 <p>Reigate &amp; Banstead BOROUGH COUNCIL Banstead   Horley   Redhill   Reigate</p>	<b>TO:</b>	PLANNING COMMITTEE
	<b>DATE:</b>	10 January 2024
	<b>REPORT OF:</b>	HEAD OF PLANNING
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<b>AGENDA ITEM:</b>	5	<b>WARD:</b> <i>Earlswood and Whitebushes</i>

<b>APPLICATION NUMBER:</b>	23/01119/F	<b>VALID:</b>	14 June 2023
<b>APPLICANT:</b>	Bellway Homes (South London) Limited	<b>AGENT:</b>	Savills UK Ltd
<b>LOCATION:</b>	<b>FORMER GAS HOLDERS HOOLEY LANE REDHILL SURREY</b>		
<b>DESCRIPTION:</b>	Erection of 70 dwellings with access from hooley lane, with associated landscaping and infrastructure. As amended on 06/07/2023 and on 25/07/2023. As amended on 14/08/2023, 10/10/2023, 11/10/2023, 23/10/2023, 08/11/2023, 22/11/2023 and 12/12/2023		
<b>All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.</b>			

## SUMMARY

The site comprises the former gas holder site that has been cleared and which now lies vacant. It lies alongside Hooley Lane and abuts landscaped areas of land to the north, and east part of which are identified as urban open space and form part of the setting of the adjacent residential scheme to the rear of this site comprising a mixture of houses and flats which appear to relate to a 2004 Reserved Matters Scheme. To the west and appearing to be partially within the site a well treed area abuts the Redhill Brook.

The area to the south comprises generally older housing of late Victorian/early Edwardian character predominantly 2 – 2 1/2 storey terraces with modest gardens and some off street parking, although many rely solely on on-street parking. Some individual shops front onto Hooley Lane. The area lies to the south of the Redhill town centre and station both of which are approximately a 20 minute walk from the site. Earlswood railway station is an approximate 10 minute walk to the south-west of the site.

This is a full application for the erection of 70 dwellings with access from Hooley Lane, with associated landscaping and infrastructure. The proposed new access junction would be towards the eastern end of the site opposite nos. 57-67. The layout includes a main access spine road from the new entrance to the development

which leads to the entire development and parking. The access heads firstly in a northern and then western direction.

Semi-detached and terrace housing (units 62-70) are proposed to be sited to face along Hooley Lane to the west and east of the new access. A row of three terrace dwellings (units 1-3) are proposed to the west of no.12-14 Hooley Lane. The houses would be of a traditional pitched gable roof design with tile and brick finish and would all be 3-bedroom dwellings. The semi-detached and terrace properties would be two storey with the majority including roof accommodation.

The remaining built form would be three modern flat roof flatted blocks of accommodation which are located at the western end of the site and to the rear of the eastern part of the site. The flatted blocks would vary from 3 to 4 storeys in height. The 4 storey elements would be located at the rear of the site.

Each of the terrace and semi-detached properties would benefit from their own rear gardens. Soft landscaping is proposed throughout the scheme and a communal play area – a Local Area for play (LAP) is proposed in the north-east of the site between block 2 and 3.

As well as the new vehicular access a secondary pedestrian access is proposed in to the site to the west of 12-14 Hooley Lane. 96 car parking spaces are proposed in total, 2 allocated per 3 bedroom dwelling, 58 spaces for the 58 1 and 2 bedroom flats and 14 visitor spaces located across the site. Following discussions with Surrey County Council it has also been agreed to provide a 3.5m wide segregated (cyclist and pedestrian lane) route along the site frontage where the applicant has control and a 3m wide segregated route where they do not use part of the existing highway.

21 of the 70 dwellings would be affordable units (30%). The proposed mix would be:

- 12 x 3 bed houses (3 affordable)
- 42 x 2 bed flats (11 affordable)
- 16 x 1 bed flat (7 affordable)

The proposed dwellings have all been planned in accordance with the Nationally Described Space Standards. The application document show that 26 units are designed to meet M4(2) requirements – which exceeds the 20% required by DES7(3)a. Three affordable housing units (2 bed ground floor units) and one market 1 bed unit would meet M4(3) requirements to meet the 4% requirement under DES7 and DES6.

The application site is situated within the urban area where there is a presumption in favour of sustainable development and where the principle of such residential development is acceptable in land use terms. It is also important to note that the site is previously developed land (PDL) and that both the Council's Development Plan and the NPPF promote the efficient use of the urban area. The NPPF at paragraph 124 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;”.

The proposed mix and level of affordable housing is in accordance with the requirements of the development plan.

In terms of the design and scale of the scheme whilst the proposal would result in a significant change to the existing character and nature of the site it is considered that the proposal achieves a good standard of design and a development which is in keeping with the scale and character of surrounding residential development.

The proposal is considered to have an acceptable relationship to the surrounding residential properties.

Subject to conditions the scheme is considered acceptable with regard to quality of accommodation for future residents, contamination, drainage, ecology, trees, crime, and sustainable construction.

The scheme would meet the Council's minimum parking standards set out by the Development Management Plan (DMP) and so is a parking compliant scheme. Surrey County Council has no objection to the proposal in relation to the acceptability of the access and impact on local highway networks in terms of highway safety and capacity.

With regard to flooding the applicant has provided a Flood Risk Assessment and Drainage Strategy to demonstrate that the site meets the policy and NPPF requirements. Both the Environment Agency (EA) and Surrey Local Lead Flood Authority (LLFA) have raised no objection to the proposal. Conditions are recommended to secure further details of the surface water drainage (Suds) system.

It is therefore the view of officers that the scheme is acceptable in principle. The scheme is considered to meet the requirements of the Development Plan and guidance set out within the NPPF. The scheme would provide a meaningful contribution to the housing needs of the borough and follow the “urban areas first” approach set out within the Core Strategy. The scheme would also provide economic benefits to the borough during the construction period and would provide significant contributions towards local infrastructure through the CIL. There are therefore considered to be no substantive grounds to refuse the application and as such it is recommended for approval.

## **RECOMMENDATION(S)**

Subject to the completion of all documentation required to create a planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended to secure:

- (i) 21 units of affordable housing in the following tenure mix
  - 13 x Affordable Rent
  - 8 x Shared Ownership

- (ii) Provision of one car club vehicle for a minimum of two years from the first occupation of any dwelling in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The car club vehicle to be provided with a dedicated car club only parking bay with an electric vehicle fast charging facility (current minimum requirements 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in an agreed publicly accessible location, with all associated costs to be met by the developer. Provision of two year's free membership of the car club and £50 drive time for all new first-time occupiers of each dwelling.
  
- (iii) The Council's legal costs in preparing the agreement

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

In the event that a satisfactorily completed obligation is not received by 10 June 2024 or such longer period as may be agreed, the Head of Places and Planning be authorised to refuse permission for the following reason

1. Without a completed planning obligation the proposal fails to provide on-site affordable housing and is therefore contrary to policy DES6 of the Reigate and Banstead Development Management Plan 2019 and would not secure a car club facility and therefore fails to maximise sustainable transport contrary to the sustainable transport requirements of the NPPF and policy TAP1 of the Reigate and Banstead Development Management Plan 2019.

## **Consultations:**

Environment Agency: no objection subject to conditions in relation to ground contamination and piling.

Environmental Health (Contaminated Land): no objection subject to conditions to secure further information in relation to contamination.

Environmental Health (Air Quality): no concerns from an air quality perspective subject to conditions to secure the provision of electric charging points and effective water suppression during demolition.

Regulatory Support Services (Noise Consultants): No objection but recommend conditions in relation to construction management, environmental noise and external amenity.

Surrey County Council Highway Authority (CHA): The County Highway Authority has assessed the application on safety, capacity and policy grounds and has raised no objection subject to conditions.

Surrey County Council Lead Local Flood Authority: Satisfied that the proposed drainage scheme meets the national guidance and technical standards. Condition recommended to secure further finalised details of drainage strategy and implementation of drainage strategy.

Surrey County Council Minerals and Waste Planning Authority: No objection subject to LPA being satisfied that the scheme does not impact on the operation of Patteson Court Landfill, that refuse can be adequate collected from site and a condition to secure a Waste Management Plan.

Surrey Police Designing Out Crime Officer: amended scheme addresses the initial issues raised in their 26<sup>th</sup> June response. Recommends a Secure by Design condition.

Surrey Wildlife Trust: conditions recommended were the application to be approved

Council's Affordable Housing Officer: The Affordable Housing Officer is very supportive of the mix of affordable homes proposed in the scheme. The 13 affordable rent homes comprising three bedroom houses, two bedroom flats and one bedroom flat will meet current identified need. The eight shared ownership flats comprising an equal number of one and two bedroom flats will offer an affordable homeownership option within the Redhill area'

## **Representations:**

To date 112 responses have been received 102 objecting, 6 neutral representations and 4 in support.

The following issues have been raised:

<b>Issue</b>	<b>Response</b>
Property devaluation	This is not a material planning consideration
Noise & disturbance	See paragraphs 6.39
Overshadowing	See paragraphs 6.33 to 6.41
Overlooking and loss of privacy	See paragraphs 6.33 to 6.41
Out of character with surrounding area	See paragraphs 6.7 to 6.14
Overdevelopment	See paragraphs 6.7 to 6.14
Poor design	See paragraphs 6.7 to 6.14
Harm to Conservation Area	Site is not within Conservation Area
Harm to Green Belt/Countryside	Site is in designated urban area, not within Green Belt
Inconvenience during construction	See paragraphs 6.40
Increase in traffic and congestion	See paragraphs 6.42 to 6.52
Hazard to highway safety	See paragraphs 6.42 to 6.52
Inadequate parking	See paragraphs 6.42 to 6.52
Drainage and sewage capacity	See paragraphs 6.58 to 6.60
Flooding	See paragraphs 6.58 to 6.60
Harm to wildlife habitat	See paragraphs 6.63 to 6.68
Crime fears	See paragraphs 6.73 to 6.74
Impact on/lack of infrastructure and facilities/amenities in local area to support increased population	See paragraphs 6.75 to 6.79
Request for community centre	See paragraphs 6.1 to 6.5
Loss of/harm to trees	See paragraphs 6.69 to 6.72
Loss of green space	Site is not protected open space
Loss of private view	Not a material planning consideration
Health fears	See paragraphs 6.39 and 6.61
No need for the development	Each scheme must be assessed on its own planning merits
Alternative location/scheme preferred	Submitted scheme must be assessed on its own planning merits
Loss of buildings	See paragraphs 6.1 to 6.5
No information regarding Accessible homes	See paragraphs 6.31 to 6.32

Impact on water resources	See paragraphs 6.53 to 6.57
Poor housing mix and not enough affordable homes	See paragraphs 6.15 to 6.21

The following comments in support were received

- Benefit to housing need, including affordable housing
- Community/regeneration benefit
- Economic growth / jobs
- Visual amenity benefits
- Support for the extension of the shared cycle track along Hooley Lane

## **1.0 Site and Character Appraisal**

- 1.1 The site comprises the former gas holder site that has been cleared and which now lies vacant. It lies alongside Hooley Lane and abuts landscaped areas of land to the north, and east part of which are identified as urban open space and form part of the setting of the adjacent residential scheme to the rear of this site comprising a mixture of houses and flats which appear to relate to a 2004 Reserved Matters Scheme. To the west and appearing to be partially within the site a well treed area abuts the Redhill Brook.
- 1.2 The area to the south comprises generally older housing of late Victorian/early Edwardian character predominantly 2 – 2 1/2 storey terraces with modest gardens and some off street parking, although many rely solely on on-street parking. Some individual shops front onto Hooley Lane.
- 1.3 The area lies to the south of the Redhill town centre and station both of which are approximately a 20 minute walk from the site. Earlswood railway station is an approximate 10 minute walk to the south-west of the site.

## **2.0 Added Value**

- 2.1 Improvements secured at the pre-application stage: The applicant submitted two pre-application proposals under refs. PAM/21/00478 and PAW/22/00333 which sought advice on a number of schemes. The initial scheme was for 88 dwellings, then a scheme for 76 dwellings and finally a scheme for 71 dwellings was submitted. The scale, design and layout and issues of access, flooding and other technical requirements were discussed.
- 2.2 Improvements secured during the course of the application: Amended layout, change to landscaping, change to scale, form and materials for from dwellings (units 62-70). Changes to increase accessibility and units with M4(3). Introduction of new pedestrian/cycle way along site frontage. Additional information provided in relation to ecology, energy and highway matters.

- 2.3 Further improvements to be secured through planning conditions or legal agreement: Various conditions are recommended to control materials, details and landscaping to ensure a high quality development. A legal agreement will be required to secure the on-site affordable housing provision and car club scheme. Various conditions are recommended to secure appropriate information with regard to flooding, ecology, noise, contamination and highway matters.

### **3.0 Relevant Planning and Enforcement History**

- |     |              |   |                                     |
|-----|--------------|---|-------------------------------------|
| 3.1 | 17/02649/DED | Dismantling of the gasholders and adjoining structures  | No objections raised 14/12/2017     |
| 3.2 | 14/01952/CLP | Ground remediation comprising excavation, of up to 0.6m below ground level on the back garden of properties No 12 and 14 Hooley Lane, including excavation of soil underlying existing concrete cover on the gardens and replacement as existing layout | Permitted Development<br>24/11/2014 |
| 3.3 | 07/02342/RET | Renewal of permission for sui generis use of part of site for car rental  | Granted<br>11/01/2008               |
| 3.4 | 04/02360/CU  | Change of use to car rental (retrospective)   | Granted<br>07/12/2004               |

### **4.0 Proposal and Design Approach**

- 4.1 This is a full application for the erection of 70 dwellings with access from Hooley Lane, with associated landscaping and infrastructure.
- 4.2 The Site is proposed to be accessed from Hooley Lane via a new access junction towards the eastern end of the site opposite nos. 57-67. The layout includes a main access spine road from the new entrance to the development which leads to the entire development and parking. The access heads firstly in a northern and then western direction.
- 4.3 Semi-detached and terrace housing (units 62-70) are proposed to be sited to face along Hooley Lane to the west and east of the new access. A row of three terrace dwellings (units 1-3) are proposed to the west of no.12-14 Hooley Lane. The houses would be of a traditional pitched gable roof design with tile and brick finish and would all be 3-bedroom dwellings. The semi-detached and terrace properties would be two storey with the majority including roof accommodation.
- 4.4 The remaining built form would be three modern flat roof flatted blocks of accommodation which are located at the western end of the site and to the rear of the eastern part of the site. The flatted blocks would vary from 3 to 4 storeys in height. The 4 storey elements would be located at the rear of the site.



- 4.5 Each of the terrace and semi-detached properties would benefit from their own rear gardens. Soft landscaping is proposed throughout the scheme and a communal play area – a Local Area for play (LAP) is proposed in the north-east of the site between block 2 and 3.
- 4.6 As well as the new vehicular access a secondary pedestrian access is proposed into the site to the west of 12-14 Hooley Lane. 96 car parking spaces are proposed in total, 2 allocated spaces per three bedroom dwelling, 58 spaces for the 58 x one and two bedroom flats and 14 visitor spaces located across the site. Following discussions with Surrey County Council it has also been agreed to provide a 3.5m wide segregated (cyclist and pedestrian lane) route along the site frontage where the applicant has control and a 3m wide segregated route where they do not use part of the existing highway.
- 4.7 21 of the 70 dwellings would be affordable units (30%). The proposed mix would be:
- 12 x 3 bed houses (3 affordable)
  - 42 x 2 bed flats (11 affordable)
  - 16 x 1 bed flat (7 affordable)
- 4.8 The proposed dwellings have all been planned in accordance with the Nationally Described Space Standards. The application document show that 26 units are designed to meet M4(2) requirements – which exceeds the 20% required by DES7(3)a. Three affordable housing units (2 bed ground floor units) and one market 1 bed unit would meet M4(3) requirements to meet the 4% requirement under DES7 and DES6.
- 4.9 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:  
Assessment;  
Involvement;  
Evaluation; and  
Design.
- 4.10 Evidence of the applicant's design approach is set out below:

Assessment	A stand alone Design and Access Statement has been submitted to support the application. Pages 8 to 17 set out the context of the development including wider setting characteristics of the application site
Involvement	Reference is made to public presentation in the appendix. Within the Planning Statement it is advised that a leaflet was prepared and posted to 612 neighbouring properties in advance of submitting the application.

Evaluation	The statement at pages 18 details how the design takes the identified context in to account but establishing development parameters and formulating the design approach, including domestic frontage to Hooley Lane, Apartments placed in the mature landscape backdrop, open visual corridor to eastern open space and open character to the body of the site to incorporate landscaping, social spaces and parking. The approach is then further developed through pages 19 to 22. Consideration of access is covered at pages 23 to 25.
Design	The statement sets out details of the proposed development at page 26 onwards in terms of layout principles & concepts and architectural principles & concepts.  An addendum to the Design & Access Statement was provided during the application process setting out the amendments made since submission.

4.11 Further details of the development are as follows:

Site area	0.86ha
Existing use	Former Gas Holder Site
Proposed use	Residential – 70 units
Proposed parking spaces	96 (including 2 for each 3 bed unit, 1 for each 1 and 2 bed unit and 14 visitor spaces)
Parking standard	96 (including 2 for each 3 bed unit, 1 for each 1 and 2 bed unit and 14 visitor spaces)
Number of affordable units	21 (30%)
Net increase in dwellings	70
Proposed site density	81 dph
Density of the surrounding area	69dph – Tylehurst Drive, Kingsfield Way and Rydons Way 44dph – Housing south of Hooley Lane – west and north of St John’s Road and east of railway No’s 49 to 91 Castle Drive (east side) 107dph – Housing south and west of Brook Road, north of Hooley Lane and east of Brighton Road. 131 dph – Extant approved application 21/01458/F for 68 flats at Hockley Industrial Centre

## **5.0 Policy Context**

### **5.1 Designation**

Urban Area

Partly within Flood Zone 2 (very western part of site adjacent to the brook)

Parking Standards – Medium accessibility

### **5.2 Reigate and Banstead Core Strategy**

CS1 (Sustainable Development)

CS4 (Valued Townscapes and Historic Environment)

CS5 (Valued People/Economic Development),

CS8 (Area 2a:Redhill),

CS10 (Sustainable Development),

CS11 (Sustainable Construction),

CS12 (Infrastructure Delivery),

CS13 (Housing Delivery)

CS14 (Housing Needs)

CS17 (Travel Options and accessibility)

### **5.3 Reigate & Banstead Development Management Plan 2019**

DES1 (Design of new development)

DES4 (Housing mix)

DES5 (Delivering high quality homes)

DES6 (Affordable Housing)

DES7 (Specialist Accommodation)

DES8 (Construction Management)

DES9 (Pollution and contamination land)

TAP1 (Access, Parking and Servicing)

CCF1 (Climate Change Mitigation)

CCF2 (Flood Risk)

INF1 (Infrastructure)

INF3 (Electronic communication networks)

NHE2 (Protecting and Enhancing Biodiversity)

NHE3 (Protecting trees, woodland areas and natural habitats)

OSR2 (Open Space in new developments)

### **5.4 Other Material Considerations**

National Planning Policy Framework  
December 2023 (NPPF)

National Planning Practice Guidance  
(NPPG)

Supplementary Planning  
Guidance/Documents

Surrey Design  
Local Character and Distinctiveness  
Design Guide SPD 2021

Climate Change and Sustainable  
Construction SPD 2021  
Vehicle and Cycle Parking  
Guidance 2018  
Affordable Housing

Other

Human Rights Act 1998  
Community Infrastructure Levy  
Regulations 2010

## 6.0 Assessment

- 6.1 The application site is situated within the urban area where there is a presumption in favour of sustainable development and where the principle of such residential development is acceptable in land use terms. Appropriate residential growth is actively encouraged by the Core Strategy, in line with the “urban areas first” approach in Policy CS6. This is reinforced within the Introduction section of the Development Management Plan 2019 which states that the Core Strategy is an ‘urban areas first’ strategy. Where priority is given to the identified regeneration areas and main settlements. The urban extension developments are intended to only be released for development once the opportunities within the urban areas start to become more limited and the Council is unable to demonstrate a five year supply of housing land available.
- 6.2 The principle of the suitability of this site for housing development has already been assessed by the Council’s Planning Policy Team. The site is included in the Council’s latest Housing and Economic Land Availability Assessment (HELAA) May 2018 as Site RE10, where it was identified as being suitable, available, achievable, and deliverable. The site is also included as being suitable for housing development in the latest annual Brownfield Land Register December 2022, as Site Ref: 154, and as being “deliverable” for between 25 and 80 net dwellings (on 0.93ha), with no current planning permissions.
- 6.3 It is also important to note that the site is previously developed land (PDL) and that both the Council’s Development Plan and the NPPF promote the efficient use of the urban area. The NPPF at paragraph 124 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;”.
- 6.4 There is therefore no in principle objection to the proposal which would count towards the overall aim Core Strategy aim of providing at least 815 homes throughout the borough on windful sites.
- 6.5 It is noted that a number of representations have asked for a community centre to be provided as part of the scheme. This is not an allocated site and so there is no policy requirements for such a building to be provided. The

scheme will however contribute towards the Community Infrastructure Levy (CIL). This money could be used by local groups to secure funding for improved community facilities.

6.6 The main issues to consider are:

- Design appraisal
- Housing Mix, Affordable Housing and Standard of Accommodation
- Neighbour amenity
- Highway matters
- Sustainable construction
- Flooding and Drainage
- Contamination
- Ecology and trees
- Crime
- Community Infrastructure Levy and S106 obligations

Design appraisal

6.7 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.

6.8 It is acknowledged that the proposed development would be a significant change from the existing site given that following the removal of the gas facilities the site is now fairly open with limited built form on the site. The density of the scheme would be relatively high compared to that of the immediate area but it would not be excessive and as noted above would be lower than the density of the extant scheme at the Hockley Industrial estate and the area to the west and south of Brook Road. As such, the density is considered to be within the range reflective of the surrounding area. The consideration is whether the proposed layout and level of built form adequately address the character and scale of the surrounding area and will contribute to the character of the area.

6.9 In this case it is considered that the overall layout and location and scale of the built form is well thought out. The scheme seeks to retain the lower two storey scale of the dwellings that front on to Hooley Lane by proposing 9 two storey dwellings (7 with accommodation in the roof and therefore higher ridges) along Hooley Lane, either side of the proposed access. Units 69 and 70 have no roof accommodation with a lower ridge height which ensures that the dwellings are very similar to the scale of the existing immediately adjacent

dwelling 12 and 14 Hooley Lane. The other proposed dwellings along Hooley Lane, whilst taller, would still have a two storey scale and all 9 of the frontage dwellings have been set back from the road to respect the set back nature of 12-14 Hooley Lane. Their design are a simple dual pitched roof design with gable ends which seeks to replicate the traditional nature of the dwellings along Hooley Lane and the wider area. The elevations would be a red brick facing with the fenestration framed in contrasting buff brickwork. The roofs would be a brown/red plain tile. This is the applicant's modern interpretation of the traditional form and materials of the surrounding properties. The proposed dormer windows would be well proportioned set well away from the eaves and main ridges. Combined with the flat roof design they would be of an appropriate scale, not dominating the roof slopes. The result is considered to be relatively well proportioned elevations and form which respect and contribute towards local distinctiveness without trying to imitate the surrounding dwellings.

- 6.10 The flatted blocks would then be located at the western end of the site and to the rear of the 3 bedroom dwellings ensuring that these more modern style buildings of a higher height are less visually prominent within the wider street scene. Block 1 would extend reasonably close to Hooley Lane however at this point it would only be three storeys in height and would be set behind an landscaped buffer. As such this element would not appear prominent. The blocks would be modern flat roof buildings. Such a design is not common in the immediate area however such an approach has been taken on a number of extant applications to the west of the site at the Hockley Industrial Estate and Brook Road. Such an approach also has the benefit of keeping the overall height of the buildings lower when compared to traditional pitched roof blocks. The walls would primarily be brick facing with the use of a red brick with contrasting grey brick. The blocks with 4<sup>th</sup> storeys have been designed to be set back with a lighter great panelling to appear less visually intrusive. Block 3 has a mansard style 4<sup>th</sup> floor with a zinc style seam roof which helps to soften the appearance of the top floor element and give it the appearance of being accommodation within the roof. These highest elements are set well within the site as well reducing their visual impact from Hooley Lane and other vantage points around the site. To the rear of the site the land is at a higher level (to varying degrees), therefore as demonstrated by the submitted section and street scene drawings the height of these blocks will be commensurate with the housing located to the north of the site. Therefore when viewed from the north the blocks will not appear dominant or out of scale with the development to the north.
- 6.11 The internal layout has been designed to ensure that the scheme meets the Council's minimum parking standards which does mean the amount of hardstanding within the site is large and the amount of room retained for soft landscaping is not as high as would ideally be proposed however it is considered that the amount of parking has been distributed well throughout the site so that it would still not appear as a car dominated scheme with the use of well located parking courts and soft landscaping. As you enter the site it is well landscaped with the parking areas broken up. Then as you enter further into the site areas of soft landscaping are provided to the back of the

parking bays and along the access road to help soften the appearance within the site. There would also be good level of soft landscaping and trees retained around the perimeter of the site to help ensure that the development does not appear overly cramped or overdeveloped.

- 6.12 It is noted that the scheme does not include any links through to the development at the rear of the site or urban open space to the east of the site. This has been a consideration and would have been a positive addition to the scheme however due to the privately owned nature of the development to the north it has not been possible to include any such links. Furthermore Surrey Police are likely to have had concerns with such footpaths from a secure by design point of view. In any case the lack of a pedestrian link through to the development at the rear of the site is not a reason to refuse this application.
- 6.13 Therefore, taking in to account the above the guidance of the NPPF to make efficient use of land and to give substantial weight to the development of brownfield sites it is considered that the impact on the character of the site and surrounding area would not be so harmful as to warrant refusal.
- 6.14 Conditions are recommended to secure further details of the proposed materials and to secure the elevation and fenestration details, details of means of enclosure and hard landscaping.

#### Housing Mix, Affordable Housing and Standard of Accommodation

- 6.15 The proposed mix would be:
- 12 x 3 bed houses (3 affordable)
  - 42 x 2 bed flats (11 affordable)
  - 16 x 1 bed flat (7 affordable)
- 6.16 In terms of the market housing mix Policy DES4 states that on sites of 20 homes or more, at least 30% should be provided as smaller (one and two bedroom) homes and at least 30% must be larger (three+ bedroom) homes. In this case the proposal would provide 18% as larger units with the rest as smaller units one and two bedroom units. The market housing element of scheme is therefore slightly below the required 30%.
- 6.17 In terms of affordable housing mix the applicant did initially offer the shared ownership as first homes units to address the Government's First Homes national policy. As a national policy the provision of First Homes is a material consideration and the Council has an Interim First Homes Policy Statement. This sets out that First Homes national policy should be balanced against the Council's adopted local policy which is based on locally assessed housing need with DES6(3) requiring 'the tenure mix of the affordable housing on each qualifying site to contribute (to the Council's satisfaction) towards meeting the latest assessment of affordable housing needs'. In this case the Affordable Housing Officer has advised that the provision of First Homes would not adequately contribute towards the overall provision of intermediate homes and the size mix needed to meet local needs as required by the DMP

DES6(4). The applicant has therefore agreed to provide as shared ownership in line with the Council's requirements.

- 6.18 The application proposes to provide 21 affordable housing units which is in accordance with the 30% required by policy DES6. Policy DES6 then requires that the tenure mix and size mix contribute, to the Council's satisfaction, towards meeting the latest assessment of affordable housing needs. In this case the proposal provides 13 as affordable rent (62%) and 8 as shared ownership (38%) which is fully in line with the tenure mix required by the Affordable Housing SPD.
- 6.19 Of the 13 affordable rent units there would be 3 x one bed (23%), 7 x two bed (54%) and 3 x three bed (23%) which is commensurate with the requirement of the affordable housing SPD of 20% 1 bed, 40% 2 bed and 23% 3 bed. In terms of the shared ownership 50% would be 1 bed units and 50% would be 2 bedroom units which broadly meets the requirements of the SPD (20% 1 bed, 45% 2 bed and 25% 3 bed). It also of note that the majority of the 2 bed units would be 4 person units and all the 3 bed units would be 6 person units as recommended by the SPD.
- 6.20 The Council's Affordable Housing Officer has advised that they are content with the proposed mix and size of the affordable housing provision in this area advising that: "The Affordable Housing Officer is very supportive of the mix of affordable homes proposed in the scheme. The 13 affordable rent homes comprising three bedroom houses, two bedroom flats and one bedroom flat will meet current identified need. The eight shared ownership flats comprising an equal number of one and two bedroom flats will offer an affordable homeownership option within the Redhill area".
- 6.21 Therefore whilst the market housing element of the scheme is slightly short of the required 30% for larger homes (proposed 18%) given the overall mix which is considered to be very good in terms of affordable housing mix I consider that the scheme is in line with the requirements of DES4 and DES6.
- 6.22 Policy DES5 requires that all new residential development must provide high quality adaptable accommodation and provide good living conditions for future occupants. New accommodation must meet the relevant nationally prescribed internal space standard for each individual unit unless the council considers that an exception should be made. Sufficient space must be included for storage, clothes drying and the provision of waste and recycling bins in the home. Adequate outdoor amenity space including balconies and terraces and /or communal outdoor space should be provided.
- 6.23 The drawings submitted demonstrate that each units would accord with the relevant space standards including storage space. The houses have been designed to ensure that habitable rooms and would provide acceptable outlook. There are no concerns in terms of relationship between dwellings given the layout of the site.



- 6.24 In terms of light a Daylight and Sunlight Assessment has been undertaken. With regard to the internal amenity daylight provision to the proposed accommodation habitable rooms the majority will achieve the BRE recommendations during the winter. Under the daylight illuminance assessments, 69% of the rooms meet the guidelines for summer when the trees are in leaf and this increases to 84% during the winter when the trees are bare. Where deviations occur these are generally to bedrooms which the BRE regard as less sensitive for daylight, such as bedrooms and bathrooms, or large open plan rooms which benefit from balconies. This is considered suitable given the open plan arrangements/balconies increase the overall quality of the units and access to daylight/fresh air.
- 6.25 In terms of the sunlight/overshadowing to the proposed amenity spaces, all of the shared communal spaces satisfy the BRE targets achieving at least 2 hours of sunlight. There are some rear gardens to the south of Site with sunlight levels below the recommended levels as they are north facing. It can be demonstrated that these areas would satisfy the guidelines during the summer months when the BRE acknowledge that sunlight is most important for play and sitting out areas. Therefore overall the level of light to the proposed units would be acceptable.
- 6.26 All of the 3 bedroom houses will have their own private gardens with depths of between 9 and 13 metres. These are considered to be appropriate depths. Each of the proposed flat will have private amenity space via a balcony or patio area for the ground floor units. Within the site there are areas of communal open space including the provision of a LAP in line with policy OSR2 in between blocks 2 and 3. The shared amenity space whilst not extensive would measure approximately 1816m<sup>2</sup> which would accord with the open space requirement of OSR2 which is approximately 1400m.
- 6.27 In respect of noise, the Council's Noise Consultants RSS has considered the Noise Assessment provided by Ardent Consulting Engineers. RSS has advised that the level of noise within a number of the proposed dwellings has potential to exceed acceptable levels during hot weather (due to the need to open windows). Therefore a condition is recommended to secure an acceptable form of ventilation for these units which would still ensure adequate noise levels. In terms of external amenity the RSS advise that most of the amenity spaces within the proposed development will not exceed the WHO guidelines. However, for the small number of units where this is not achieved a condition is recommended to secure appropriate mitigation.
- 6.28 In terms of air quality the Council's Air Quality Officer has considered the submitted information and has raised no concern in terms of the proposed development for future or existing residents subject to conditions to secure the provision of electric charging points and effective water suppression during demolition to prevent excessive levels of dust.
- 6.29 It is also noted that the site, due to its size, and parking areas are likely to require some form of external lighting. In order to prevent unacceptable light levels to both the future occupants and neighbouring properties a condition is

recommended to secure further details of any external lighting prior to installation.

- 6.30 It is therefore considered that the scheme would provide good living conditions for future occupants and would comply with the requirements of DMP Policy DES5.
- 6.31 Policy DES7 of the DMP requires that on sites of 5 or more homes at least 20% of homes should meet the Building Regulations requirements for 'accessible and adaptable dwellings' and that on sites of 25 or more homes, at least 4% of homes should be designed to be adaptable for wheelchair users in accordance with the Building Regulations requirements for 'wheelchair user dwellings'.
- 6.32 The application document show that 26 units are designed to meet M4(2) requirements – which exceeds the 20% required by DES7(3)a. Three affordable housing units (2 bed ground floor units) and one market 1 bed unit would meet M4(3) requirements to meet the 4% requirement under DES7 and DES6. A condition is recommended to secure compliance.

#### Neighbour amenity

- 6.33 The site would adjoin residential properties to the north and south of the site. To the east is urban open space that links to the development to the north of the site and the railway line. To the west of the site is an area of woodland and the Redhill Brook. Therefore, the only potential impacts are to those properties located to the north and south of the site.
- 6.34 With regard to the properties which are located to the north of the site, particularly those dwellings located along Kingsfield Way (nos. 4-14, evens, and 13, 15 and 17 and 16 to 24) the application site is located at a lower ground level than these properties, although to varying degrees with the eastern part of the site being at a lower ground level. The properties to the north also vary in height with a number of two and three storey properties. Therefore as demonstrated by the submitted cross section drawings submitted the buildings would not be significantly higher than the properties opposite and taking in to account the distances between the dwellings (minimum of 23m from block 2 to 13-17 Kingsfield Way and minimum 30m from block 1 to nos.4-14) and the existing tree and vegetation screening which is to be retained it is considered that there would not be an unacceptable impact from overlooking and overbearing impact. In terms of loss of light the proposal would not breach the 25 degree rule due to the distance away indicating that there would not be an adverse loss of light.
- 6.35 The most southern point of block 1 would be 20m from the nearest property on the southern side of Hooley Lane. Unit 1 would have its side elevation facing Hooley Lane at a distance of 25m. Such distances are considered to be acceptable and would not result in an unacceptable loss of privacy or overbearing impact or loss of light.

- 6.36 The existing dwellings 12-14 Hooley Lane would be adjacent to units 1-3 to the west and units 69-70 to the east. In terms of the relationship with units 1-3 there they would have a rear to side relationship with no. 12-14 and with a separation distance of 13m and the angled nature of units 1-3 it is considered that it would not result in an unacceptable loss of privacy, overbearing impact or loss of light to these dwellings. To the east no.14 would have a side to side relationship with unit 70. The depth of number 70 is such that it would not extend significantly beyond the shallowest part of number 14 and would not fail the 45 degree test in either plane. As such it is considered that unit 70 would not cause adverse impact with regard to overbearing impacts, loss of light and overbearing impact. Blocks 2 and 3 would without doubt change the outlook to these dwellings but due to the separation distances and their orientation the proposed flatted blocks would not have an unacceptable impact on nos. 12 and 14 with regard to overlooking, loss of light and overbearing impact.
- 6.37 The proposed units 62 to 70 would face the dwellings on the southern side of Hooley Lane. This would be a significant change in the outlook for these dwellings however given the 2/2.5 storey height of the proposed units and the separation distance of 16-17 metres which is commensurate with the front to front relationships in the surrounding roads (Tylehurst Drive – 20m, Redstone Road – 15m and Victoria Road – 15-16m) it is considered that they are not considered to give rise to unacceptable effects on neighbour amenity with regard to overbearing impact, overlooking and loss of light.
- 6.38 The Daylight and Sunlight Assessment submitted with the application confirms that the likely impact to neighbouring properties would not be adverse with the report concluding:  
*“The NPPF 2021 makes it clear that efficient use of sites, particularly for housing delivery, should not be limited by such technical constraints and the proposals will not adversely affect the normal use of these properties....Overall, the daylight effects of the scheme are considered fully acceptable given the underutilised nature of the existing site and in line with the design principles set by the BRE guidelines. With regards to sunlight effects to the neighbours, the scheme is fully in line with the BRE guidance due to the limited effect of the proposal of due to the neighbouring windows not being within 90° of due south.”*
- 6.39 In terms of noise and disturbance/pollution from the development it is considered that the proposal, due to the residential nature of the proposal and that of the surrounding area, is a suitable use that works well with the neighbouring land uses. There is nothing to indicate that the proposal would cause an unacceptable level of noise or pollution for neighbouring occupants. Indeed as set out above both the Council’s noise consultants Regulatory Support Services (RSS) and the Council’s Air Quality Officer have assessed the proposal and have raised no objection in this regard.
- 6.40 The site is located within close proximity of a number of residential properties. It is therefore inevitable that there will be some disruption created by the development however this is not a reason to refuse the application. To

reduce the impact on neighbouring residents were the application to be approved a condition is recommended to secure the submission of a Construction Management Statement which addresses matters such as working hours and potential disruption from noise and pollution such as dust.

- 6.41 In conclusion, whilst the proposal would result in a significant change in the relationship between the site and the neighbouring buildings, the proposal would not have an adverse impact upon existing neighbouring properties and would accord with the provisions of DMP Policy DES1, DES8 and DES9.

#### Highway matters

- 6.42 The development is proposed to be accessed from Hooley Lane via a new access junction towards the eastern end of the site opposite nos. 57-67. The layout includes a main access spine road from the new entrance to the development which leads to the entire development and parking. The access heads firstly in a northern and then western direction.
- 6.43 As well as the new vehicular access a secondary pedestrian access is proposed into the site to the west of 12-14 Hooley Lane. 96 car parking spaces are proposed in total, 2 allocated per 3 bedroom dwelling, 58 spaces for the 58 1 and 2 bedroom flats and 14 visitor spaces located across the site. Following discussions with Surrey County Council it has also been agreed to provide a 3.5m wide segregated (cyclist and pedestrian lane) route along the site frontage where the applicant has control and a 3m wide segregated route where they do not use part of the existing highway.
- 6.44 In terms of traffic generation the submitted Transport Statement (TS) advises that “Based on suitable trip rates from the TRICS database and 2011 Census Modal Split data, the proposed development would generate a maximum of 27 AM and PM peak hour two-way movements” and that “Based on a 2027 Design Year, it has been established through junction modelling that the site access junction would have more than sufficient capacity to accommodate the scheme. It has also been concluded that no off-site junction modelling is required owing to the negligible traffic impact that the development would have on the surrounding network.”
- 6.45 The TS then goes on to advise that “It has also been established that the Hooley Lane / Brighton Road / Mill Street and Hooley Lane / Brook Street junctions would not be detrimentally impacted by the proposed development and would not result in significant increases in queuing or delay. It is therefore considered that no mitigation should be provided to accommodate the proposed development.” And that “the potential traffic increases associated with the proposed development would not be significant and so the development would have no severe off-site impact, thus meeting the requirements of the NPPF.”
- 6.46 In terms of refuse tracking diagrams have been provided which demonstrate that a refuse freighter could manoeuvre within the site and enter and exit in forward gear. The bin stores for the three flatted blocks would all be within a

reasonable drag distance for the refuse crews. Given the width of the access road emergency services would also be able to access the site. It should also be noted that the submitted tracking plans demonstrate that a refuse truck can enter the site even within the established level of on-street parking on the southern side of the road included in the plan. The applicant has therefore shown that the access can be used safely by all road users even within the existing on street parking opposite the proposed access.

- 6.47 In terms of parking Policy TAP1 of the DMP states that all types of development should include car parking and cycle storage for residential and non-residential development in accordance with adopted local standards (see Annex 4) unless satisfactory evidence is provided to demonstrate that non-compliance would not result in unacceptable harm.
- 6.48 In this case a total of 96 car parking spaces are proposed in total, 2 allocated per three bedroom dwelling, 58 spaces for the 58 one and two bedroom flats and 14 visitor spaces located across the site. This amount is in accordance with the minimum parking standards required by the DMP. The parking does include some tandem parking for the 3 bedroom units but this would only be for 5 of the 12 three bedroom units. Three car ports are also proposed as part of the three bedroom unit parking and these would meet the larger size standards required by the DMP of 3.25m wide x 6m long. There would be some under croft parking under the flatted blocks. Tracking plans have been submitted to show that these spaces are all useable. The total is therefore in line with minimum 96 spaces required by the DMP as well as its other requirements in terms of size of spaces. As such the parking provision on this site is considered to be acceptable and is unlikely to result in an unacceptable level of on-street parking in the surrounding area. Adequate cycle parking would also be provided for each of the three bedroom dwellings and within the three flatted blocks.
- 6.49 The Planning Statement also confirms that 100% of parking will be provided with Electric Vehicle Charging Points in line with SCC Parking Guidance.
- 6.50 The County Highway Authority (CHA) has considered the proposed access arrangement, parking and details set out within the Transport Statement and following the submission of amended plans and additional information has advised the following:

“The CHA note that the proposed parking provision accords with the Borough Council’s parking standards. In addition there are extensive parking restrictions within the vicinity of the site, to ensure that dangerous or indiscriminate parking associated with vehicles from this development would not occur if there is more demand to park cars than there are spaces within the development to accommodate them. Furthermore, the proposed development is in a highly sustainable location, close to a wide range of services, amenities and a genuine choice of sustainable travel options within walking and cycling distance of the site. The developer will give the first residents of the proposed development travel information packs as proposed in a submitted travel statement. In addition, a S106 contribution to provide a

car club within the vicinity of the development is being sought, to further maximise opportunities to travel by sustainable modes of transport.

The CHA is therefore satisfied that the proposed development would not have an unacceptable impact on highway safety, and that the proposed package of sustainable travel measures, coupled with the highly accessible location of the site, would ensure future occupiers would have access to a wide range of high quality sustainable travel options.”

- 6.51 Conditions are recommended to secure the provision of the agreed car and cycle parking provision and the segregated cycleway/footway proposed along the site frontage. A condition is also recommended to secure electric charging points, Travel Information Pack and Construction Transport Management Plan. The condition securing finalised details of the segregated cycleway/footway will be able to ensure that the adequate protection is designed into the path to prevent car parking on it.
- 6.52 Therefore, subject to the conditions recommended by the Highway Authority and a condition to secure adequate refuse provision, the proposal is considered to be acceptable in transport, parking and highway terms and thus complies with policy DES1 and TAP1 of the DMP.

#### Sustainable construction

- 6.53 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.
- 6.54 The application includes a Sustainability Statement by AES Sustainability Consultants. The report demonstrates that through a fabric first approach and renewable energy the development will result in a significant reduction in CO2 emissions (31%). The report also proposes a range of additional sustainable design conditions including resource efficiency, waste reduction and water efficiency and overheating risk.
- 6.55 The report concludes that the houses will incorporate electric heating systems using Air Source Heat Pumps, the flats will be installed with hot water heat pumps to meet the demand for domestic water in conjunction with direct electric heaters to meet the demand for space heating. The report also sets out how the water consumption would be limited to 110 l/p/d by incorporating water saving measures and equipment.
- 6.56 Whilst the submitted statement demonstrates that the scheme will more than meet the policy requirement of 19% 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. There is also no policy requirement to ensure that other renewable energy features are considered

such as solar panels. 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.

- 6.57 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.

#### Flooding and Drainage matters

- 6.58 The site, with the exception of the most south-western element of the site that adjoins the Redhill Brook and is flood zone 2, is not located within flood zone 2 or 3. All of the proposed development is outside of the flood zone 2 area. The Environment Agency has considered the proposal and has raised no objection to the scheme advising that:

*“Based on the latest suitably available modelled information available (Redhill Brook, 2014 fluvial model) for this site, in combination with the submitted Flood Risk Assessment (by: Ardent Consulting Engineers; ref: ‘2205630-04’; date: May 2023), the entire site lies outside of all fluvial flooding scenarios up to and including the 1 in 1000 year (0.1% chance in any given year AEP) scenario.*

*The proposed development can therefore be considered safe from main river flooding for the duration of its’ lifetime, taking the correctly identified climate change allowances into account, therefore, the proposed development is acceptable in flood risk planning terms.”*

- 6.59 As such no concern is raised with regard to fluvial flooding. The EA has however asked for contamination conditions and a condition to control the use of piling to ensure that there are no unacceptable levels of water pollution caused by the development. The piling condition will be added as recommended. Contamination is discussed in a bit more detail below. The EA has also raised no concern in relation to the proposed foul and surface water drainage.

- 6.60 With regard to foul and surface water drainage in support of the application, a Drainage Strategy has been submitted and has been assessed by Surrey County Council Sustainable Drainage team as the Local Lead Flood Authority (LLFA) against the requirements of the NPPF, its accompanying PPG and the Non-Statutory Technical Standards for sustainable drainage systems. They state that they are satisfied that the proposed drainage scheme meets the requirements set out in the aforementioned documents and are content with the development proposed, subject to the imposition of conditions requiring the submission of a finalised detailed drainage scheme and a verification report.

#### Contamination

- 6.61 The application is accompanied by a Geoenvironmental report which the Council's Environmental Protection Officer (EPO) has considered. He considered there is potential for ground contamination to be present on and/or in close proximity to the application site given its former use. Whilst the report includes results from existing site investigation and a recommended remediation strategy it has been noted by the EPO that further ground gas monitoring is recommended and under way at the site. Therefore to capture this additional investigation the EPO recommends the full set of ground contamination condition be added. These will cover the requirements of the EA in terms of protecting the adjacent water source from pollution.
- 6.62 Subject to these conditions the proposal would be acceptable in relation to contamination.

### Ecology and Trees

- 6.63 The site and surrounding sites are not subject to any ecology designation or statutory or non-statutory protections for ecology, biodiversity or nature conservation. Nevertheless due to the nature of the proposal and its surrounds and the size of the site the application is supported by a Preliminary Ecological Assessment.
- 6.64 The report found that the site was found to be of negligible value for protected and/or notable species, but the surrounding trees may provide some foraging opportunities to common, light-tolerant species of bats while the scrub provides suitable habitat for nesting birds. A series of mitigation / avoidance measures have been devised to ensure the development does not contravene any UK or European legislation.
- 6.65 Surrey Wildlife Trust (SWT) assessed the submitted information and initially advised that further information was required prior to determination in relation to ground level tree roost assessment of trees to be lost, reptile presence/likely absence surveys, site survey to ascertain whether the site could be classified as an Habitat of Principal Importance (HPIs), and Biodiversity net gain assessment.
- 6.66 Following the submission of several response notes, a Baseline Habitat Condition Assessment Report and Biodiversity Net Gain Assessment (including metric calculation tool 4.0) Surrey Wildlife Trust has advised that they are now satisfied in relation to bats, satisfied that the site does not qualify as a Habitat of Principal Importance, reptiles and that the site can secure a biodiversity net gain. In terms of net gain the submitted reports have concluded that "The biodiversity net gain 4.0 metric, through consultation with Fellgrove ecologists and the landscaping, design team, the integration of newly created habitat and hedgerow shows that the site achieves a score of 12.81% habitat unit net gain and 100.00% hedgerow unit net gain and currently achieved the 10% net gain required across both categories."



- 6.67 Surrey Wildlife Trust has therefore raised no concerns with the application proposals and advised that were the application to be approved conditions should be included to secure a Landscape Environmental Management Plan (LEMP) to secure biodiversity net gain, a Construction Environmental Management Plan (CEMP), which includes a pre-construction badger survey and a condition to ensure sensitive external lighting to protect bats.
- 6.68 Therefore, subject to the conditions discussed it is considered that the scheme would comply with policy NHE2 of the DMP.
- 6.69 In terms of the impact on trees the application is supported by an Arboricultural Implications Report by SJA Trees. The submitted information shows that only 3 trees will be removed to facilitate the development, Two Silver Birches (no.18 and 19) and a group tree, G1. All three are category C trees. One off-site Ash Tree (no.8) will need to be pruned to facilitate the implementation of the development. There will also be some incursions into the root protection areas of retained trees but these have been assessed as acceptable minor incursions. The report has also considered the potential pressure to fell trees in the future due to the proximity of a number of trees. The report concludes that “None of the proposed dwellings and apartments are likely to be shaded by retained trees to the extent that this will interfere with their reasonable use or enjoyment by incoming occupiers, which might otherwise lead to pressure on the Local Planning Authority to permit felling or severe pruning that it could not reasonably resist. The report also advises that the proposals include a high-level agreement between the Applicant and management company responsible for the off-site wooded area W1, to allow for a one-off scheme of tree works to be undertaken that will improve the arboricultural quality of this main feature, which will accordingly enhance the arboricultural character of the local area.
- 6.70 The Council’s Tree Officer has assessed the submitted arboricultural information and has provided the following comments:  
*“The proposed plan is accompanied with a Tree survey, an Arboricultural Impact Assessment (AIA) and a Tree Protection Plan (TPP), in accordance with the British Standard BS5837: 2012. There are no Tree Preservation Orders (TPOs) on the site, and the site is not located in a Conservation Area.*
- Two trees are proposed to be removed (T18 and T19) and a group of trees (G1) Being those trees with low quality value, having all of them BS 5837 quality category C, being the tree works proposed following British Standard BS 3998: 2010 ‘Tree work – Recommendations’.*
- In addition, to facilitate the develop one tree will be prune. It is necessary to highlight that the Root Protection Area (RPA) of six trees will be affected, however the affection will be acceptable the British Standard BS5837: 2012, where is mentioned that a new permanent hard surfacing should not exceed 20% of any existing unsurfaced ground withing the RPA. In any case the affection is higher than their 20%. In addition, manual excavation will be carried out around three of those trees. There will be ground protection and tree protection fencing.*

*In light of the above, I do not have objections to the proposal development, the affection to the trees will be minimal and acceptable, and the removal of those two trees are considered reasonable by the British Standard BS5837:2012 'Trees in relation to design, demolition and construction – Recommendations'. I suggest condition with replacement of five native trees, and condition of tree protection implementation”*

- 6.71 The applicant has also provided an updated planting schedule during the application process. The Tree Officer has assessed the updated scheme and advised as follows:  
“I have reviewed the landscape scheme and the information provided includes a diverse selection of shrubs and trees which overtime will enhancement not only the site but also add value to the local landscape.”  
They have recommended a condition to secure its implementation.
- 6.72 Therefore, whilst there would be some tree losses, subject to conditions to secure the proposed tree protection and soft landscaping details to replace removed trees, the arboricultural impacts of the development are not considered to warrant refusal.

### Crime

- 6.73 Policy DES1 requires that development: “Creates a safe environment, incorporating measures to reduce opportunities for crime and maximising opportunities for natural surveillance of public places. Developments should incorporate measures and principles recommended by Secured by Design.”
- 6.74 Surrey Police initially raised some concerns regarding some of the proposed layout including footpaths between units 65 and 66 and number 12 and some of the courtyard areas. Following amendments to the scheme Surrey Police has advised the issues have been addressed. Therefore overall the scheme is considered to be adequately designed so as to avoid undue risk or fear of crime. No issues have been identified which would set this aside from any other residential redevelopment. A condition as recommended by Surrey Police would ensure that the scheme meets the Secured By Design standards.

### Community Infrastructure Levy (CIL) and S106 Obligations

- 6.75 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 and, although the exact amount would be determined and collected after the grant of planning permission.
- 6.76 In terms of other contributions and planning obligations, The Community Infrastructure Levy (CIL) Regulations were introduced in April 2010 and state

that it is unlawful to take a planning obligation into account unless its requirements are (i) relevant to planning; (ii) necessary to make the proposed development acceptable in planning terms; and (iii) directly related to the proposed development. As such only contributions that are directly required as a consequence of development can be requested and such requests must be fully justified with evidence including costed spending plans to demonstrate what the money requested would be spent on.

- 6.77 In this case, as above, affordable housing provision is required in line with the details set out in the report. The need for affordable housing is clearly justified by policy DES6 of the DMP and fully meets the requirements of the CIL regulations.
- 6.78 The CHA has also requested a S106 obligation to secure the provision of one car club vehicle and associated parking bay and fast charging facility, funding this for two years, as well as two year's free membership of the car club for all new occupiers of each dwelling.
- 6.79 According to the CHA the car club S106 requirements are considered necessary because *"The proposed development will increase demand for travel on the transportation network. The car club contribution will allow individuals affordable access to a vehicle without the need for ownership. Provision of the Car Club supports the county council's policies to cut congestion, reduce emissions, improve air quality, reduce parking pressure and increase take-up of sustainable travel modes. The car clubs will provide an effective measure to promote and maximise sustainable transport, in accordance with the sustainable transport requirements of the NPPF."* The CHA advise that the requirement is directly related to the development because *"The Car Club will be located within close proximity to the development and likely to be used by occupants of the proposed development on a regular basis to access nearby services and amenities."* The CHA also considers that *"The scale of the contribution is reasonable given the nature and scale of the proposed development and is required to promote sustainable travel between the site and the surrounding area."* It is therefore considered that a clear justification has been provided by the County Highway Authority and the requirements meet the CIL regulations.

Material considerations put forward by applicant

- 6.80 The applicant has put forward a number of benefits of the scheme which include:
1. Economic benefits of providing homes on a brownfield site in sustainable location within the urban area.
  2. Social benefits of provided much needed market and affordable housing
  3. Social benefits of site's sustainable location
  4. Environmental benefits including opportunities for biodiversity enhancement, soft landscaping, efficient construction techniques, modern sustainable buildings and provision of electric car chargers for all properties.

- 6.81 It is accepted that these are all relevant material considerations in any balancing exercise which would weigh in favour of the application, particularly the redevelopment of brownfield land which the NPPF says should carry substantial weight.

## CONDITIONS

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

Plan Type	Reference	Version	Date Received
Street Scene	022114-BEL-SL-SS01	C	22.11.2023
Location Plan	022114-BEL-SL-06		31.05.2023
Site Layout Plan	022114-BEL-SL-01	D	12.12.2023
Site Layout Plan	022114-BEL-SL-02	D	12.12.2023
Site Layout Plan	3045-APA-ZZ-00-LA-L-1001	P02	08.11.2023
Landscaping Plan	3045-APA-ZZ-00-LA-L-1003	P03	08.11.2023
Site Layout Plan	3045-APA-ZZ-00-PP-L-2001	P01	08.11.2023
Site Layout Plan	3045-APA-ZZ-00-PP-L-2002	P01	08.11.2023
Site Layout Plan	3045-APA-ZZ-00-LA-L-1001	P02	08.11.2023
Site Layout Plan	022114-BEL-SL-03	B	08.11.2023
Site Layout Plan	022114-BEL-SL-04	B	08.11.2023
Site Layout Plan	022114-BEL-SL-05	B	08.11.2023
Street Scene	022114-BEL-SL-SS02	B	08.11.2023
Proposed Plans	022114-CP02		08.11.2023
Elevation Plan	FB-3B-2S-TC-E1	A	08.11.2023
Elevation Plan	FB-3B-2S-TC-E2	A	08.11.2023
Floor Plan	LA-3B-25S-P2	A	08.11.2023
Floor Plan	LA-3B-25S-P3	A	08.11.2023
Elevation Plan	LA-3B-25S-TC-E1	A	08.11.2023
Elevation Plan	LA-3B-25S-TC-E2	A	08.11.2023
Floor Plan	MW-3B-25S-P1	A	08.11.2023
Elevation Plan	MW-38-25S-TC-E1	B	08.11.2023
Site Layout Plan	022114-BEL-SL-06		31.05.2023
Section Plan	022114-BEL-SL-SEC-02		31.05.2023
Street Scene	022114-BEL-SL-SS02		31.05.2023
Elevation Plan	ARA-45-TC01-E1		31.05.2023
Floor Plan	ARA-TC01-P1		31.05.2023
Floor Plan	ARA-TC01-P2		31.05.2023
Floor Plan	ARA-TC01-P3		31.05.2023
Floor Plan	ARA-TC01-P4		31.05.2023
Elevation Plan	BSA-45-TC01-E1		31.05.2023
Floor Plan	BSA-TC01-P1		31.05.2023
Floor Plan	BSA-TC01-P2		31.05.2023

Floor Plan	BSA-TC01-P3	31.05.2023
Floor Plan	BSA-TC01-P4	31.05.2023
Floor Plan	FB-3B-2S-P1	31.05.2023
Floor Plan	FB-3B-2S-P2	31.05.2023
Elevation Plan	HAA-45-TC01-E1	31.05.2023
Floor Plan	HAA-TC01-P1	31.05.2023
Floor Plan	HAA-TC01-P2	31.05.2023
Floor Plan	HAA-TC01-P3	31.05.2023
Floor Plan	HAA-TC01-P4	31.05.2023
Proposed Plans	022114-CS01	31.05.2023
Proposed Plans	022114-SH01	31.05.2023

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 take place 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 DES1.

4. No development shall commence until an Employment and Skills Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall detail how the development will promote local training and employment opportunities during construction and include:
  - Measures to ensure the developer and contractors work directly with local employment and training agencies;
  - Targets for employment of local labour
  - Targets for work experience and apprenticeships
  - Measures for monitoring and reporting outcomes against the plan to the Local Planning Authority at appropriate intervals during the development.

The development shall be carried out in accordance with the approved plan unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure the development promotes local training and employment opportunities with regard to Policy CS5 of the Reigate & Banstead Core

Strategy 2014 and Policy EMP5 of the Reigate & Banstead Development Management Plan 2019.

5. 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 to fund and/or carry out the repair of any damage caused within an agreed time period
  - (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: 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, Reigate and Banstead Core Strategy 2014 Policy CS17 and Reigate and Banstead Development Management Plan September 2019 policies TAP1 and DES8.

6. Prior to the commencement of the development a Waste Management Plan shall be submitted to and agreed in writing by the Local Planning Authority. The plan shall demonstrate how the waste generated during the demolition, excavation and construction phase of the development (CD&E waste) is limited to the minimum quantity necessary and opportunities for re-use and recycling of any waste generated are maximised. The development shall then be implemented in accordance with the approved Waste Management Plan.

Reason: To ensure that the development maximises opportunities for re-use and recycling of any waste generated in accordance with Policy 4 of the Surrey Waste Local Plan 2019.

7. Prior to commencement of development a written comprehensive environmental desktop study report (preliminary risk assessment) 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.

8. Prior to commencement of development, in follow-up to the environmental desktop study (preliminary assessment), 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.

9. 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.

10. 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 first 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.

11. 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 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.

12. No development shall commence until a Construction Management Statement, to include details of:
  - i. An introduction consisting of a demolition and construction phase environmental management plan, definitions and abbreviations and project description and location;
  - ii. A description of management responsibilities including complaint recording and management;



- iii. A description of the demolition and construction programme which identifies activities likely to cause high levels of noise or dust;
- iv. Site working hours and a named person for residents to contact;
- v. Detailed Site logistics arrangements including provision of a suitable booking system for HGV deliveries;
- vi. Details regarding parking, deliveries, and storage;
- vii. A scheme of dust and noise mitigation measures to be deployed including identification of sensitive receptors, and a scheme of ongoing continuous monitoring and reporting for demolition and construction noise and dust impacts. The scheme shall be developed by suitably qualified persons and shall include suitable targets and management actions in accordance with BS5228 Code of Practice for Noise and Vibration control and the IAQM Guidance on the assessment of dust from demolition and construction and provision of monitoring results to the Local Planning Authority;
- viii. Details of hours of work, site delivery hours and other measures to mitigate the impact of construction on the amenity of the area and safety of the highway network; and
- ix. Communication procedures with the LBL and local community regarding key construction issues – newsletters, fliers etc. Has been submitted to and improved in writing by the Local Planning Authority. Only the approved details shall be implemented during the demolition and 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.

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

Reason: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants in line with paragraph 174 of the NPPF.

14. Prior to the commencement of any development works, including demolition and all construction activities, all related arboricultural matters, including arboricultural supervision, monitoring and tree protection measures shall be implemented in strict accordance with the details contained in the Arboricultural Implications Report by SJA Tress (dated May 2023 ref. SJA air 23035-01a). All arboricultural matters will then follow that described in these approved details.

Reason: To ensure good arboricultural 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 and the recommendations within British Standard BS 5837:2012 'Trees in relation to design, demolition and construction – Recommendations'

15. All hard and soft landscaping work shall be completed in full accordance with planting schedule by Allen Pyke ref. 3045-APA-ZZ-00-PS-L-4201 Revision: P01 submitted with the application (with reference to approved APA drawings: 3045-APA-ZZ-00-PP-L-2001 to 2002) either prior to first occupation or within the first planting season following completion of the development hereby approved.

Any variation from the agreed planting schedule shall be submitted to and agreed in writing by the Local Planning Authority prior to the implementation of any soft landscaping.

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

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

16. No development shall commence until a Construction Environment Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority (LPA). The CEMP shall be based on the findings and recommendations set out within the ecology information submitted by Fellgrove with the application (the PEA Phase 1 Survey dated May 2023 and all additional documents) and shall include the following information:
- a) Map showing the location of all of the ecological features
  - b) Risk assessment of the potentially damaging construction activities
  - c) Practical measures to avoid and reduce impacts during construction
  - d) Location and timing of works to avoid harm to biodiversity features
  - e) Responsible persons and lines of communication
  - f) Use of protected fences, exclusion barriers and warning signs.
  - g) There is a precautionary approach to the clearance of any vegetation
  - e) Details of the methodology for the pre-commencement badger survey, including how the results will be reported and if any badger activity is detected a suitable course of action shall be submitted to and approved in writing by the Local Planning Authority.

The development shall only be carried out in accordance with the agreed mitigation measures.

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.

17. No development shall commence until a Landscape and Ecological Management Plan (LEMP) has been submitted to and approved in writing by the Local Planning Authority (LPA). The LEMP should be based on the on the submitted Fellgrove Biodiversity Net Gain Assessment dated 2023 and set out how it shall meet the biodiversity net gain detailed in Section 13 of the report and shall include the following:
- a) Description and evaluation of features to be managed
  - b) Ecological trends and constraints on site that might influence management
  - c) Aims and objectives of management
  - d) Appropriate management options for achieving aims and objectives
  - e) Prescriptions for management actions, together with a plan of management compartments
  - f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a thirty-year period)
  - g) Details of the body or organisation responsible for implementation of the plan
  - h) Ongoing monitoring and remedial measures
  - i) Legal and funding mechanisms by which the long-term implementation of the plan will be secured by the applicant with the management body(ies) responsible for its delivery.
  - j) Monitoring strategy, including details of how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme

The agreed details shall be implemented before occupation of this development, unless otherwise agreed in writing by the LPA, and maintained/monitored in accordance with the agreed details.

Reason: To provide enhancements to the biodiversity of the site in accordance with the provisions of the National Planning Policy Framework and Reigate and Banstead Development Management Plan 2019 policy NHE2.

18. 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; and
  - a sensitive lighting management plan to demonstrate that the lighting meets the recommendations in BCT & ILP (2018) Guidance Note 08/18. Bats and artificial lighting in the UK. Bats and the Built Environment. Bat Conservation Trust, London & Institution of Lighting Professionals, Rugby”
- 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 and DES9 of the Reigate and Banstead Development Management Plan 2019 and to protect protected bats in accordance with the provisions of the National Planning Policy Framework and Reigate and Banstead Development Management Plan 2019 policy NHE2.

19. The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:
- a) Evidence that the proposed final solution will effectively manage the 1 in 30 (+35% allowance for climate change) & 1 in 100 (+40% allowance for climate change) storm events and 10% allowance for urban creep, during all stages of the development. The final solution should follow the principles set out in the approved drainage strategy. Associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 4.1 l/s.
  - b) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.).
  - c) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected from increased flood risk.
  - d) Details of drainage management responsibilities and maintenance regimes for the drainage system.
  - e) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

The development shall be completed in accordance with the approved details and thereafter maintained in accordance with the agreed details.

Reason: To ensure the design meets the technical standards for SuDs and the final drainage design does not increase flood risk on or off site in accordance with, Policy CS10 of the Core Strategy 2014, Policies DES9 and CCF2 of the Development Management Plan 2019 and the 2019 NPPF.

20. 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 (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls), and confirm any defects have been rectified.

Reason: To ensure the Drainage System is constructed to the National Non-Statutory Technical Standards for SuD 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.

21. Notwithstanding the submitted Ardent plan numbered 2205630 007 Rev F no other part of the development hereby approved shall be commenced unless and until:
- 1) the access to Hooley Lane has been constructed and provided with pedestrian visibility zones of 2 metres by 2 metres on both sides of the access in accordance with a detailed plan to be submitted to and approved in writing with the Local Planning Authority and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6 metres high above the ground; and
  - 2) the segregated cycleway footway on the north side of Hooley Lane has been constructed in accordance with a detailed plan to be submitted to and approved in writing with the Local Planning Authority and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6 metres high above the ground.

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

22. Notwithstanding the approved plans no development shall take place above slab level until written details of:
- i) the materials (manufacturer and finish) to be used in the construction of the external surfaces;
  - ii) the fenestration including material and type of opening;
  - iii) finalised brick detailing; and
  - iv) finalised details of boundary treatments (including retaining walls) and any other means of enclosure within the site
  - v) finalised details of the hard landscaping materials referenced under the approved landscaping plans.

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

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

23. No development shall take place above slab level until a scheme of noise and vibration attenuation and ventilation sufficient to prevent overheating and maintain thermal comfort shall be submitted to and approved in writing by the Local Planning Authority. The scheme, including performance details and a glazing plan, shall achieve the habitable room standards as detailed in BS8233:2014 with no relaxation for exceptional circumstances and appropriate consideration of L<sub>Amax</sub> with suitable measures to ensure the thermal comfort of occupiers. The scheme shall include details of post construction validation measurements. Prior to first occupation a final verification report shall be submitted to and approved in writing by the local Planning authority. All work must be carried out by suitably qualified person and the approved noise, vibration attenuation and ventilation measures shall thereafter be retained and maintained in working order for the duration of the use in accordance with the approved details.

Reason: In order to protect the amenities of the future occupants with regard to Reigate & Banstead Development Management Plan 2019 policy DES1, DES5 and DES9.

24. No development shall take place above slab level until a scheme of measures to ensure that all residential units have access to amenity space within the development where noise levels do not exceed 55dB LAEQ(16 hour) shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of post construction validation. Thereafter the development shall be carried out in accordance with the approved details and a separate validation report shall be submitted to and approved in writing by the Local Planning Authority within 3 months of first occupation.

Reason: In order to protect the amenities of the future occupants with regard to Reigate & Banstead Development Management Plan 2019 policy DES1, DES5 and DES9.

25. The development hereby approved shall not be first occupied unless and until space has been laid out within the site and carports erected and made ready for use in accordance with the approved plans for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking /turning areas, garages and car ports shall be retained and maintained for the purposes of parking and for no other purpose.

Reason: The above conditions are 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 and Reigate and Banstead Development Management Plan policy TAP1.

26. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for bicycles to be stored in a covered and secure location. Thereafter the bicycle storage areas shall be retained and maintained for its designated purpose.

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.

27. Notwithstanding the submitted travel plan statement numbered 2205630 R 07 Rev F 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: In order that the development should not prejudice highway safety and to ensure 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.

28. Prior to the first occupation of the development full details (and plans where appropriate) of the waste management scheme, including storage, collection points (and pulling distances where applicable), and any works to the access road throughout the development and entrance shall be submitted to and approved in writing by the Local Planning Authority.

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

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

Reason: To provide adequate waste facilities in the interests of the amenities of the area and to encourage recycling in accordance with the Development Management Plan 2019 policy DES1.

29. The development hereby approved shall not be occupied unless and until each of the proposed dwellings and flats are provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning

Authority and thereafter shall be retained and maintained to the satisfaction of 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 and Reigate and Banstead Core Strategy 2014 Policy CS17 and policy TAP1 of the Development Management Plan.

30. 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.

31. The development shall not be first occupied until details of the Local Area for Plan (LAP) between Block 2 and 3 has been submitted to and approved in writing by the Local Planning Authority. This shall include details of the equipment, boundary treatments to be installed and details of future maintenance/management of the LAP. Thereafter the LAP shall be constructed in full accordance with the agreed details prior to the first occupation of the development and shall be retained and maintained thereafter.

Reason: To provide adequate open space in accordance with policy OSR2 of the Reigate & Banstead Development Management Plan 2019.

32. The development shall not be occupied until a scheme demonstrating compliance with 'Secured by Design' award scheme has been submitted to and approved in writing by the Local Planning Authority. The approved details shall be completed before the occupation of the development hereby permitted and shall be permanently maintained as such thereafter.

Reason: To ensure that the development provides a secure environment for future residents in accordance with Policy DES1 of the Reigate & Banstead Development Management Plan 2019.

33. 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.

34. The development shall be implemented in accordance with the approved drawing 022114-BEL-SL-04 Revision B so that the 26 identified units meet Part M4(2) "accessible and adaptable" accessibility standards and the 4 identified units meet the higher M4(3) "wheelchair adaptable" standard. Any variation must be submitted to and agreed in writing by the Local Planning Authority prior to the first occupation of the development.

Reason: In order that the scheme provides accessible housing in accordance with Reigate and Banstead Development Management Plan 2019 policy DES7.

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

Reason: To control any subsequent enlargements in the interests of the visual and residential amenities of the locality with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

## **INFORMATIVES**

1. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at [www.firesprinklers.info](http://www.firesprinklers.info).
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions. Further information can be found on the Council website at : [Climate Change Information](#).
3. 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. All developer enquires on recycling and refuse bin ordering, collections and discussing waste matters is via our department email address RC@reigate-banstead.gov.uk . Please also note our website area for developers [https://www.reigate-banstead.gov.uk/info/20062/recycling\\_and\\_refuse/392/fees\\_for\\_recycling\\_and\\_refuse\\_services/3](https://www.reigate-banstead.gov.uk/info/20062/recycling_and_refuse/392/fees_for_recycling_and_refuse_services/3).

4. You are advised that the Council will expect the following measures to be included as part of the Construction Management Statement required by condition:
- (a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs Saturday and not at all on Sundays or any Public and/or Bank Holidays;
  - (b) The quietest available items of plant and machinery should be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels;
  - (c) Deliveries should only be received within the hours detailed in (a) above;
  - (d) Adequate steps should be taken to prevent dust-causing nuisance beyond the site boundary. Such uses include the use of hoses to damp down stockpiles of materials, which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of bowsers and wheel washes;
  - (e) There should be no burning on site;
  - (f) Only minimal security lighting should be used outside the hours stated above; and
  - (g) Building materials and machinery should not be stored on the highway and contractors' vehicles should be parked with care so as not to cause an obstruction or block visibility on the highway.

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

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

5. Environmental Health would like to draw the applicant attention to the specifics of the contaminated land conditional wording such as 'prior to commencement', 'prior to occupation' and 'provide a minimum of two weeks notice'.
- The submission of information not in accordance with the specifics of the planning conditional wording can lead to delays in discharging conditions, potentially result in conditions being unable to be discharged or even enforcement action should the required level of evidence/information be unable to be supplied. All relevant information should be formally submitted to the Local Planning Authority and not direct to Environmental Health.
6. The applicant is advised that the essential requirements for an acceptable communication plan forming part of a Method of Construction Statement are viewed as: (i) how those likely to be affected by the site's activities are identified and how they will be informed about the project, site activities and programme; (ii) how neighbours will be notified prior to any noisy/disruptive work or of any significant changes to site activity that may affect them; (iii) the arrangements that will be in place to ensure a reasonable telephone response during working hours; (iv) the name and contact details of the site

manager who will be able to deal with complaints; and (v) how those who are interested in or affected will be routinely advised regarding the progress of the work. Registration and operation of the site to the standards set by the Considerate Constructors Scheme (<http://www.ccscheme.org.uk/>) would help fulfil these requirements.

7. 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)
8. The applicant is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
9. Notwithstanding 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.
10. The permission hereby granted shall not be construed as authority to carry out any works (including Stats connections/diversions required by the development itself or the associated highway works) on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works (including Stats connections/diversions required by the development itself or the associated highway works) on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see: <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land

Drainage Act 1991. Please see: [www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice).

11. 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).
12. 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.
13. 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. 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.
14. A pedestrian inter-visibility splay of 2m by 2m shall be provided on each side of the access, the depth measured from the back of the footway and the widths outwards from the edges of the access. No fence, wall or other obstruction to visibility between 0.6m and 2m in height above ground level shall be erected within the area of such splays.
15. At the detailed design stage in order to comply with the access and shared cycleway footway condition the applicant will have to fund a TRO to prevent parking either on the carriageway or on the shared cycle way footway. In order to physically prevent this parking the developer will also have to provide bollards.
16. Piling can result in risks to groundwater quality by mobilising contamination when boring through different bedrock layers and creating preferential pathways. Thus, it should be demonstrated that any proposed piling will not result in contamination of groundwater.

If Piling is proposed, a Piling Risk Assessment must be submitted, written in accordance with EA guidance document Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination: Guidance on

Pollution Prevention. National Groundwater & Contaminated Land Centre report NC/99/73.

17. The CLAIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste or have ceased to be waste. Under the Code of Practice:
- excavated materials that are recovered via a treatment operation can be re-used on-site providing they are treated to a standard such that they are fit for purpose and unlikely to cause pollution.
  - treated materials can be transferred between sites as part of a hub and cluster project formally agreed with the Environment Agency.
  - some naturally occurring clean material can be transferred directly between sites.

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

The Environment Agency recommends that developers should refer to:

- the Position statement on the Definition of Waste: Development Industry Code of Practice and;
- The waste management page on GOV.UK

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

For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits> or contact our National Customer Contact Centre on 03708 506 506 (Monday to Friday, 8am to 6pm) or by emailing [enquiries@environment-agency.gov.uk](mailto:enquiries@environment-agency.gov.uk).

The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

19. If proposed site works affect an Ordinary Watercourse, Surrey County Council as the Lead Local Flood Authority should be contacted to obtain prior written Consent. More details are available on our website.

If proposed works result in infiltration of surface water to ground within a Source Protection Zone the Environment Agency will require proof of surface water treatment to achieve water quality standards.

Sub ground structures should be designed so they do not have an adverse effect on groundwater.

If there are any further queries please contact the Flood Risk, Planning, and Consenting Team via [SUDS@surreycc.gov.uk](mailto:SUDS@surreycc.gov.uk). Please use our reference number in any future correspondence.

20. The use of a suitably qualified arboricultural and landscape consultants is essential to provide acceptable supervision and monitoring in respect of the arboricultural issues in respect of the above tree and landscaping conditions. All works shall comply with the recommendations and guidelines contained within British Standard 5837.

## **REASON FOR PERMISSION**

The development hereby permitted has been assessed against development plan policies CS1, CS4, CS5, CS8, CS10, CS11, CS12, CS14, CS17 and DES1, DES4, DES5, DES6, DES8, DES9, TAP1, CCF1, CCF2, INF1, INF3, NHE2, NHE3, OSR2 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.

# 23/01119/F - Former Gas Holders, Hooley Lane, Redhill



### SCHEDULE OF ACCOMMODATION

Unit Type	Description	Qty
<b>PRIVATE</b>		
<b>Private Houses</b>		
FB	The Faber - 3 Bed House - 3B4P - M4(2)	2
LA	The Lacemaker - 3 Bed House - 3B4P	6
MW	The Millwright - 3 Bed House - 3B6P	1
<b>Private Apartments</b>		
<b>BLOCK 1</b>		
TO	The Tripod - 1 Bed Apartment - 1B2P	4
CL	The Calliper - 2 Bed Apartment - 2B4P	8
<b>BLOCK 2</b>		
TO	The Tripod - 1 Bed Apartment - 1B2P	4
CL	The Calliper - 2 Bed Apartment - 2B4P	8
<b>BLOCK 3</b>		
CK	The Carthook - 1 Bed Apartment - 1B2P - M4(3)	1
PC	The Pucella - 2 Bed Apartment - 2B3P - M4(2)	2
LW	The Lewis - 2 Bed Apartment - 2B4P - M4(2)	5
UL	The Ulu - 2 Bed Apartment - 2B3P - M4(2)	2
FT	The Filbert - 2 Bed Apartment - 2B4P - M4(2)	6
<b>Private Total</b>		<b>49</b>
<b>AFFORDABLE</b>		
<b>Affordable Houses - Rented</b>		
LA	The Lacemaker - 3 Bed House - 3B4P	3
<b>Affordable Apartments - Rented</b>		
<b>BLOCK 1</b>		
VE	The Vellum - 1 Bed Apartment - 1B2P - M4(3)	1
PM	The Parchment - 2 Bed Apartment - 2B4P - M4(2)	1
<b>BLOCK 2</b>		
TD	The Tedder - 1 Bed Apartment - 1B2P - M4(2)	2
HK	The Hawk - 2 Bed Apartment - 2B4P - M4(2)	6
<b>Affordable Total - Rented</b>		<b>13</b>
<b>Affordable Apartments (Shared Ownership)</b>		
<b>BLOCK 1</b>		
TL	The Tablet - 1 Bed Apartment - 1B2P - M4(2)	2
VE	The Vellum - 1 Bed Apartment - 1B2P - M4(3)	2
AL	The Astrolabe - 2 Bed Apartment - 2B4P - M4(2)	2
PM	The Parchment - 2 Bed Apartment - 2B4P - M4(2)	2
<b>Affordable Total - Shared Ownership</b>		<b>8</b>
<b>Affordable Total ( 30% of total )</b>		<b>21</b>
<b>Overall Total</b>		<b>70</b>

**LEGEND - TENURE**

	Private
	Affordable Rented
	Affordable Shared Ownership



022114-BEL-SL-LINKED-17.05.23-JH



dha architecture ltd

Brooklands Farm Business Park  
 Bottle Lane  
 Binfield  
 Berkshire  
 RG42 5QX

t. 0118 934 9666  
 e. surname@dhaarchitecture.co.uk  
 w. www.dhaarchitecture.co.uk

sgn, hooley lane, redhill

rev date by details

Tenure Layout

reference 022114-BEL-SL-04

18.05.2023 created  
 1:500 @ A2 scaling  
 MI/JeH contact

- revision

tenure layout

1:500



### SCHEDULE OF ACCOMMODATION

Unit Type	Description	Qty
<b>Private Houses</b>		
FB	The Faber (H) - 3 Bed House	2
LA	The Lacemaker (H) - 3 Bed House	6
MW	The Millwright - 3 Bed House	1
<b>Private Apartments</b>		
1BA	1 Bed Apartment	8
1BA M(3)	1 Bed Apartment - M(3)	1
2BA	2 Bed Apartment	31
<b>Private Total</b>		<b>49</b>
<b>Affordable Houses</b>		
LA	The Lacemaker - 3 Bed House	3
<b>Affordable Apartments</b>		
1BF	1 Bed Apartment	7
2BF	2 Bed Apartment	8
2BF M(3)	2 Bed Apartment - M(3)	3
<b>Affordable Total</b>		<b>21</b>
<b>Overall Total</b>		<b>70</b>

022114-BEL-SL-LINKED-24.10.23-JH



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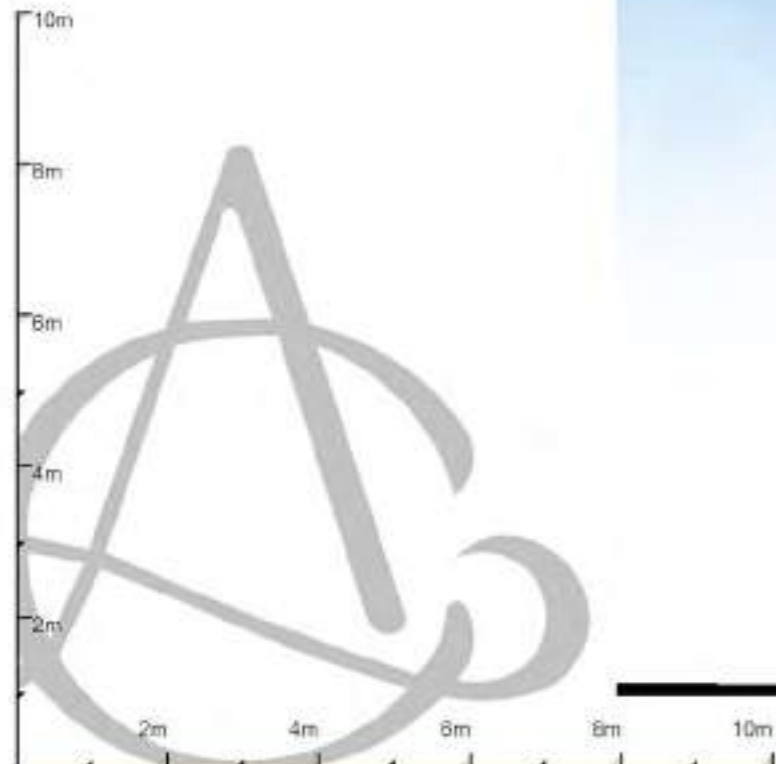
The location of the rainwater downpipes is illustrative only. The detailed engineering layout will illustrate the plot specific location of the downpipes, and this must be followed.

Elevations Correspond to Floor Plan Drawing:  
LA-3B-25S-P2



Front Elevation

Side Elevation



Rear Elevation

Side Elevation

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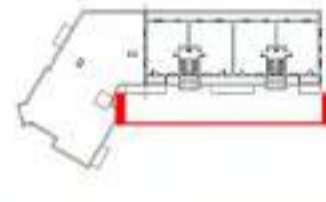
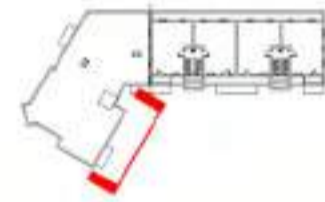
The windows indicated to the side elevations are optional windows only. The default position will be that each of these windows is included unless referred to as omitted on the separate materials schedule or external finishes plan.

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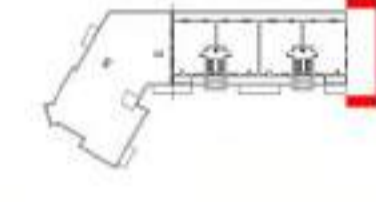
Elevations Correspond to Floor Plan Drawing:  
ARA-TC01-P1 to P4



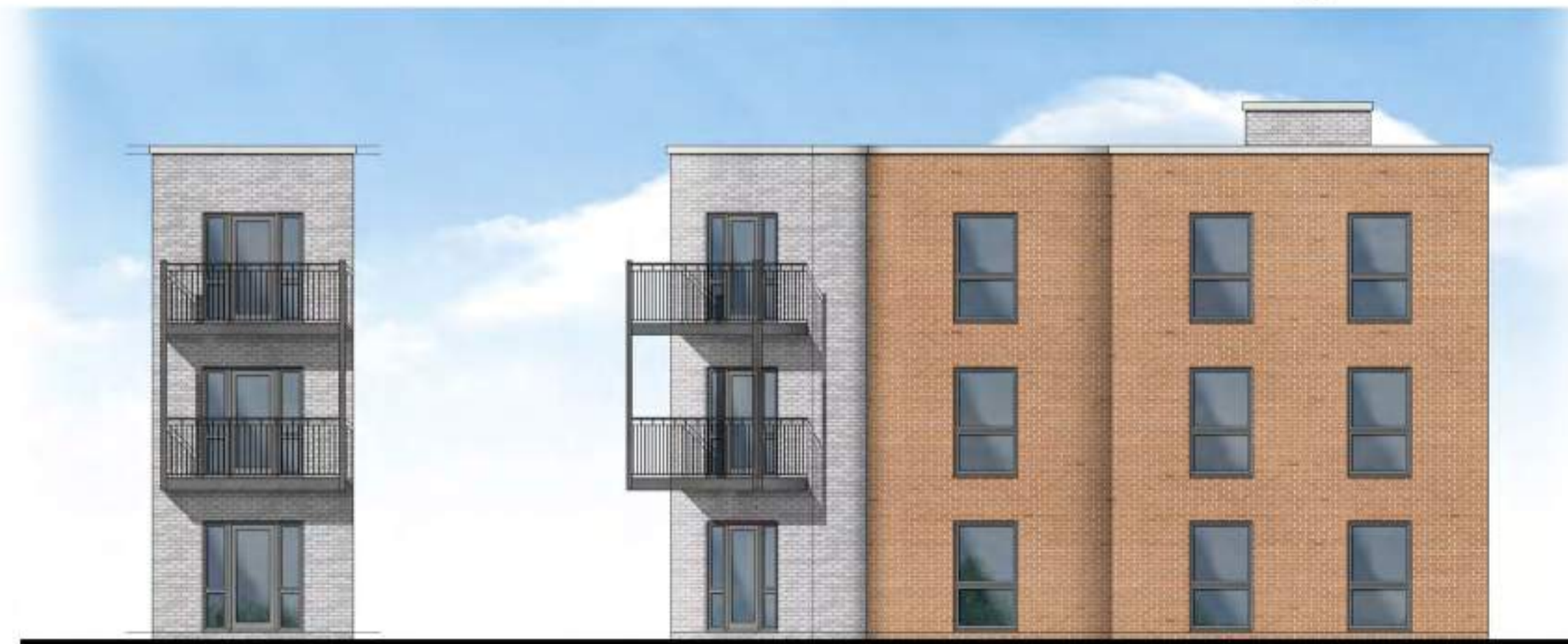
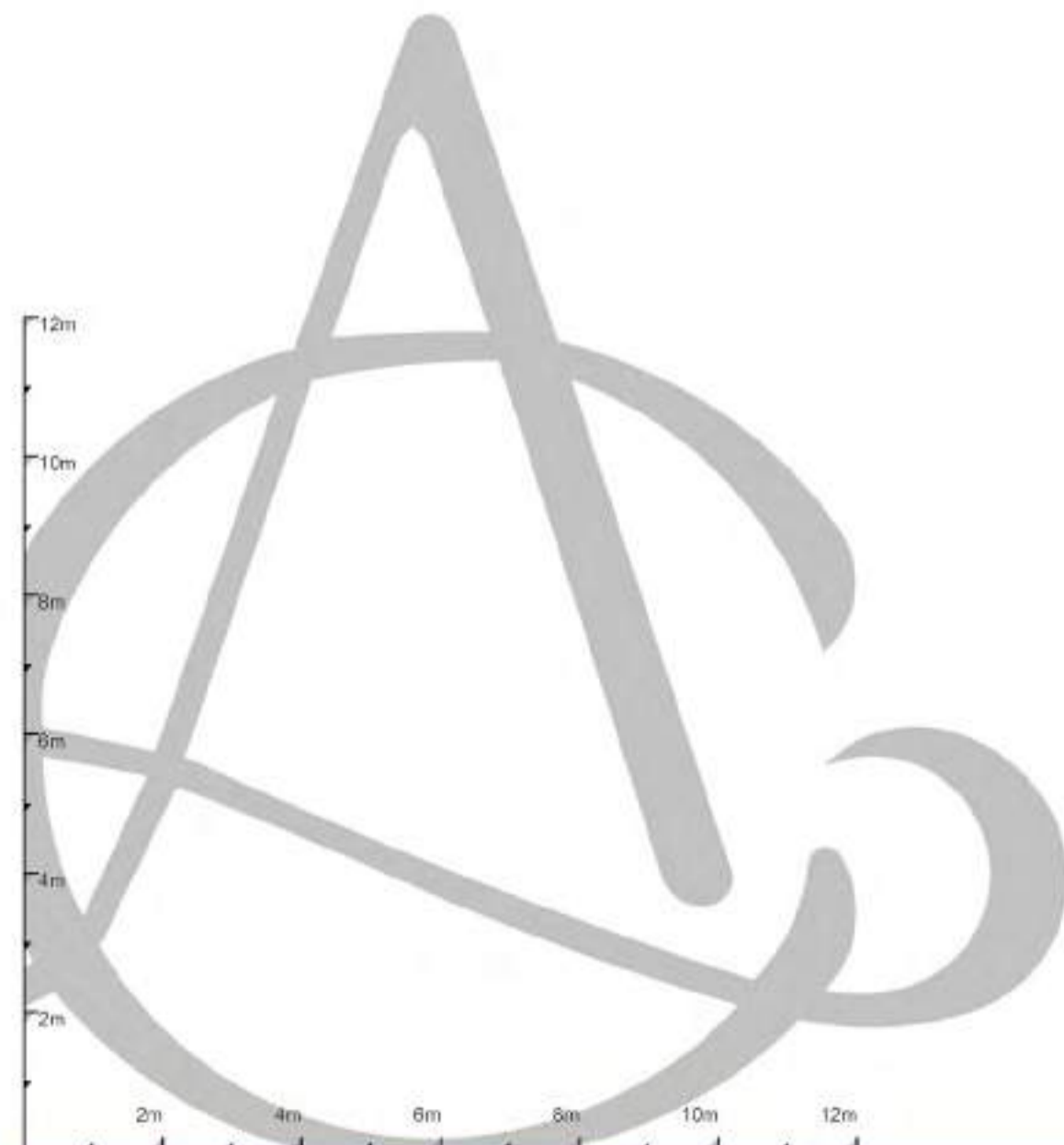
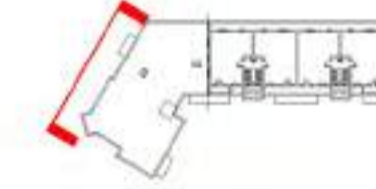
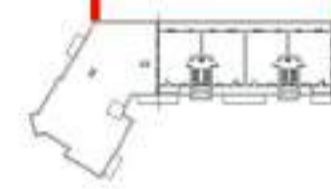
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



Side Elevation



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Elevations Correspond to Floor Plan Drawing:  
HAA-CC01-P1 to P4



Front Elevation

Side Elevations

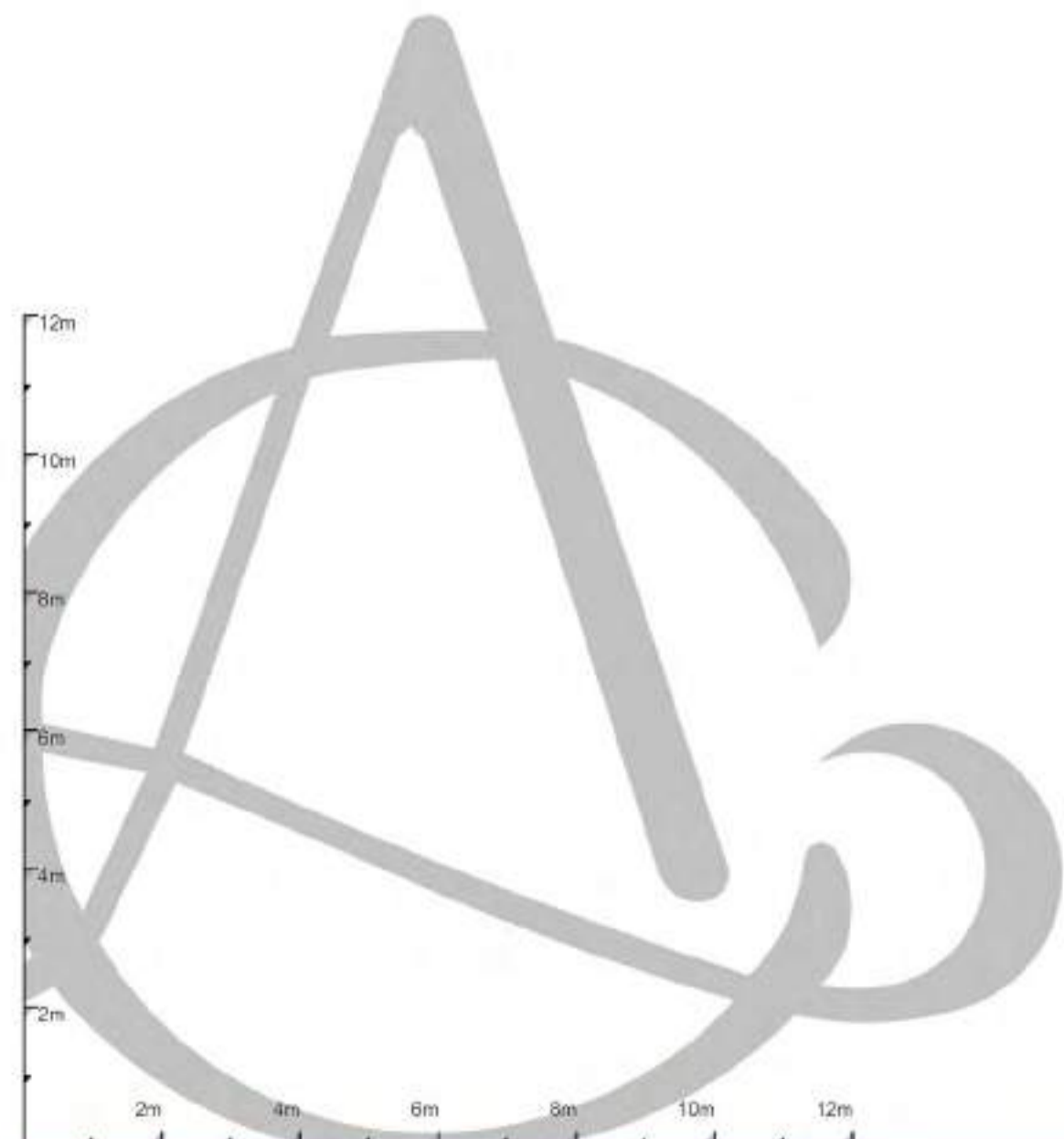
- Lower Panel Blocked Up Internally



Rear Elevation

Side Elevations

- Lower Panel Blocked Up Internally



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Elevations Correspond to Floor Plan Drawing:  
FB-3B-2S-P1



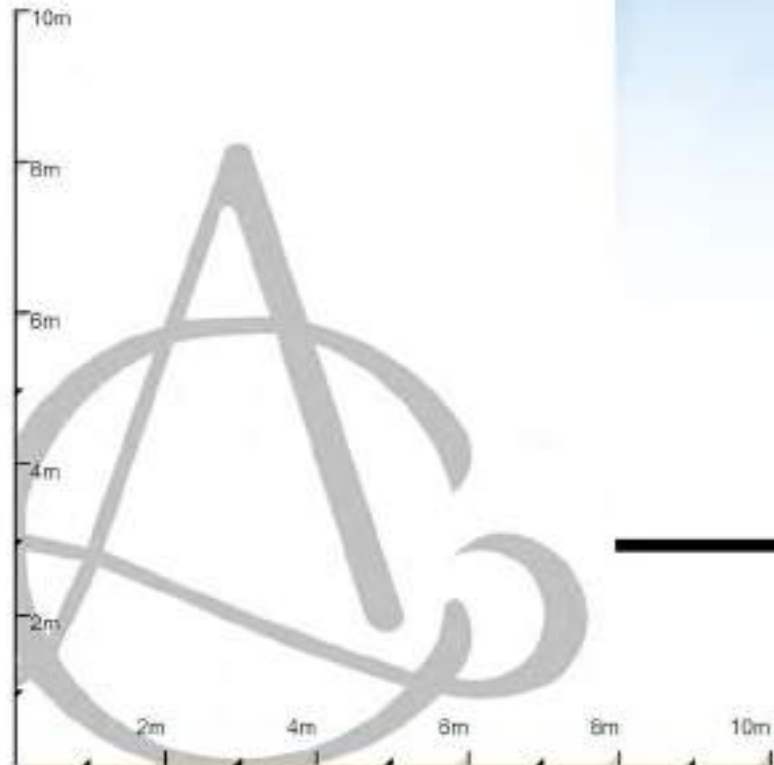
Front Elevation

Side Elevation



Rear Elevation

Side Elevation



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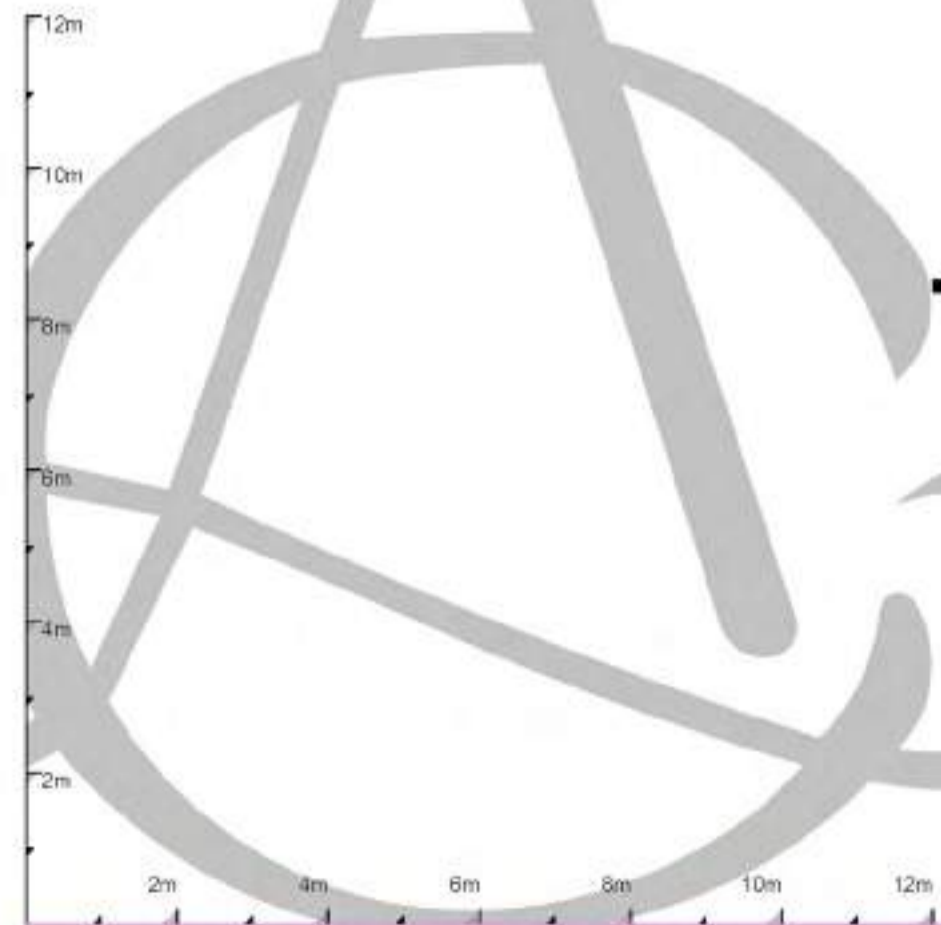
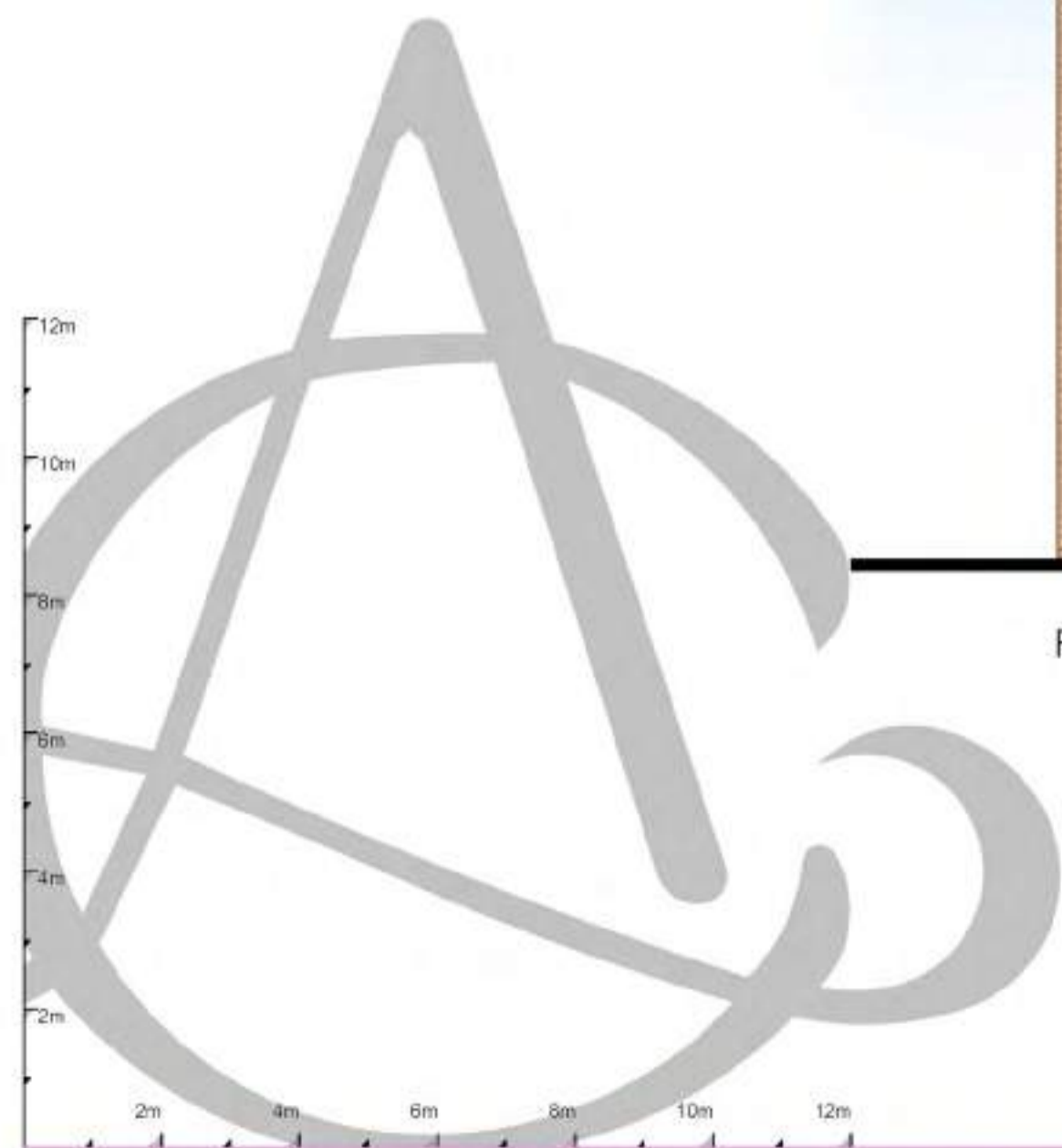
The location of the rainwater downpipes is illustrative only. The detailed engineering layout will illustrate the plot specific location of the downpipes, and this must be followed.

Elevations Correspond to Floor Plan Drawing:  
BSA-TC01-P1 to P4



Front Elevation

Side Elevation



Rear Elevation

Side Elevation

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Elevations Correspond to Floor Plan Drawing:  
FB-3B-2S-P2



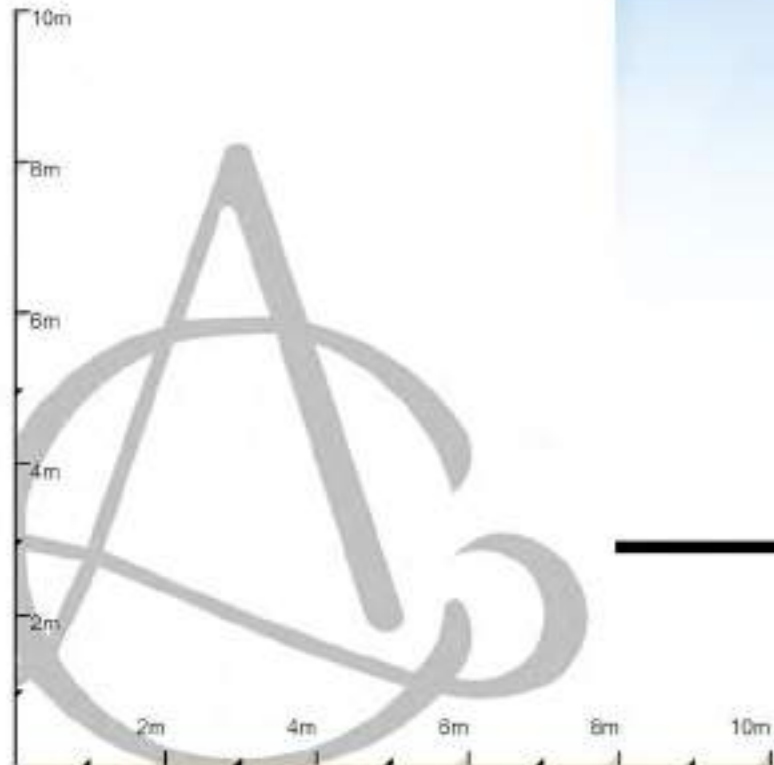
Front Elevation

Side Elevation



Rear Elevation

Side Elevation



THE ARTISAN COLLECTION

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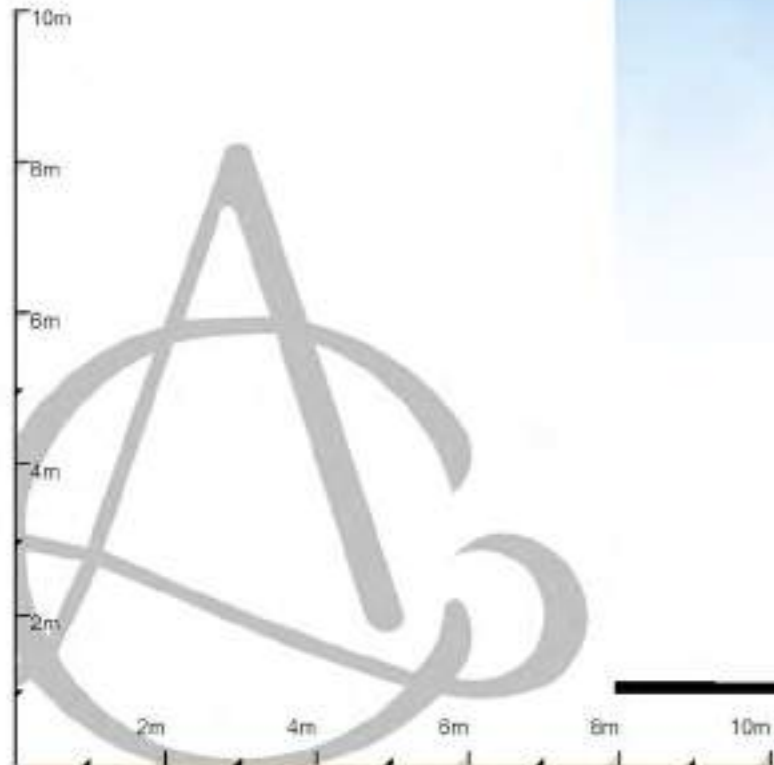
The location of the rainwater downpipes is illustrative only. The detailed engineering layout will illustrate the plot specific location of the downpipes, and this must be followed.

Elevations Correspond to Floor Plan Drawing:  
LA-3B-25S-P3



Front Elevation

Side Elevation



Rear Elevation

Side Elevation



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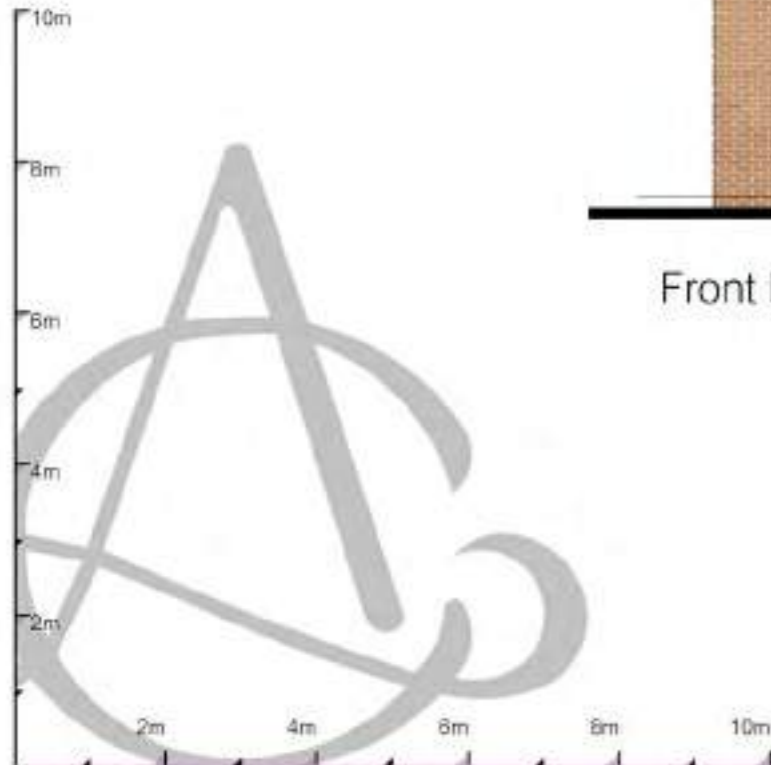
Elevations Correspond to Floor Plan Drawing:  
MW-3B-25S-P1



Front Elevation

Side Elevation

Rear Elevation



THE ARTISAN COLLECTION

THE MILLWRIGHT



Arrowsmith Court  
 Plots 4-25

Bradshaw Court  
 Plots 26-45



Arrowsmith Court  
 Plots 4-25

Bradshaw Court  
 Plots 26-45

