 <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:	6	WARD: <i>Tattenham Corner And Preston</i>

APPLICATION NUMBER:	23/00821/F	VALID:	10/5/2023
APPLICANT:	Raven Housing Trust And Edaroth	AGENT:	Hgh Consulting
LOCATION:	LAND AT HATCH GARDENS TADWORTH SURREY		
DESCRIPTION:	Demolition of existing buildings and erection of 2 residential dwellings with associated parking and landscaping. As amended 12/06/2023, 02/08/2023 06/09/2023 and on 04/10/2023, 12/10/2023 and on 13/10/2023		
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 is a full application for the demolition of existing garages and erection of 2 dwellings with associated parking and landscaping.

The application site is located at the eastern end of Hatch Gardens, Tadworth (within the Tattenham Corner and Preston Ward of the borough). The site is located centrally between the northern and southern section of Hatch Gardens, surrounded on all sides by the rear and side boundaries of properties that front on to Hatch Gardens.

The site is accessed via a driveway which runs between no. 63 and 65 Hatch Gardens, and comprises a two rows of garages (22 in total, 15 currently let) and hardstanding. The garages are single storey measuring between 2.4 and 2.7m in height. The site slopes down gently from west to east by approximately 0.7m and up slightly from the rear to the entrance of the site by approximately 0.4m. 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 pair of semi-detached two storey dwellings with a mix of 2 x 3 bed, 5 person. 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 semi-detached dwellings would be located at the western end of the site, running orientated east to west (front to back), with the access road to the north and parking located at the eastern end of the site, along the southern boundary. The pair of dwellings would be staggered in height to reflect the slight change in site levels.

The car parking would include 5 spaces, 4 standard and 1 disabled space. Two Electric vehicle charging points are proposed on the submitted plans. 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 and gable ends and dark roof tiles. Both units would benefit from their own private rear gardens. Air Source Heat pumps (ASHPs) are proposed to the front of the dwellings to provide heating.

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.

It is understood from the submitted information that 15 of the 22 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 2 garage occupants are 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; and
- On-street parking stress survey, which shows that there is an average of 12 spaces free out of a calculated available 42 spaces in the surrounding area

The transport statement concludes that the displacement of 1 to 2 vehicles 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 and scale it is considered that the proposed form and detailing of the dwellings and layout would be in keeping with the density and character and appearance of the surrounding area would not be overly prominent in the site and does not appear cramped. 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. A condition is also recommended to secure further details of the proposed soft and hard landscaping.

In terms of impact on neighbouring amenity due to the orientation, modest scale of the proposed dwellings, separation distances to the adjoining residential properties and the use of vertical privacy blades, it is considered that the proposal would not result in an unacceptable loss of privacy, overbearing impact or loss of light to the occupants of these dwellings.

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 to be of a good size.

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 2 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: identified the potential for ground contamination to be present on and/or in close proximity to the applicant site. As such conditions for asbestos and ground contamination recommended.

Council's Affordable Housing Officer: "The addition of 2 x 3 bed 5 person homes for affordable rent would be a much valued addition to the social housing stock. With low levels of delivery of new build affordable homes in the north of the borough, the proposal is particularly welcome.

Three bedroom affordable rent houses in particular are very much needed. Households waiting for larger family homes currently wait up to four years for a home. The Affordable Housing SPD sets the second highest target for three bedroom affordable rented homes. 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 38 representations have been received objecting to the proposal for the following reasons:

Issue	Response
Alternative location/proposal preferred	See paragraph 6.1 and 6.52
Crime fears	See paragraph 6.31
Health fears	See paragraph 6.29-6.30 and 6.43-6.44
Harm to wildlife habitat	See paragraph 6.34-6.41
Inadequate parking	See paragraph 6.3-6.15
Inconvenience during construction	See paragraph 6.32
Inadequate access	See paragraph 6.3-6.15
Increase in traffic and congestion	See paragraph 6.3-6.15
Hazard to highway safety	See paragraph 6.3-6.15
Loss of/harm to trees	See paragraph 6.34-6.41

Loss of buildings	See paragraph 6.1
Noise and disturbance	See paragraph 6.29
Poor design	See paragraph 6.16-6.22
Harm to Conservation Area	Site is not within a Conservation Area
Harm to Green belt/countryside	Site is within urban area
Out of character with surrounding area	See paragraph 6.16-6.22
Overshadowing	See paragraph 6.23-6.27
Overdevelopment	See paragraph 6.16-6.22
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 6.23-6.27
Drainage/Sewerage capacity	See paragraph 6.42
Flooding	See paragraph 6.42
Impact on local services/infrastructure	See paragraph 6.49
Impact on existing access to neighbouring properties	This is a private legal matter. It is not a material planning consideration but see paragraph 6.50-6.51
Concern about impact on existing boundaries	See paragraph 6.28
Amended plans have not overcome original objections	As above

1.0 Site and Character Appraisal

- 1.1 The application site is located at the eastern end of Hatch Gardens, Tadworth (within the Tattenham Corner and Preston Ward of the borough). The site is located centrally between the northern and southern section of Hatch Gardens, surrounded on all sides by the rear and side boundaries of properties that front on to Hatch Gardens.
- 1.2 The site is accessed via a driveway which runs between no. 63 and 65 Hatch Gardens, and comprises a two rows of garages (22 in total, 15 currently let) and hardstanding. The garages are single storey measuring between 2.4 and 2.7m in height. The site slopes down gently from west to east by approximately 0.7m and up slightly from the rear to the entrance of the site by approximately 0.4m. 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/22/00365
- 2.2 Improvements secured during the course of the application: Additional transport/garage information, drainage, tree and contamination information submitted. Amendment to number of units from 3 dwellings to 2 and the dwellings re-orientated east to west (front to back) rather than north to south and relocation of the semi-detached dwellings 1.5m further south.
- 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 2 dwellings with associated parking and landscaping.
- 4.2 The proposed dwellings would be a pair of semi-detached two storey dwellings with a mix of 2 x 3 bed, 5 person. 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 semi-detached dwellings would be located at the western end of the site, running orientated east to west (front to back), with the access road to the north and parking located at the eastern end of the site, along the southern boundary. The pair of dwellings would be staggered in height to reflect the slight change in site levels.
- 4.4 The car parking would include 5 spaces, 4 standard and 1 disabled space. Two Electric vehicle charging points are proposed on the submitted plans. 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. Both units would benefit from their own private rear gardens. Air Source Heat pumps (ASHPs) are proposed to the front of the dwellings provide heating.
- 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 context of Banstead area and the current garage applications, context of Hatch Gardens and Site observations, and context of wider area including pattern of 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 in 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 3, paragraphs 3.9 to 3.13 and

	<p>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.</p> <p>An addendum has also been submitted to explain the changes from the original scheme in terms of the reduction from 3 to 2 units and the re-orientation of the dwellings</p>
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4.8 Further details of the development are as follows:

Site area	0.009 ha (866.63 sqm)
Existing use	Garages
Proposed use	Residential (2 x 3 bed dwellings)
Existing parking spaces	22 garages (15 currently let)
Proposed parking spaces	5
Parking standard	4
Number of affordable units	2 (100%)
Net increase in dwellings	2
Proposed site density	23 dph
Density of the surrounding area	55 dph (1-107 Hatch Gardens, odds) 47 dph (2-120 Hatch Gardens, evens)

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 22 individual garages.
- 6.4 It is understood from the submitted information that 15 of the 22 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;
 - A proxy occupancy survey of another garage block; and
 - On-street parking stress survey
- 6.5 On the first point the evidence submitted shows that of the 15 let out 2 occupiers (13%) are within 300m of the site, 4 (27%) are between 300m and 1km, the remaining 9 (60%) 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 2 garage occupants are 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 this site 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 currently let out 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 1-2 garages are 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 area.
- 6.9 In terms of the ability of the surrounding area to absorb the likely displacement of up to 2 cars the applicant has carried out a site specific parking stress survey. This survey was undertaken using the established London Borough of Lambeth Methodology on two days in January 2023 (27th and 31st). The results show that over these two period there was parking capacity in the survey area of Hatch Gardens with an average of 12 spaces free out of a calculated available 42 spaces (parking stress of 72% i.e. 28% spaces free). This indicates that the local roads have more than adequate capacity to deal with the estimated displacement of 2 cars from the garages. The survey also noted whether any of the garage area was used for parking, on both days no cars were recorded. Also during my site visits I have not observed the site being used for parking but it is understood from representations made that the site is sometimes used by local residents to park their cars. 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. However, given the results of the parking stress survey the results show that on average there is reserve on street parking capacity for a further 10 cars on top of the two cars that are likely displaced.
- 6.10 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. Taking all these matters into account and the fact that the CHA has not disputed the evidence that only up to two cars are likely to be displaced it is considered that the impact from the loss of the garages would not result in unacceptable levels of on street parking.
- 6.11 In terms of the access the Transport Statement (TS) proposes works to amend the access way to enable a kerb to kerb width of 3.7m along part of the access to allow fire tender operating space. 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 and at a minimum of 3m wide along the entire access road the access road is wide enough to allow all forms of vehicle into the site. 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.

- 6.12 Again, the CHA has assessed the submitted information and has raised no objection to the scheme on highway safety, capacity or policy matters.
- 6.13 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 and no requirement for visitor parking. Therefore with 5 spaces proposed, the development is providing parking in excess of the minimum requirement of 4. Therefore no objection is raised to the proposed parking.
- 6.14 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. max of 19m) and it enables the refuse collection teams to get within a reasonable distance of the bins (approx. 20m) without having to enter the whole site. The collection area shows space for 6 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.
- 6.15 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 and housing

- 6.16 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.
- 6.17 The appearance of the buildings would be of simple gable end form with brick facing (multi-stock) walls and gable ends and dark tiled roofs. It is considered that the simple form is in keeping with the form of the surrounding dwellings particularly those to the north, east and south of the site and would make use of materials which are locally distinct in the area with many of the neighbouring buildings having a multi-stock bricks. The units would also include elevational brick detailing such as soldier courses and stack bond around the windows to add interest and quality to the finish. 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.

- 6.18 The density would be lower than those of the surrounding area and the semi-detached dwellings would be commensurate with the scale and form of the terrace housing in the area. 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 harm. The proposed layout, due to the reduction to two dwellings has allowed for some additional soft landscaping and more spacing to the boundaries and would be a betterment to the existing site which is 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 which back on to the site but any wider views would be limited due to the built up nature of the surroundings and the commensurate height of the dwellings to the surrounding properties. By being located at the western end of the site, set off from the entrance line and not at its highest point and with spacing to the boundaries and the proposed height of the dwellings it is considered that the dwellings would not be overly prominent in the site or 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.
- 6.19 Were the application to be approved conditions are recommended to secure finalised details of the proposed ground levels (as this information is not included on the amended plans), external materials, boundary treatments/means of enclosure and landscaping details to ensure a good quality finish.
- 6.20 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.” Whilst this scheme is not a qualifying site as it provides less than 11 dwellings as set out above the Council’s Housing Officer is supportive of the scheme advising that “Three bedroom affordable rent houses in particular are very much needed. Households waiting for larger family homes currently wait up to four years for a home.” The proposed tenure mix is therefore welcomed by the Council.
- 6.21 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.
- 6.22 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-west facing ensuring good access to daylight. The layout would provide plenty of space for storage. The garden areas are modest in depth at around 8m but they are wide due to the spacing to the side boundaries and are therefore considered adequate and not a reason to refuse the application. It should be noted that smaller gardens were considered acceptable on a recent application at Downland Close which was granted at Planning Committee.

Neighbour amenity

- 6.23 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.
- 6.24 The site adjoins residential properties in all directions. In terms of the properties to the east and south of the site, the proposed dwellings would be located well away from the proposed dwellings (approx. 29m to the nearest dwelling to the east, 18m to the boundary and a minimum of approximately 19m to the rear of any of the dwellings to the south). Further the dwellings would be orientated side to rear in their relationship to the dwellings to the south preventing any overlooking. As such it is considered that the distance would be adequate to ensure that there is not an unacceptable overbearing impact, loss of light or loss of privacy to these properties.
- 6.25 Following further amendments, moving the semi-detached dwellings 1.5m further south in the site the proposed dwellings would now be 5.5m from the northern boundary with 67 Hatch Gardens and approximately 9.5m from the closest part of no.67 and approximately 18.8m from the rear elevation of 63 Hatch Gardens. Due to orientation of the proposed dwellings, which ensure no north facing windows, their two-storey height and the separation distances described above it is not considered to result in an unacceptable overbearing impact or loss of privacy.
- 6.26 The dwelling to the west is 69 Hatch Gardens. The proposed dwellings would have a rear to side relationship however the relationship is unusual in that the side and rear extensions to no.69 granted in 2013 and 2018 have resulted in there being three ground floor side facing windows and one first floor side facing window. The three ground floor windows are all, according to the approved plan, either secondary windows or serve non-habitable rooms but the first floor window serves a bedroom. Given the nature of the ground floor windows and their proximity to the side boundary, where new fencing could screen these windows, no concern is raised with regard to the impact on these windows in terms of loss of privacy and overbearing impact/loss of outlook. The first floor window is located at the northern end of no.69.

Therefore to mitigate against the potential impact the houses have been re-located further to the south, 5.5m from the northern boundary and the nearest first floor windows for each of the proposed dwellings would be fitted with a projecting blade which restricts the outlook from these windows towards both the first floor side facing window and also no.69's rear facing windows. The result is that outlook from the first-floor window at no.69 is not significantly impacted whilst the level of overlooking from the proposed dwellings is restricted. The distance between the rear of the dwelling and the garden of no.69 is minimal at 8 metres however given the nature of the rear facing rooms (bedrooms) and the side to rear relationship it is not considered that the impact would be so significant as to warrant refusal from an overlooking and overbearing point of view. Particularly in a relatively dense urban area such as this where such relationships are apparent (for example no.33 and 35 Hatch Gardens to no.31).

- 6.27 In terms of loss of light a daylight and sunlight review was submitted to address the original 3 dwelling scheme which concluded that the proposal would not result in a material impact on daylight to any of the surrounding properties. In terms of overshadowing the report concludes that all garden areas meet the BRE test. Whilst the report has not been updated due to the separation distances and re-located footprint of the buildings the proposal would meet the 25 and 45 degree rules when taken from the nearest relevant properties and is therefore unlikely to result in an unacceptable loss of light to the neighbouring properties or unacceptable overshadowing to the gardens.
- 6.28 It is noted that the use of appropriate boundary treatment around the site is important to ensure that there is not an unacceptable impact on the adjacent properties due to the loss of the garages. 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. There is a bin collection area proposed adjacent to 63 Hatch Gardens which has potential to cause some disturbance however given the short term collection point nature of the area and the fact it would only serve 2 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 some trees along the boundaries and close to the boundary which could be impacted. The application is accompanied by an arboricultural report. The arboricultural impact assessment identifies three trees that may be affected (T1, T2 and G3). Of these only one is B grade, the other two are C grade. T1 is located west of the access to the site, well away from the proposed dwellings. The other two trees identified are on the southern boundary. The plans show that the root protection areas would not be impacted by the amended scheme. Therefore, 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.
- 6.35 The Council's Tree Officer has considered the submission and has advised the following:
"My comments are based on a desk top review of the arboricultural report submitted with this application. Based on the information provided the

proposed will have minimal impact on the off-site trees. Where the branches overhang into the garden these can be cut back to the boundary. The only tree of significance is T1 which will not be affected by any part of the development, and therefore will continue to enhance the street scene.”

- 6.36 The tree officer has recommended a finalised tree protection plan (TPP) and arboricultural method statement (AMS) be secured by condition. Given that the scheme has been amended such a condition is considered necessary in order to ensure that the off-site trees along the southern boundary are protected.
- 6.37 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 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), reptiles and any other protected species 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 provide low potential for breeding birds. 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. It is located in flood zone 1, the lowest risk of flooding and where local and national planning policy directs that new development should be steered. 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.
- 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.
- 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. The fact that the buildings go beyond planning requirements represents a benefit of the scheme which must be considered in the overall planning balance.
- 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 55 Hatch Gardens. 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. Whilst legal matters such as access rights are not material planning considerations the proposed plans would still allow access to the garage. Notwithstanding this if the owner of 55 Hatch Gardens remains unhappy with the proposals and potential impact on access during construction it is important to note that even if permission is granted this does not override any existing legal agreement or dispute.
- 6.51 It was also noted from the site visit and from representations that there is an existing side gate at the western end of the site which will be impacted by the proposed works. It is not clear whether this property gained permission from the land owner to create such access point (no evidence has been provided by third parties). The garden gate will need to be permanently closed to prevent access into the proposed rear gardens. This is a private matter between the applicant and neighbouring property.
- 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 2 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 Received
Section Plan	5213970-ATK-05-XX-DR-DR-031545	P3	12.10.2023
Proposed Plans	5213970-ATK-05-ZZ-DRAR-011541	P3	12.10.2023
Site Layout Plan	5213970-ATK-05-00-DRAR-021544	P3	12.10.2023
Elevation Plan	5213970-ATK-05-XX-DRAR-031543	P3	12.10.2023
Elevation Plan	5213970-ATK-05-XX-DRAR-031544	P3	12.10.2023
Landscaping Plan	5213970-ATK-05-00-DRAR-021546	P3	12.10.2023
Proposed Plans	5213970-ATK-05-XX-DRAR-041501	P1	13.10.2023
Proposed Plans	5213970-ATK-04-ZZ-DRAR-011507	P2	04.10.2023
Elevation Plan	5213970-ATK-04-ZZ-DRAR-011509	P2	04.10.2023
Elevation Plan	5213970-ATK-05-XX-DRAR-031542	P1	24.04.2023
Elevation Plan	5213970-ATK-05-XX-DRAR-031541	P1	24.04.2023
Other Plan	5213970-ATK-05-00-DRAR-021543	P1	24.04.2023
Site Layout Plan	5213970-ATK-05-00-DRAR-021542	P1	24.04.2023
Location Plan	5213970-ATK-05-00-DRAR-021541	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. No development shall take place, other than demolition works, until the developer obtains the Local Planning Authority's written approval of details of both existing and proposed ground levels and the proposed finished ground floor levels of the buildings. The development shall be carried out in accordance with the approved levels.

Reason: To ensure the Local Planning Authority are satisfied with the details of the proposal and its relationship with adjoining development and to safeguard the visual amenities of the locality with regard to Reigate and Banstead Development Management Plan 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 and protect amenity of neighbouring properties 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 in the rear gardens 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 cowl 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 04/04/2023 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 04/04/2023. 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-0104 P01, (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.

28. The dwellings hereby permitted shall not be first occupied unless and until the vertical privacy blades have been installed to provide screening in accordance with the approved drawing 5213970-ATK-05-XX-DR-AR-041501 Rev P1. The vertical privacy blades shall thereafter be permanently retained and maintained as approved.

Reason: To ensure that the development does not affect the amenity of existing property 69 Hatch Gardens by overlooking with regard to Reigate and Banstead Development Management Plan policy DES1.

INFORMATIVES

1. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at www.firesprinklers.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
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

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.

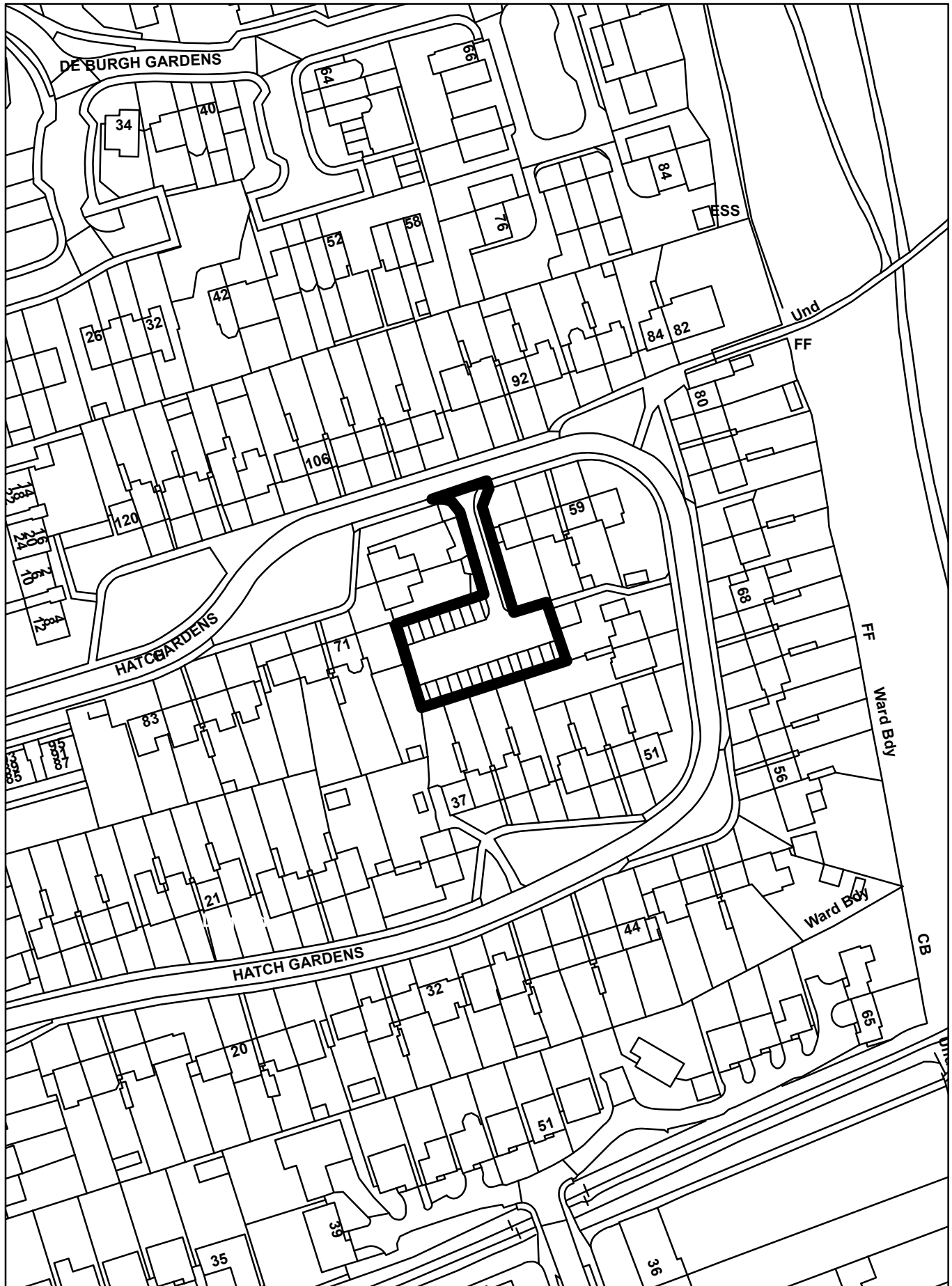
REASON FOR PERMISSION

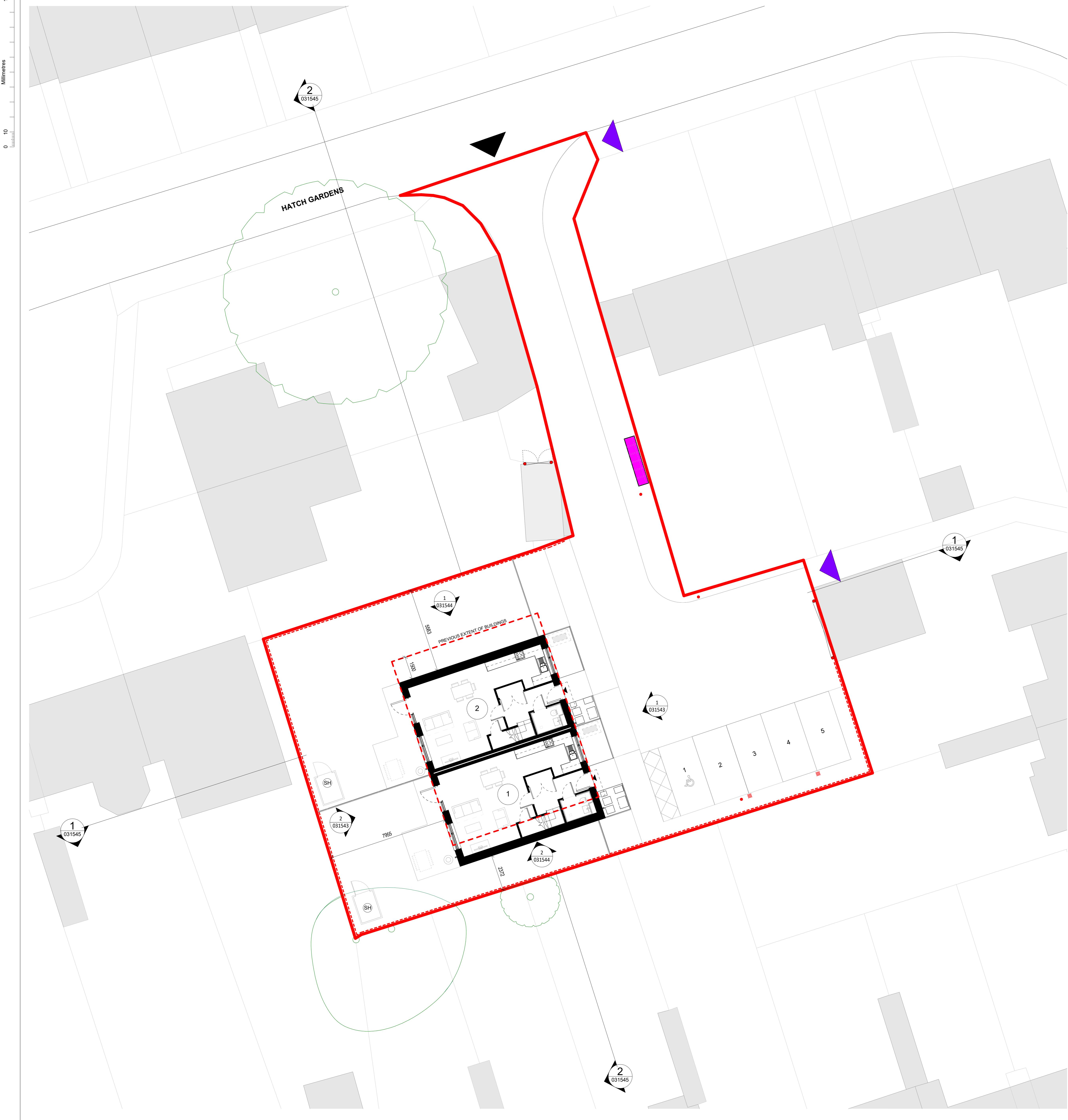
The development hereby permitted has been assessed against development plan policies CS1, CS10, CS11, CS14, CS17, DES1, DES4, DES5, DES8, DES9, TAP1, CCF1, CCF2, NHE2, NHE3 and INF3 and material considerations, including third party representations. It has been concluded that the development is in accordance 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.

23/00821/F - Land At Hatch Gardens, Tadworth





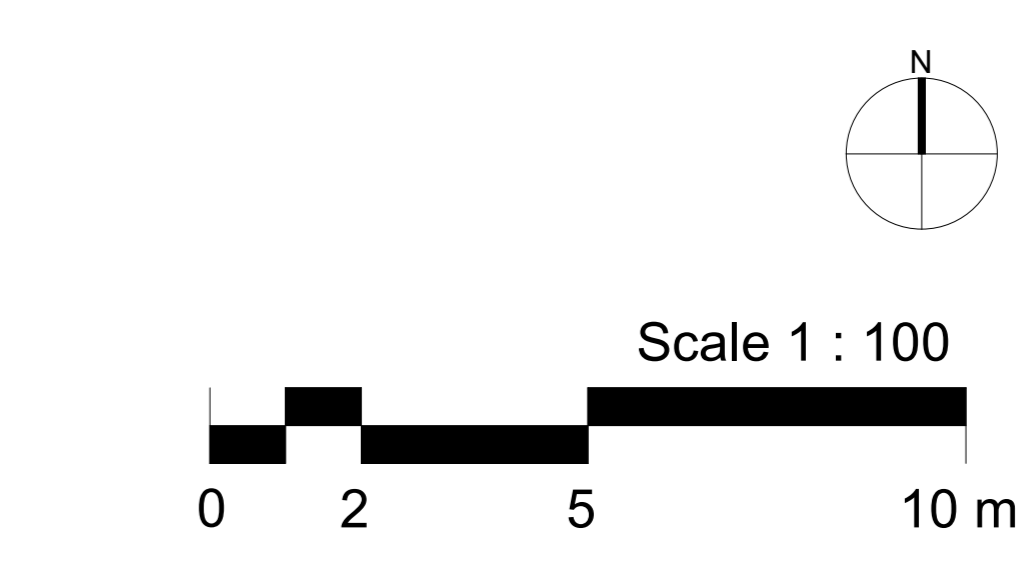
1 PROPOSED SITE PLAN
SCALE 1 : 100

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SCHEDULE OF ACCOMMODATION					
HOUSE - 2B4P (89 sqm)	HOUSE - 3B5P (107 sqm)	UNITS TOTAL	TYPOLOGY	OCCUPANCY	PARKING
0	2	2	TYPOLOGY 5	10	5
0%	100%	100%			

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
 - MAIN ENTRY TO PLOT
 - PEDESTRIAN ENTRANCE
 - MAIN ENTRANCE
 - EV CHARGING POINT - PASSIVE (TWO OUTLET POINTS)
 - REFUSE AND RECYCLING BINS
 - POLE LUMINAIRE
 - BOLLARD LUMINAIRE
 - PROPOSED PERIMETER FENCE EXTENTS
 - TEMPORARY REFUSE COLLECTION POINT
 - GARDEN SHED



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

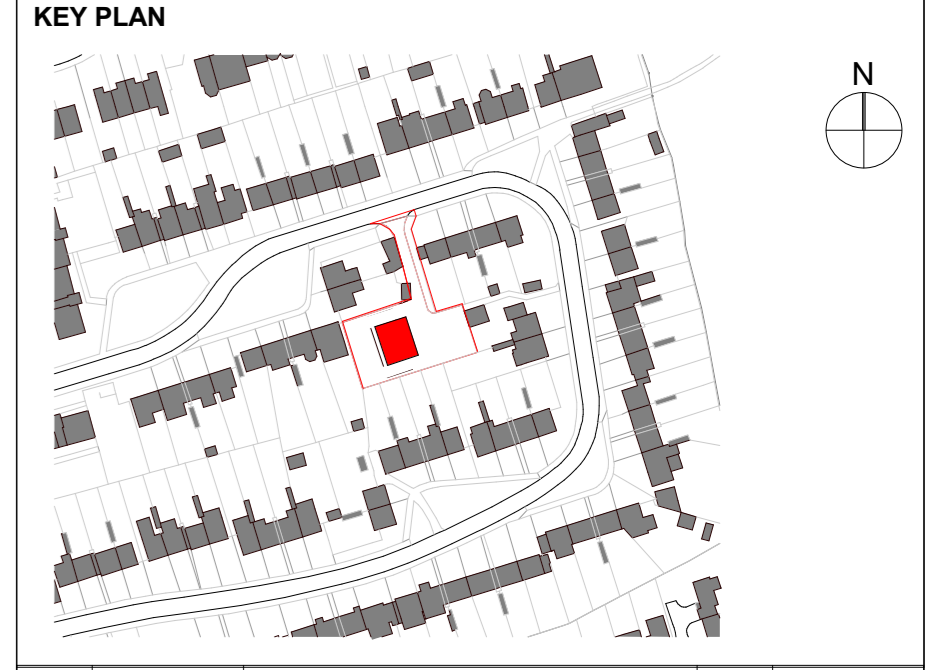
In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

- 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

Rev.	By	Description

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	11/10/2023	FOR PLANNING SUBMISSION	AJ	MD	AD
Rev.	Date	Description	By	CHKD	App'd

FOR INFORMATION S2

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www.edaroth.co.uk

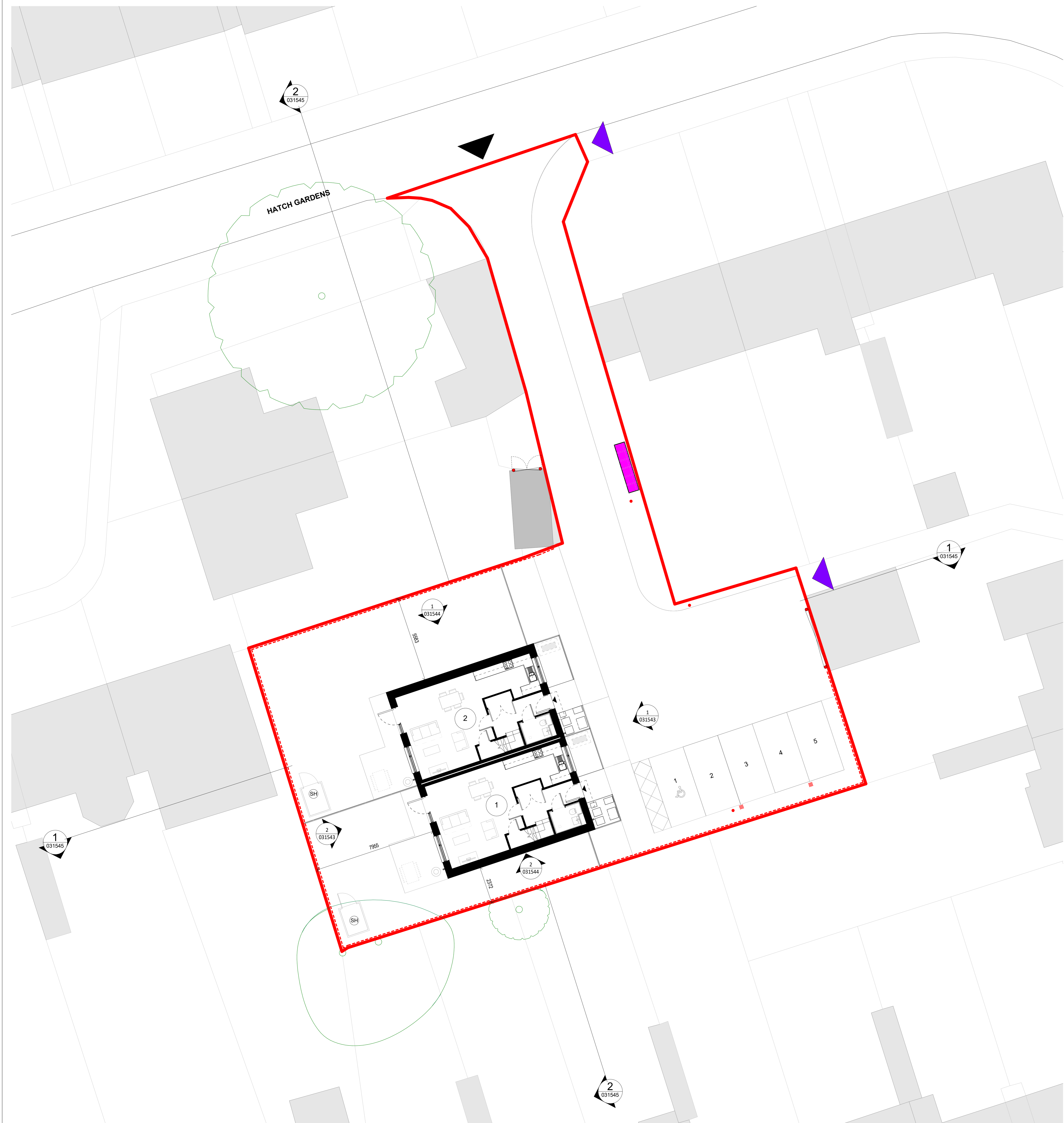
Client
Raven Housing Trust
Raven Housing Trust
29 Linkfield Lane
Redhill
Surrey RH1 1SS
www.ravenht.org.uk

RAVEN GARAGE SITES BANSTEAD AND TADWORTH

SITE WIDE PROPOSED SITE PLAN SKETCH HATCH GARDENS

Scale	1 : 100	Designed	MD	Drawn	AJ	Checked	MD	Authorised	AD
Original File	AO	Date	18/08/2023	Date	18/08/2023	Date	18/08/2023	Date	18/08/2023
Drawing Number	5213970-ATK-05-00-DR-AR-021545	Revision		Revision		Revision		Revision	

0 10 100
Millimetres



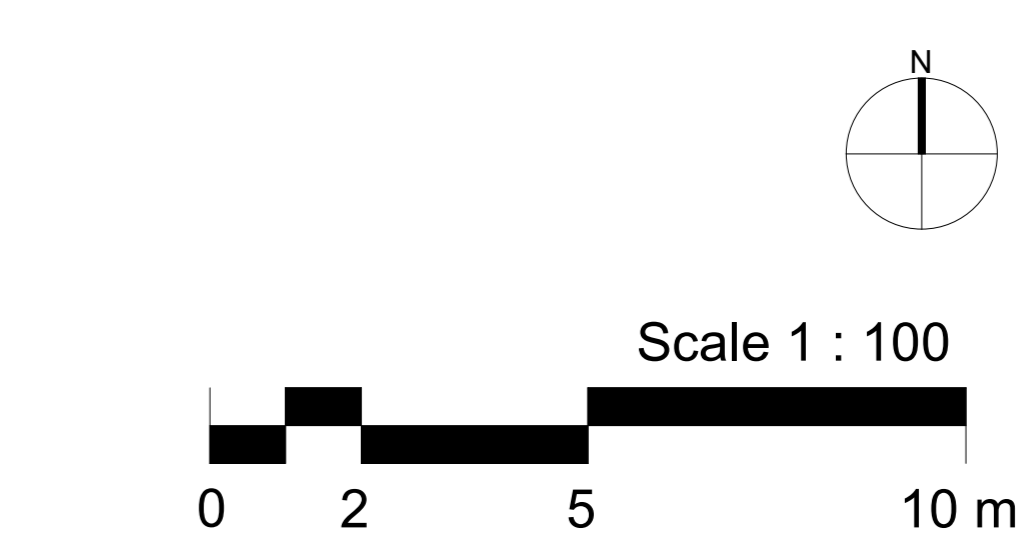
1 PROPOSED SITE PLAN
SCALE 1 : 100

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SCHEDULE OF ACCOMMODATION					
HOUSE - 2B4P (89 sqm)	HOUSE - 3B5P (107 sqm)	UNITS TOTAL	TYPOLOGY	OCCUPANCY	PARKING
0	2	2	TYPOLOGY 5	10	5
0%	100%	100%			

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
 - MAIN ENTRY TO PLOT
 - PEDESTRIAN ENTRANCE
 - MAIN ENTRANCE
 - EV CHARGING POINT - PASSIVE (TWO OUTLET POINTS)
 - REFUSE AND RECYCLING BINS
 - POLE LUMINAIRE
 - BOLLARD LUMINAIRE
 - PROPOSED PERIMETER 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

Rev: _____
By: _____
Date: _____

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

Rev	Date	Description	By	CHKD	App'd	Status
P3	11/10/2023	FOR PLANNING SUBMISSION	AJ	MD	AD	
P2	18/08/2023	FOR INFORMATION	AJ	MD	AD	
P1	27/03/2023	FOR INFORMATION	NK	MD	AD	

FOR INFORMATION **S2**

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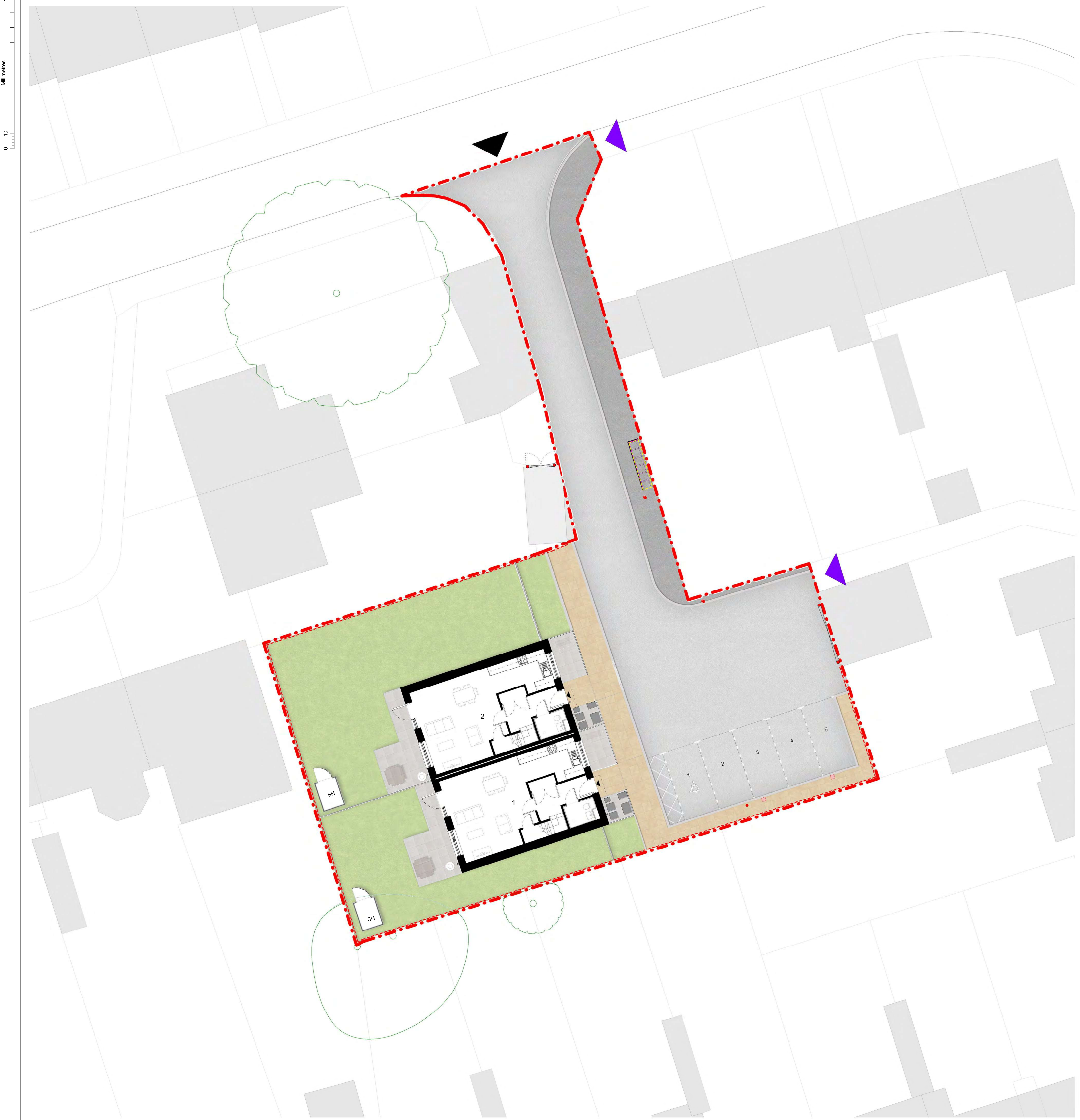
Raven Housing Trust
Raven Housing Trust
29 Linkfield Lane
Redhill
Surrey RH1 1SS
www.ravenht.org.uk

Project Title
RAVEN GARAGE SITES
BANSTEAD AND TADWORTH

Drawing Title
SITE WIDE
PROPOSED SITE PLAN
HATCH GARDENS

Scale	Designed	Drawn	Checked	Authorised
1 : 100	MD	AJ	MD	AD
Original File	Date	Date	Date	Date
AO	18/08/2023	18/08/2023	18/08/2023	18/08/2023
Drawing Number	Revision			
5213970-ATK-05-00-DR-AR-021544	P3			

Admin Project Number: 5213970



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

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Rev: _____
Revised Name

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KEY PLAN

Rev	Date	Description	By	CHKD	App'd
P3	11/10/2023	FOR PLANNING SUBMISSION	AJ	MD	AD
P2	18/08/2023	FOR INFORMATION	AJ	MD	AD
P1	27/03/2023	FOR INFORMATION	NK	MD	AD

FOR INFORMATION **S2**

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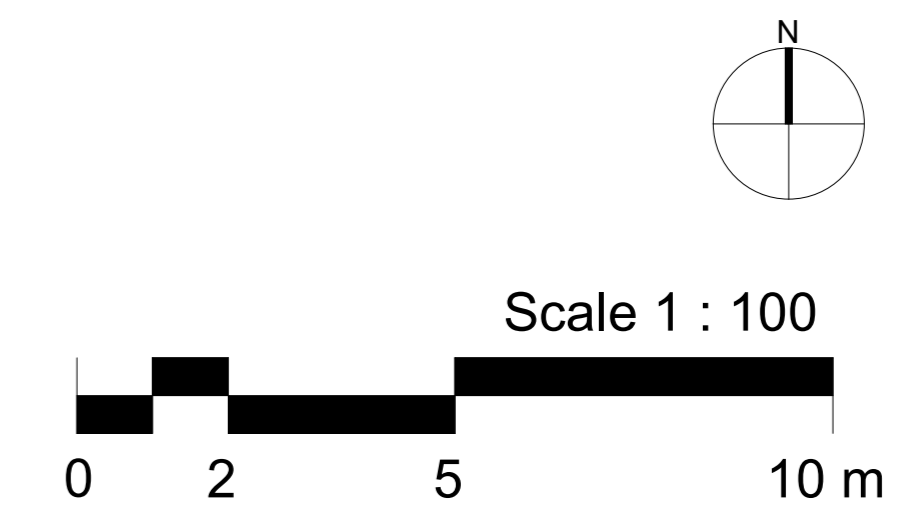
**RAVEN GARAGE SITES
 BANSTEAD AND TADWORTH**

**SITE WIDE
 LANDSCAPE PLAN
 HATCH GARDENS**

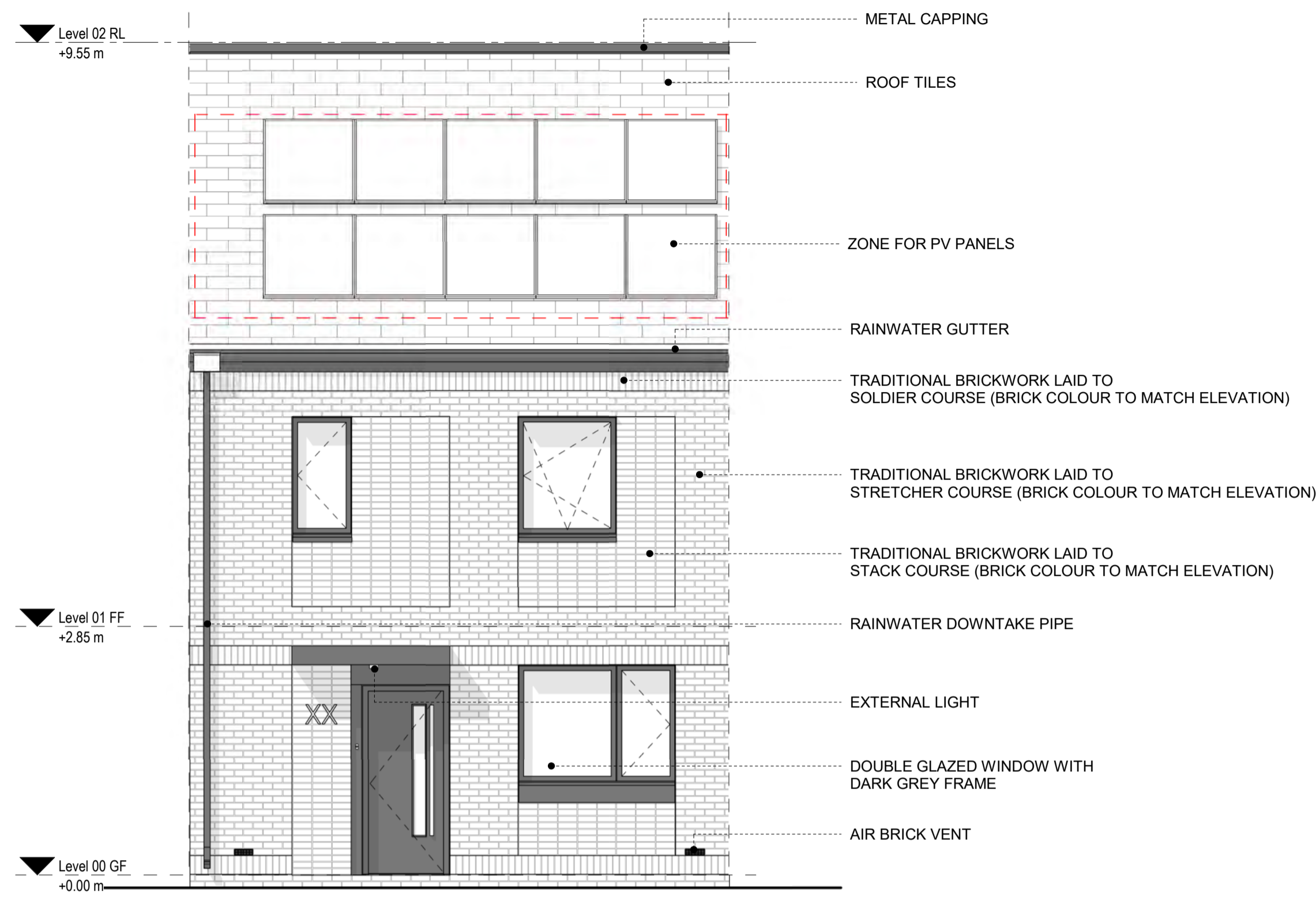
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Original File	Date	Date	Date	Date
A0	18/08/2023	18/08/2023	18/08/2023	18/08/2023
Drawing Number	Revision			
5213970-ATK-05-00-DR-AR-021546	P3			

1 PROPOSED SITE PLAN - LANDSCAPE
 SCALE: 1 : 100

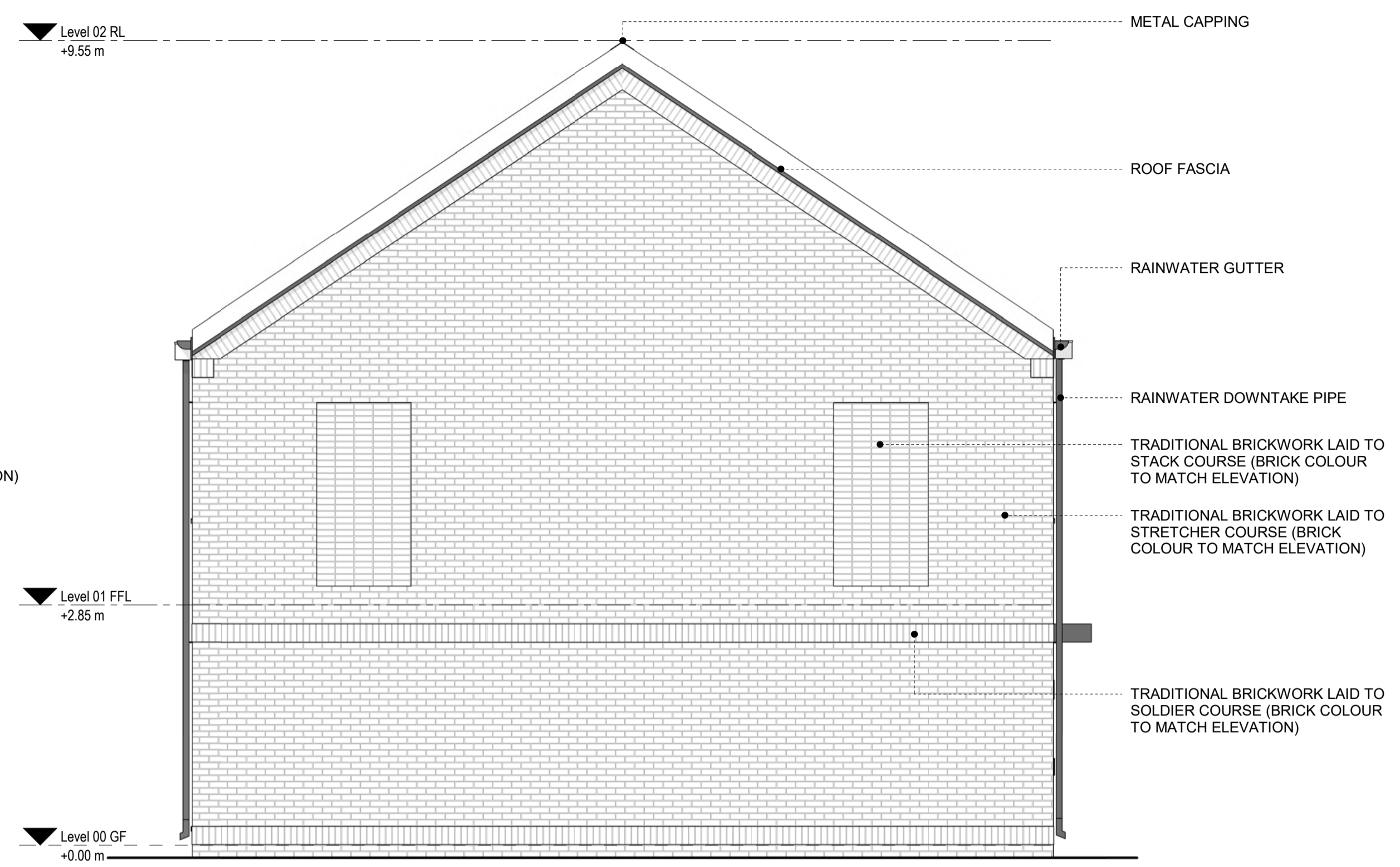
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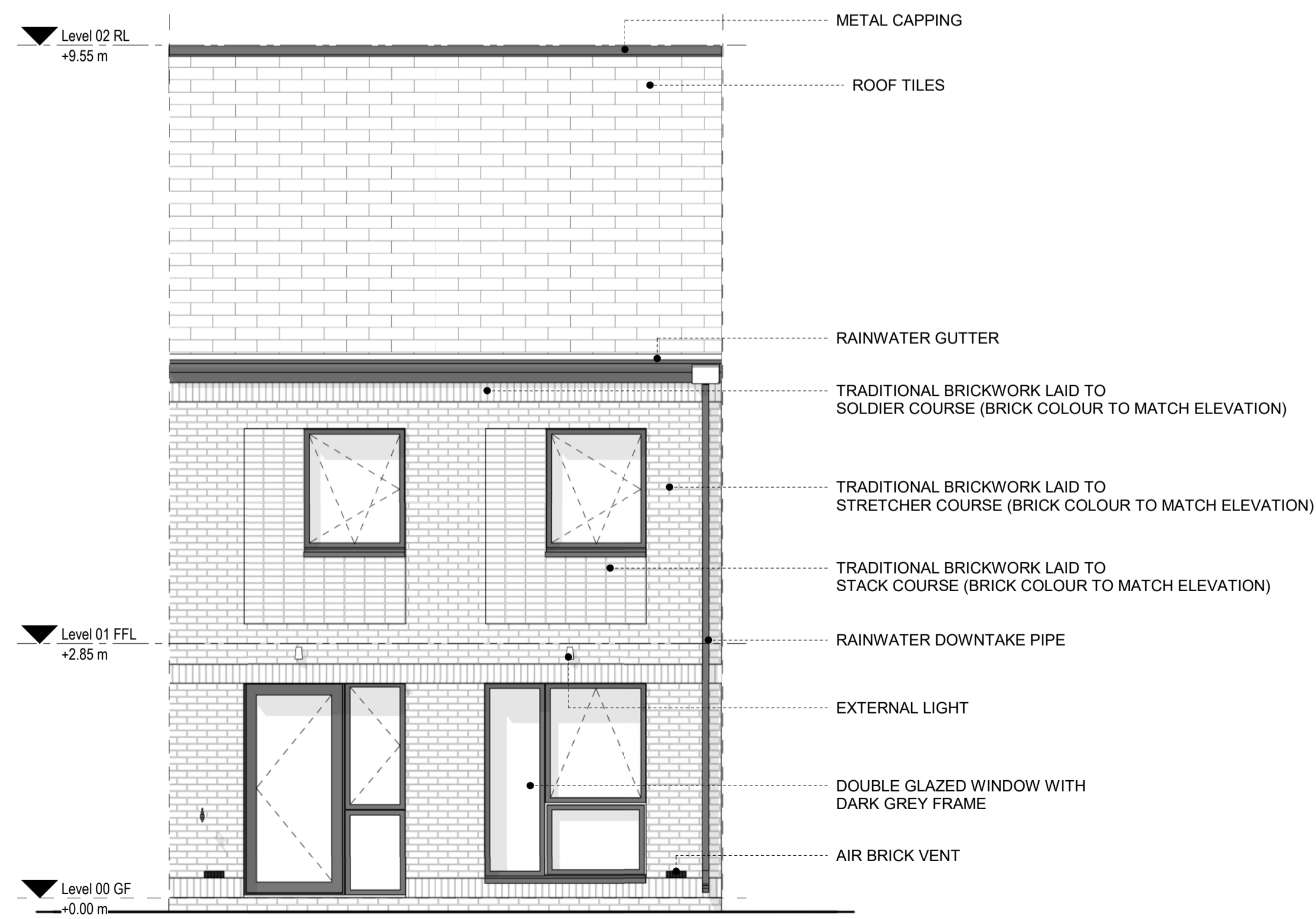
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Millimetres
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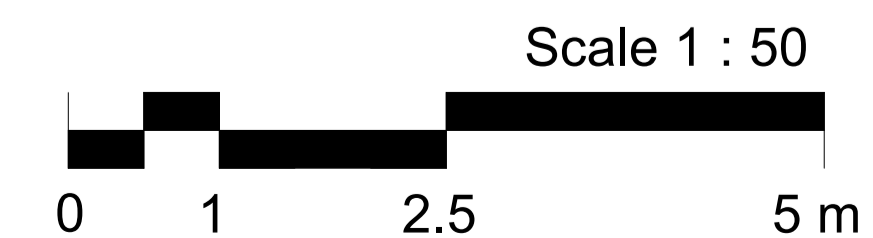
1 FRONT ELEVATION
SCALE 1 : 50



3 GABLE ELEVATION
SCALE 1 : 50



2 BACK ELEVATION
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

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References	
Rev.	Model Name

NOTE:
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P2	14/08/2023	FOR INFORMATION	MZ	MD	MD
P1	28/03/2023	FOR INFORMATION	NK	MD	AD
Rev.	Date	Description	By	Chk'd	App'd

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

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www.edaroth.co.uk

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

Drawing Title: **GENERAL ARRANGEMENT
UNIT TYPE
ELEVATION**

Scale	Designed	Drawn	Checked	Authorised
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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-011509				P2

Atkins Project Number: 5217922