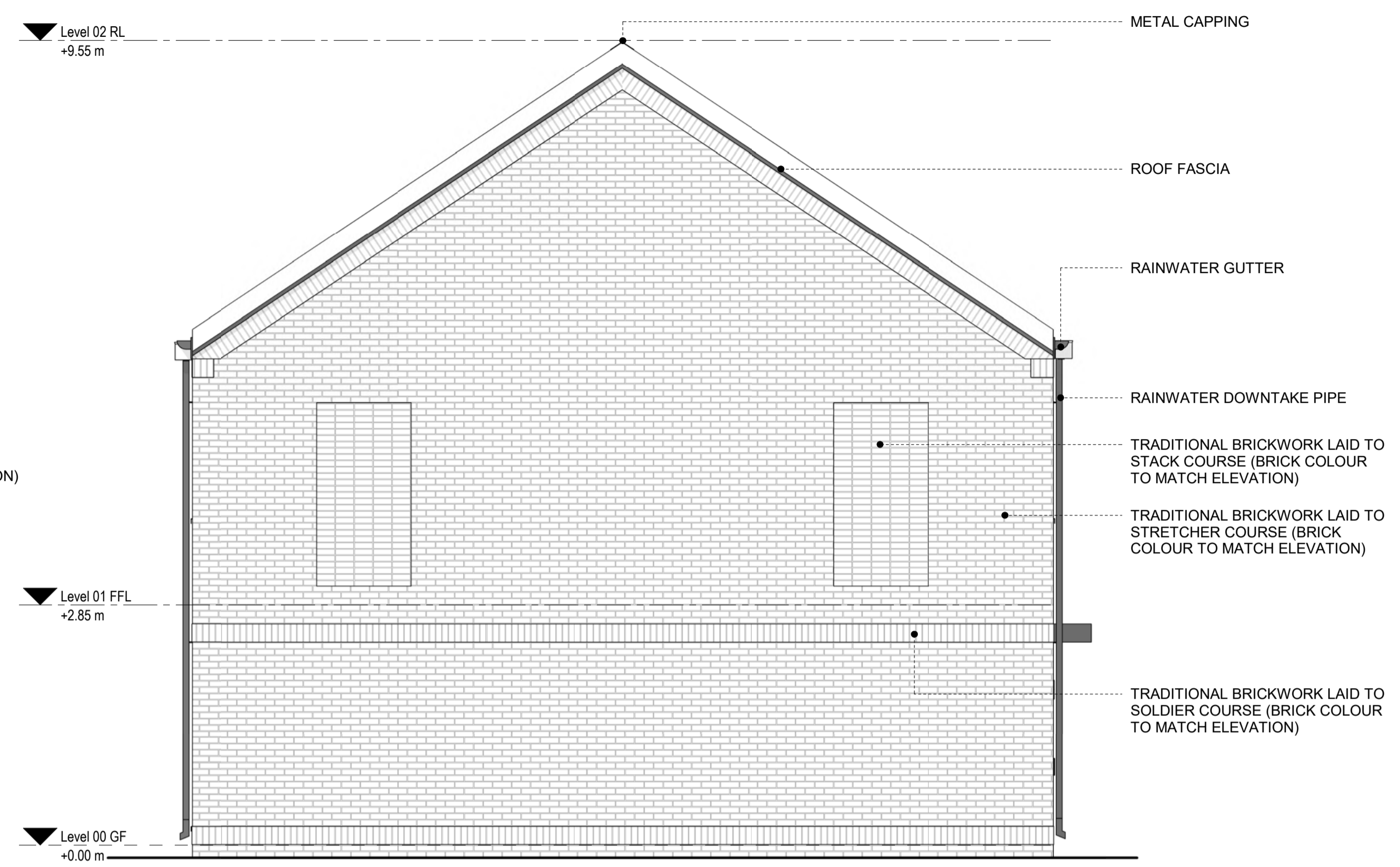
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As indicated	MD	VV	MD	AD
Original Size	Date	Date	Date	Date
A1	27/01/2023	03/02/2023	10/02/2023	17/02/2023

Drawing Number	Revision
5213970-ATK-06-XX-DR-AR-031553	P1

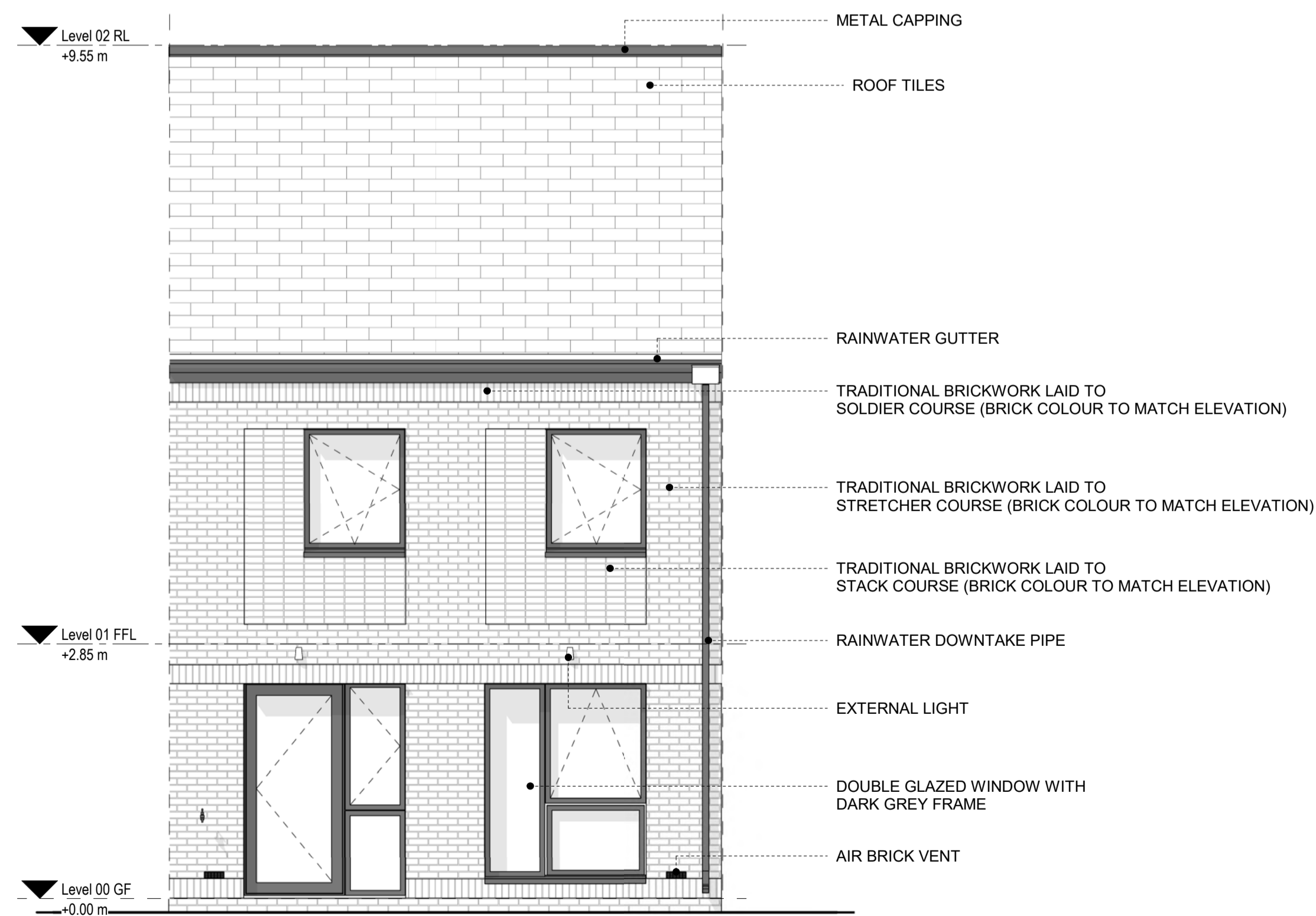
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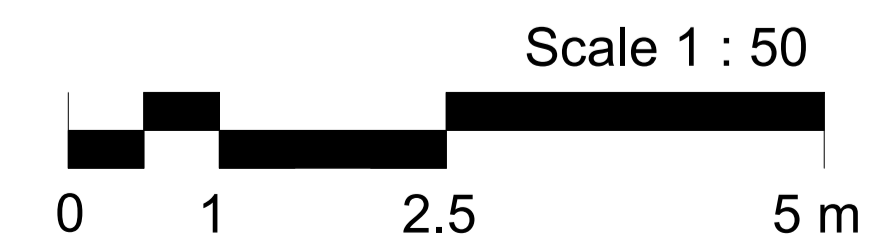
1 FRONT ELEVATION
011510 SCALE 1 : 50



3 GABLE ELEVATION
011510 SCALE 1 : 50



2 BACK ELEVATION
011510 SCALE 1 : 50



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

MAINTENANCE/CLEANING

DECOMMISSIONING/DEMOLITION

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

References	
Rev.	Model Name

NOTE:
1. Drawing only to be used for the purpose for which it was created.
2. All Dimensions are in millimeters unless otherwise specified

P1	28/03/2023	FOR INFORMATION	MD	AD	SG
Rev.	Date	Description	By	Chk'd	App'd

Drawing Suitability: **FOR INFORMATION** Status: **S2**

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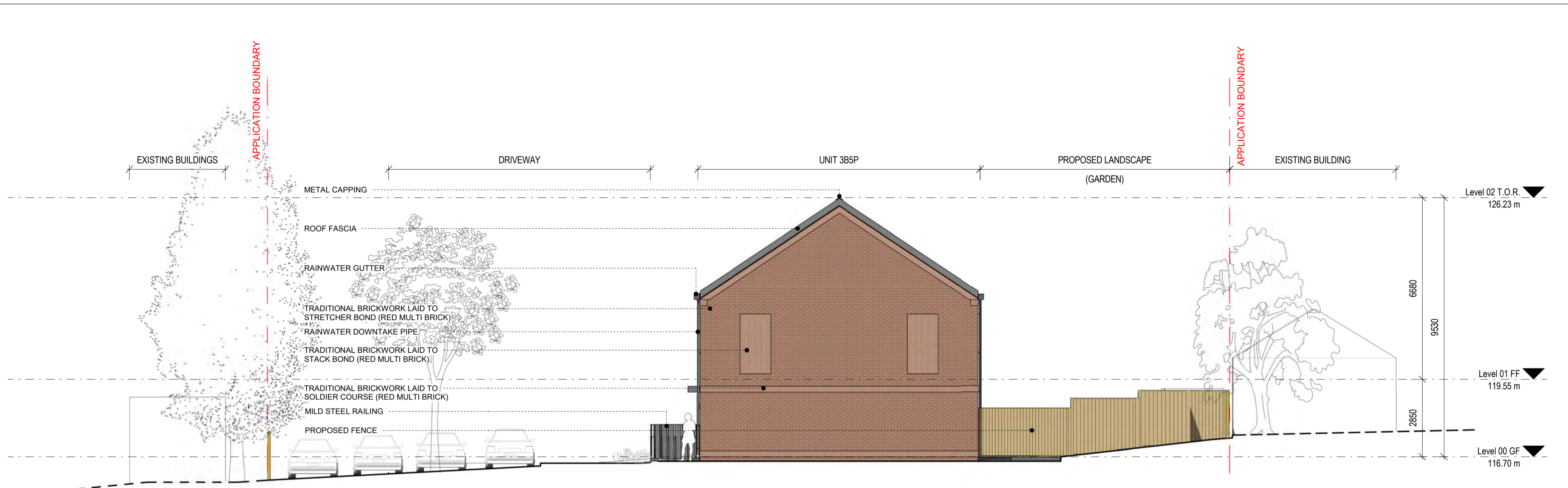
Project Title: **RAVEN GARAGE SITES
BANSTEAD AND TADWORTH**

Drawing Title: **GENERAL ARRANGEMENT
UNIT TYPE 2 - 3B5P
ELEVATION**

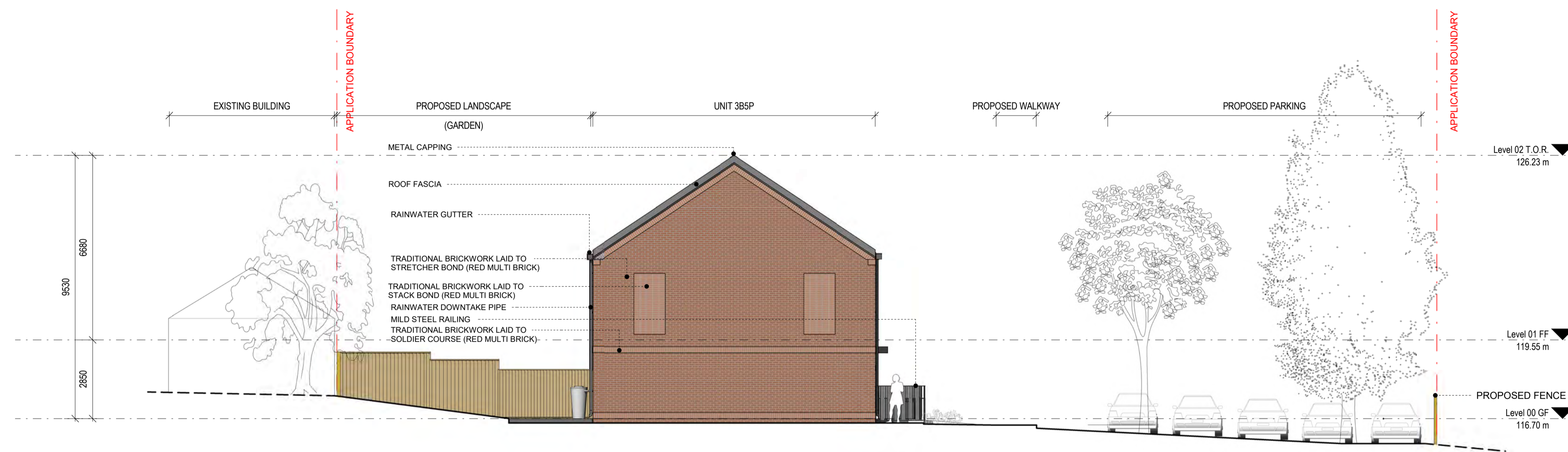
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Original Size	Date	Date	Date	Date
A1	16/06/2022	16/06/2022	16/06/2022	16/06/2022
Drawing Number	Revision			
5213970-ATK-04-ZZ-DR-AR-011510				P1

Atkins Project Number: 5217922

Millimetres
0 10 100

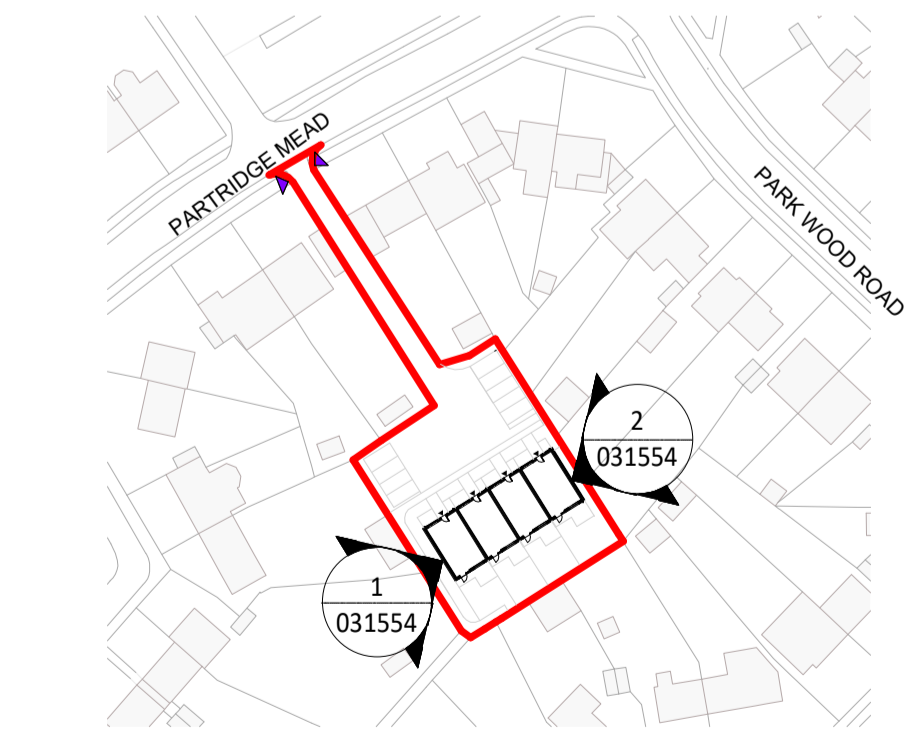


1 PARTRIDGE MEAD - SITE ELEVATION WEST - PROPOSED
031554 SCALE 1 : 100

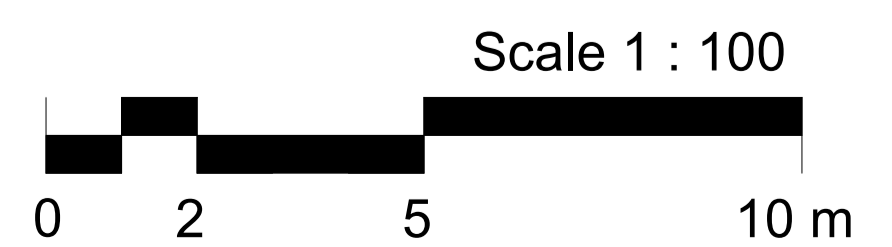


2 PARTRIDGE MEAD - SITE ELEVATION EAST - PROPOSED
031554 SCALE 1 : 100

- LEGEND**
- APPLICATION BOUNDARY
 - WALKWAY PROFILE
 - GROUND PROFILE
 - ASSUMED GROUND PROFILE



3 PLOT 6- KEY PLAN
031554 SCALE 1 : 1250



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

MAINTENANCE/CLEANING

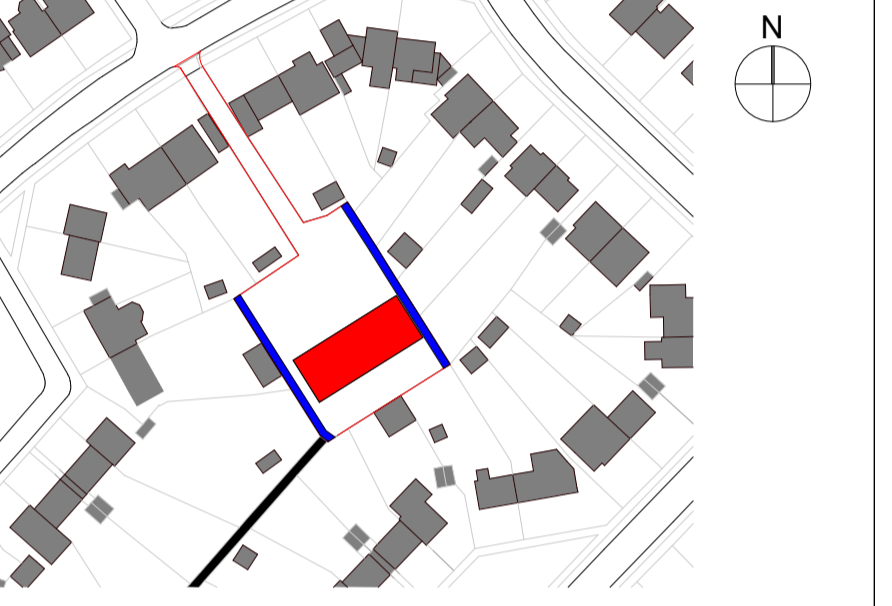
DECOMMISSIONING/DEMOLITION

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

Rev.	References
	Model Name

NOTE:
1. DRAWING ONLY TO BE USED FOR THE PURPOSE FOR WHICH IT WAS CREATED.
2. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SPECIFIED.

KEY PLAN



P1	28/03/2023	FOR INFORMATION	NK	MD	AD
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Drawing Suitability	Description	By	Chk'd	App'd	Status
FOR INFORMATION					S2

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Client
RAVEN GARAGE SITES
BANSTEAD AND TADWORTH

Drawing Title
SITE WIDE
PROPOSED SITE ELEVATIONS
PARTRIDGE MEAD

Scale	Designed	Drawn	Checked	Authorised
As indicated	MD	VV	MD	AD
Original Size	Date	Date	Date	Date
A1	27/01/2023	03/02/2023	10/02/2023	17/02/2023
Drawing Number	Revision			
5213970-ATK-06-XX-DR-AR-031554	P1			

Atkins Project Number: 5220649

Land at Partridge Mead, Banstead

Appendix A

Transport Technical Note

Project Number: 22364
Doc Number: TN01
Prepared for: Raven Housing Trust and EDAROTH

20 October 2023

Rev	Issue Purpose	Author	Checked	Reviewed	Approved	Date
	Final	AKS	AKS	AKS	AKS	4/10/23
A	Final	AKS	AKS	AKS	AKS	20/10/23

1. Introduction

Preamble

- 1.1 In May 2023, EDAROTH and Raven Housing Trust (the Applicants) submitted a planning application (reference 23/00822/F) to Reigate and Banstead Borough Council (RBBC) for a development proposal at a site, 'Land at Partridge Mead, Banstead,' with description as follows:
- 'Demolition of existing buildings and erection of 4 residential dwellings with associated parking and landscaping. As amended 12/06/2023, 02/08/2023 and on 15/08/2023.'*
- 1.2 The application was supported by a Transport Statement (TS), prepared by Markides Associates (MA).
- 1.3 The application was met with no objections from Surrey County Council (SCC) as the relevant local highway authority and RBBC officers in relation to both refuse and fire access arrangements.
- 1.4 The application was taken to the 27th September 2023 planning committee with an officer recommendation for approval.
- 1.5 During the planning committee third party representations were made with regards to access widths, which resulted in a deferral of the decision, with members concerned that the proposals had not been informed by measured surveys.

- 1.6 MA have therefore been instructed to prepare this Technical Note (TN01) to respond to the third party comments that were raised.

2. Response

- 2.1 From the outset, it worth highlighting that the development proposals and the associated access strategies were informed by a measured topographical survey of the site, including the access from Partridge Mead.
- 2.2 This is confirmed within Section 3.3 of the TS and **Drawing 22364-MA-XX-DR-C-0001**, which was attached to the TS and extracted at **Figure 3.5**, reproduced below.
- 2.3 This confirmed the existing kerb to kerb widths of 3.0m-3.5m and boundary to boundary widths (fence lines) of 4m-4.5m.

Figure 2.1 TS Figure 3.5 Extract – Existing Measured Access Widths



- 2.4 The TS then acknowledged that in order to comply with fire access requirements the site access kerb to kerb width would need to be widened to achieve 3.7m for the majority of its length. The extent of widening was indicated on **Drawing 22364-0100** within the TS,

extracted at **Figure 4.2** and reproduced below at **Figure 2.2**. This identified a need to offset the existing western kerbline approximately 350mm west, leaving approximately 125mm clearance from the existing property, whilst retaining the existing eastern kerbline.

Figure 2.2 Proposed Access Widths



- 2.5 Photos included within the third party submission of the site access are therefore based on the existing situation, with no allowance for the proposed widening that is identified within the submitted TS.

- 2.6 This is clearly evident within the third party submission where access width measurements have been taken up to a point where bins have placed on the access road to try and represent a proposed bin holding area. To represent the bin holding area the third party has placed the bins in front of an existing tree that is located immediately in front of the southern site boundary. However, at the location of the proposed bin holding area, it is clearly evident within **Figure 4.2** of the TS that the tree will be removed to allow the bins to be placed closer to the site boundary, up to the fenceline, behind the proposed kerbline and a wider site access. This is identified within **Figure 2.3** below.

Figure 2.3 Third Party Submission Widths vs Proposed Widths



- 2.7 Where the proposed bins are to be placed, with the access widening having been delivered, the clear access width in front of the bin holding area will be a minimum of 3.1m wide. This is the minimum recommended width needed for a fire tender to travel straight through a gateline and is therefore achievable for fire tender access to the site.
- 2.8 The TS otherwise includes vehicle swept analysis to demonstrate that a fire tender can turn within the site's internal layout.
- 2.9 Residents will, by default, place the bins within the holding area in an orderly fashion as it would otherwise preclude access. Refuse crews would also be instructed to do the same.
- 2.10 It is also acknowledged that the third party submission includes photos of drop-off activity associated with the adjacent school on Partridge Mead. In response to this, the proposals will generate a negligible number of vehicle movements and will not therefore materially contribute to any concerns in relation to school drop-off.

3. Summary

- 3.1 In summary therefore, **TN02** has confirmed that the proposed access strategy of the development proposal at 'Land at Partridge Mead,' has been informed by a measured topographical survey of the site and its associated access.
- 3.2 The proposals included widening of the existing kerb to kerb access width to achieve a minimum 3.7m width for the majority of the access length, in accordance with fire design requirements.
- 3.3 Third party objections to the proposals do not appear to have taken into account the proposed kerb to kerb widening.
- 3.4 Whilst a bin holding area will create a pinchpoint along the access length, this will be set adjacent to the site boundary in order to achieve a minimum access width of 3.1m, which is the minimum needed for a fire tender to pass straight through a gateline.
- 3.5 On this basis, MA are of the view that the proposals should not be opposed on the grounds of transport and access, a view reflecting that of SCC as the local highway authority given they have no objections to the proposals.

Slide 1 – 2018 (Google Maps). Tree in Raven ownership.

Appendix B



Partridge Mead, Banstead



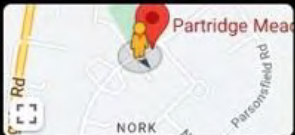
35 Partridge Mead

Banstead, England

Google Street View

Mar 2018

See latest date



Slide 2 – 2014 (Bing Maps). On or before September 2014. Tree is in Raven ownership.

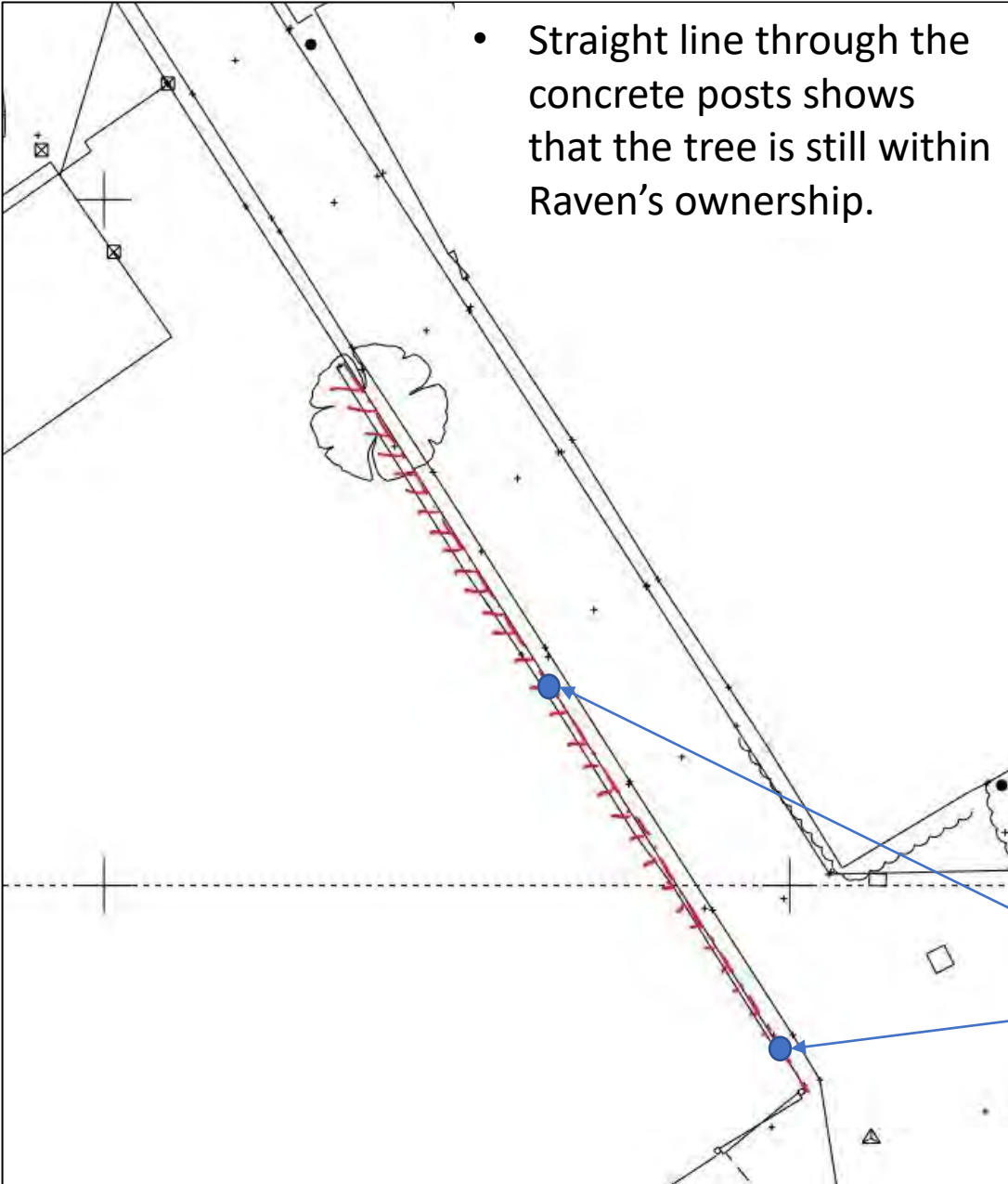


Slide 3 – Line through concrete posts. Servicing strategy still possible.

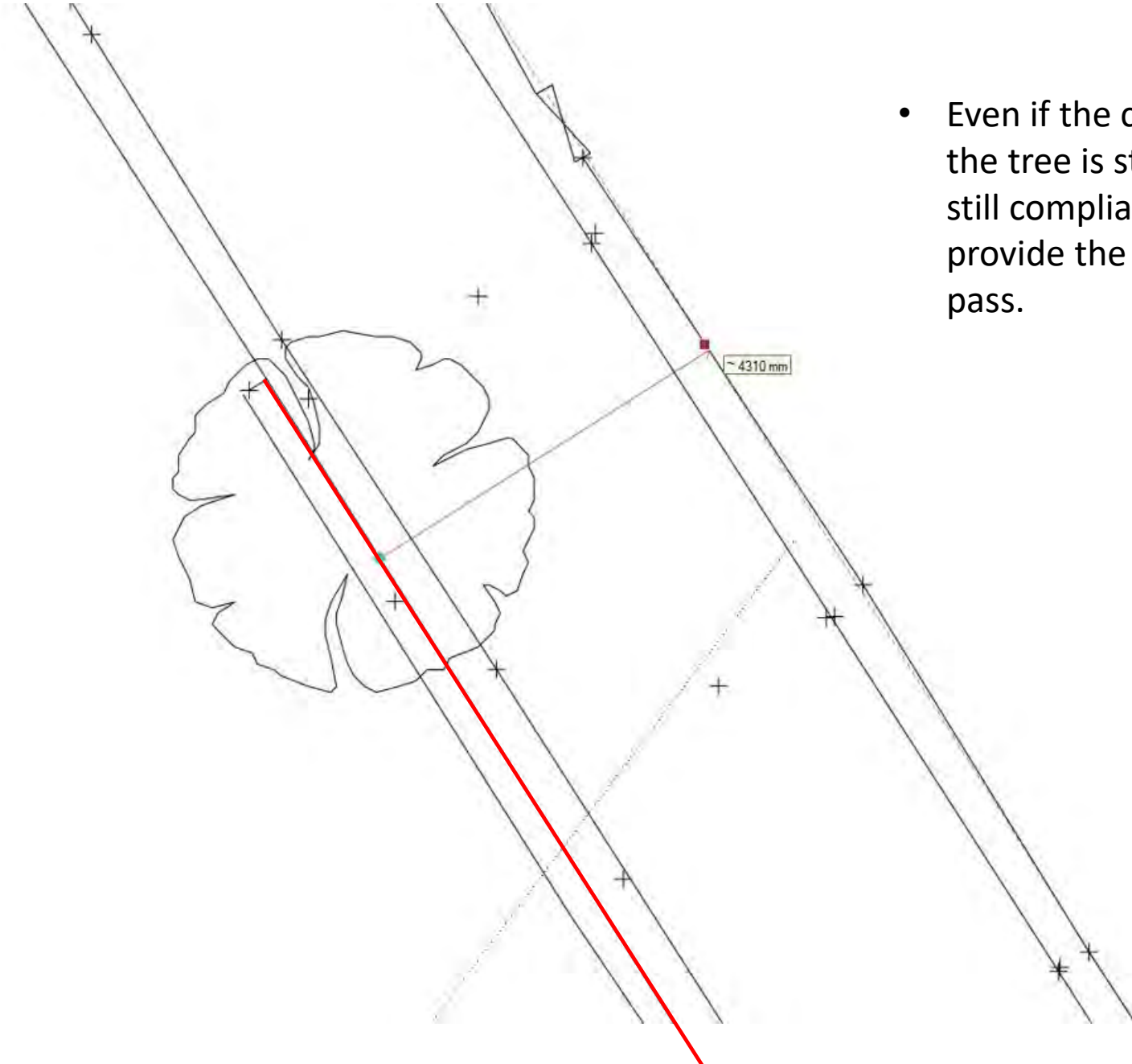
- Straight line through the concrete posts shows that the tree is still within Raven's ownership.



Location of concrete posts



Slide 3 Continued – Line through concrete posts. Servicing strategy still possible.



- Even if the concrete posts were the definitive boundary, the tree is still within Raven's ownership and the width is still compliant to have bins in place temporarily and still provide the minimum width required for a fire engine to pass.