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|  <p>Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate</p> | TO: | PLANNING COMMITTEE |
| | DATE: | 7 th February 2024 |
| | REPORT OF: | HEAD OF PLACES & PLANNING |
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| AGENDA ITEM: | 5 | WARD: CKW - Chipstead, Kingswood And Woodmansterne |

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| APPLICATION NUMBER: | 21/02289/OUT | VALID: | 08.09.2021 |
| APPLICANT: | Stonewater Developments Ltd | AGENT: | DMH Stallard |
| LOCATION: | 1-12 COPTHORNE BRIGHTON ROAD BURGH HEATH SURREY KT20 6BQ | | |
| DESCRIPTION: | Outline planning application for 10 new dwellings, all matters reserved except for access. As amended on 21/04/2022. | | |
| All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail. | | | |

SUMMARY

This is an outline application with all matters reserved except access, for the demolition of existing buildings on site, comprising 13 bedsits/one-bed flats and the erection of 10 new dwellings comprising 8 x 3-bed flats and 2 x 2-bed flats. An existing lodge building and two existing flatted buildings would remain.

The site is located on the eastern side of the A217, Brighton Road, with access directly from the A217 southbound of the dual carriageway. The site is located within the Alcocks Lane and Waterhouse Lane Residential Area of Special Character (RASC). A small number of protected trees feature within the site, and there are a large number of non-protected trees in and around the site boundaries. The site is largely obscured from view from the west by a substantial belt of trees that runs along the east side of the A217. The existing access also falls within the Green Belt.

The application seeks outline consent for access only. The existing access would remain in the same location as existing and, whilst the surface would need upgrading this arrangement and location would remain unchanged. The County Highway Authority (CHA) has reviewed the application and, upon further receipt of information has raised no objection with regard to impact on highway safety. A condition has been recommended to require the inclusion of a pedestrian footpath linking to the highway. The width of the access would be sufficient to achieve this whilst maintaining appropriate width for vehicles. The required number of parking

spaces for the proposed 10 units would be met, and 12 spaces would also be provided for existing residents on site, and highway officers deem this acceptable.

Whilst appearance, landscaping, scale and layout are reserved matters, a scheme has been put forward for three buildings of traditional design and materials, with no accommodation in the roof that would be located in the corners of the existing site. This would be an appropriate layout and would achieve a suitable balance with soft landscaping, retaining the spacious character that is typical of the Alcocks Lane and Waterhouse Lane Residential Area of Special Character (RASC). The design of the buildings would reflect the Surrey vernacular and would be of an appropriate scale commensurate to existing buildings on site.

Some trees would be removed, primarily to the southern boundary, however these will be compensated for by the provision of new planting, which would provide a suitable level of screen to neighbouring residential properties to the south. The site has been deemed largely negligible for protected species with the exception of bats, which are noted as having a presence within one of the existing buildings. Surrey Wildlife Trust has advised proceeding in a precautionary manner and providing bat boxes as part of wildlife enhancement measures.

RECOMMENDATION(S)

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

Consultations:

County Highway Authority (CHA): The CHA has undertaken an assessment in terms of the likely net additional traffic generation, access and parking provision and are satisfied that the application would not have a material impact on the safety and operation of the highway. The County Highway Authority therefore has no highway requirements and recommends informatives.

Kingswood Residents Association: In general no objection raised to the proposed development however request that condition be applied to require existing planting/screening to the north and south boundaries is reinforced and extended. Welcome the lack of north facing windows on the northern most blocks other than rooflights to prevent overlooking. Request that this is secured by condition. Some concern expressed regarding the quantum of development and the impact of this on the prevailing character of the area.

Thames Water: No objections and informatives recommended.

Surrey Wildlife Trust: No objection subject to informative requiring the applicant to apply for a bat mitigation license from Natural England prior to any works commencing which may affect bats.

Representations:

Letters were sent to neighbouring properties on the 16th September 2021. A total of 11 responses were received raising the following issues:

| Issue | Paragraph |
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| No need for the development | Paragraph 6.3-6.13 |
| Overdevelopment | Paragraph 6.3-6.13 |
| Out of character with surrounding area | Paragraph 6.3-6.13 |
| Overlooking and loss of privacy | Paragraph 6.14-6.17 |
| Overshadowing | Paragraph 6.14-6.17 |
| Loss of/harm to trees | Paragraph 6.25-6.29 |
| Inadequate parking | Paragraph 6.22-6.24 |
| Increase in traffic and congestion | Paragraph 6.22-6.24 |
| Noise & disturbance | Paragraph 6.14-6.17 |
| Loss of private view | Paragraph 6.40-6.41 |
| Health fears | Paragraph 6.40-6.41 |
| Harm to Green Belt | Paragraph 6.40-6.41 |
| Harm to countryside | Paragraph 6.1-6.2 |
| Harm to wildlife habitat | Paragraph 6.30-6.34 |

1.0 Site and Character Appraisal

1.1 The site is located on the eastern side of the A217, Brighton Road, with access directly from the A217 southbound of the dual carriageway. The red line of the site includes only two buildings, namely Copthorne House, a two

and a half storey detached building with accommodation in the roof which accommodates 13 flats and, Copthorne Lodge, a single storey building linked to the main house with accommodation in its roof which accommodates 2 flats. However the buildings are currently unoccupied. There are a number of other buildings on the site comprising of Copthorne Cottage, a detached single storey building with roof space accommodation and 2 separate two storey blocks each containing 8 flats, all of which are occupied and would be retained. Car parking for the various buildings is spread throughout the property with open areas between buildings used for communal amenity space.

- 1.2 The site is located within the Alcocks Lane and Waterhouse Lane Residential Area of Special Character (RASC). A small number of protected trees feature within the site, and there are a large number of non-protected trees in and around the site boundaries. The site is largely obscured from view from the west by a substantial belt of trees that runs along the east side of the A217. The existing access also falls within the Green Belt.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: Pre-application advice was sought from the Local Planning Authority prior to submission of the application. A scheme comprising a layout of semi-detached and terraced houses was proposed, which was deemed to be a cramped form of development, overly dense and contrary to the character of the RASC, eroding its spacious character. There were also concerns raised that the dwellings would have been car dominated.
- 2.2 Improvements secured during the course of the application: Improvements in response to comments received from the County Highway Authority (CHA) has been received.
- 2.3 Further improvements could be secured: further improvements could be secured by conditions and informatives.

3.0 Relevant Planning and Enforcement History

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| 3.1 | 09/01229/TPO | Fell 1 Cypress tree and prune 1 unprotected cherry tree | Approved 09/10/2009 |
| 3.2 | 09/01038/F | Replacement of existing aluminium sliding sash single glazed windows in timbers sub frame with PVCU double glazed casement and top hanging windows as shown on the attached drawings | Approved 07/09/2009 |

4.0 Proposal and Design Approach

- 4.1 This is an outline application for access only, with appearance, landscaping, scale and layout being reserved matters, for a development of 10 residential units comprised of 8x3 bed flats and 2x2 bed flats contained within three separate buildings spread across the site. Two existing mid-20th Century residential blocks to the rear of the site comprising a total of 16 flats would be retained, as would the access into the site from the A217. These would be facilitated by the demolition of the existing house and associated coach house on site. Copthorne Cottage, which lies outside the application site to the north side of the access, would be retained.
- 4.2 Whilst appearance and scale would be reserved matters, the proposed buildings would adopt a traditional form, featuring a mix of hipped and pitched roofs, with pitched roof gables similar to that of the existing buildings to be demolished. They would also be of comparable height. Two of the blocks would be sited to the east part of the site, one either side of the access, each comprising a total of 8 flats. Each would have an eaves height not exceeding 4.3m in height. A smaller block to the northeast part of the site would comprise 2x3 bed flats and would have a similarly traditional appearance.
- 4.3 Regarding spacing, the southern most block would be 13.5m from the south boundary and would be 28m from the retained residential block to the east. The northwest block would be 6.7m from the north boundary and 9.6m to the flank of 6 Oakdene to the north. The vegetation currently located on this boundary would be retained and reinforced by substantial additional planting. This would be finalised at the reserved matters stage. This block would be 22.5m from the other retained residential block to the east. The smaller block to the northeast corner would be 5.5m from the north boundary and would feature a lower eaves height along the northern side. Again, additional planting is proposed to the north side of this building. The northern flank of this building would be 9.3m to the flank of 3 Oakdene to the north and 4.5m to the existing block to the south. There are no north facing windows proposed in order to avoid instances of overlooking.
- 4.4 A total of 38 parking spaces would be provided. This would comprise 20 for the proposed units with two visitor spaces, and 14 for the existing flats on site. Two spaces would also be provided for within the curtilage of Copthorne Cottage, outside the redline of the site but within the applicant's ownership. Three refuse storage areas would be positioned within the site. The existing access would be re-built and re-used and would be 5.2m in width.
- 4.5 A substantial amount of landscaping would be incorporated throughout the site, particularly along the north and south boundaries.
- 4.6 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.

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

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| Assessment | <p>The surrounding area is characterised within the design statement as follows:</p> <p>'Cophorne is located on a site of ca. 0.62 ha on the eastern side of the A217 Brighton Road in Burgh Heath, 5km north of the M25 junction 8. The A217 is dual carriageway at this point, and a band of mature deciduous woodland 40m deep (part of the Metropolitan Green Belt) lies between the site and the road. To the west of the A 217 lies the wooded area of Burgh Heath, part of the Metropolitan Green belt and a Site of Nature Conservation Importance.</p> <p>Local facilities including a village hall, restaurants and a pub are available at Kingswood (adjacent to the station). At Burgh Heath, which is located approximately 1100m to the North of the site, there is also a further range of facilities including a church, a convenience store, a petrol station, and restaurants.</p> <p>Cophorne lies at the Northern edge of a designated Residential Area of Special Character, largely characterised by generously sized detached houses of the early/mid twentieth century, set in large plots with a network of hedge-lined and largely unadopted lanes. Cophorne itself, being only accessible by car from the A217, is somewhat isolated from the remainder of the Residential Area.</p> <p>Immediately to the North of Cophorne lies Oakdene, a mid/late twentieth century close of 5 detached two storey houses. These are traditional in character with plain clay tiled roofs and brick/hung tile elevations. The houses are arranged either side of the North-South access close, with the houses facing East-West. The southernmost pair of houses are each around 3m from the boundary, which is a vertical close board or panel timber fence. Oakdene itself slopes gently up towards the southern boundary with Cophorne. The boundary is screened by laurel and</p> |
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| | <p>mature trees.</p> <p>To the East the northern two-thirds of Copthorne adjoins the rear gardens of houses in Alcocks Close, the large majority of the boundary being with Kingsmead, a substantial detached house set at an angle to the boundary. The land rises towards Copthorne and there is a mature tree /hedge screen along the length of the boundary. The southern third of Copthorne's east boundary adjoins the rear garden of Fourways, on Copt Hill Lane, and the boundary is densely planted with evergreen mature hedging.</p> <p>To the South two former large houses, have been redeveloped to provide a detached house and a pair of semi-detached dwellings of two and a half stories in a traditional style. The original house, Firbank, remains. Again the boundary is a vertical close board timber fence with mature hedgerow trees along its length.</p> <p>A TPO exists on two trees including a large sequoia adjacent to the Lodge, which are to be retained and protected as part of the proposal.</p> |
| <p>Involvement</p> | <p>It is not stated that community consultation has taken place however pre-application discussion has taken place with officers prior to submission of the application.</p> |
| <p>Evaluation</p> | <p>The possibility of refurbishing the original House and Coach House to provide modern flats has been investigated. The layout of the house did not lend itself easily to the original conversion, with long circulation areas in some of the flats.</p> <p>The building is in very poor condition, there is significant water ingress and damp within the building, and the condition of the building is such that it is uninhabitable. The building requires significant works including a new roof, and extensive repairs to render the buildings weathertight, and a complete re-fit required of electrical and mechanical services. The costs of the necessary upgrading of all elements of the fabric to meet current standard for insulation and fire safety makes the option of re-use of the buildings non-viable.</p> <p>Options to development site into semi-detached and terraced houses were explored with officers at the pre-</p> |

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| | application stage. |
| Design | The design and layout has been informed following pre-application discussions and aims at reflecting a traditional appearance that is in keeping with the character of the area and Surrey Vernacular. The layout and density aims at reflecting that of the existing site whilst being in keeping with that of the surrounding area. |

4.8 Further details of the development are as follows:

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| Site area | 0.62Ha |
| Existing use | Residential (13 one bed/ bed sit units Class C3) |
| Proposed use | Residential (10 units Class C3) |
| Housing Mix | 8x3 bed flats, 2x2 bad flats |
| Parking Standard | Low Accessibility |
| | 2 bed flat – 2 spaces required |
| | 3 bed flat – 2 spaces required |
| | 22 spaces required |
| Existing parking provision | 16 spaces |
| Proposed parking provision | 38 spaces – 22 for the proposed dwellings, 12 for the 16 retained flats, 2 for Copthorne Lodge |

5.0 Policy Context

5.1 Designation

Urban Area (Access within the Metropolitan Green Belt)
Alcocks Lane and Waterhouse Lane Residential Area of Special Character (RASC)
TPO RE1056 3 Pine Trees
TPO BAN208 1 Weeping Elm
TPO BAN208 1 Lawsons Cypress
TPO BAN208 1 Lawsons Cypress

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)
CS3 (Green Belt)
CS4 (Valued Townscapes and Historic Environment)
CS10 (Sustainable Development),
CS11 (Sustainable Construction),
CS14 (Housing Needs),
CS15 (Affordable Housing),
CS17 (Travel Options and Accessibility)

5.3 Reigate & Banstead Development Management Plan 2019

DES1 (Design of New development)
DES2 (Residential garden land development)
DES3 (Residential Areas of Special Character)
DES4 (Housing Mix)
DES5 (Delivering High Quality Homes)
DES8 (Construction Management)
TAP1 (Access, Parking and Servicing)
CCF1 (Climate Change Mitigation)
CCF2 (Flood Risk)
INF3 (Electronic communication networks)
NHE3 (Protecting trees, woodland area and natural habitats)

5.4 Other Material Considerations

National Planning Policy Framework
2023

National Planning Practice Guidance

Supplementary Planning Guidance

Surrey Design

Local Distinctiveness Design Guide

Householder Extensions and

Alterations

Other

Human Rights Act 1998

Community Infrastructure Levy

Regulations 2010

6.0 **Assessment**

6.2 The main issues to consider are:

- Principle of the development in the Green Belt
- Design appraisal
- Impact on neighbouring amenity
- Amenity of future occupants
- Housing Mix
- Highway Matters
- Trees and landscaping
- Ecology
- Sustainability, Infrastructure and Climate Change
- CIL and Affordable Housing
- Other Matters

Principle of development in the Green Belt

- 6.3 Paragraph 152 of the National Planning Policy Framework 2023 (NPPF) states that development within the Green Belt is, by definition, harmful, and should not be approved except where very special circumstances would justify doing so. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness is clearly outweighed by other considerations (paragraph 153).
- 6.4 As stated earlier in this report only the existing access into the site falls within the Green Belt. The submitted site layout shows that the existing roadway is to be rebuilt and re-used and the route into the site unchanged. Therefore the level of impact on the Green Belt and its open character would be neutral and the transition to it unchanged meaning the proposal does not represent inappropriate development.

Design Appraisal

- 6.5 Policy DES1 of the Reigate and Banstead Development Management Plan 2019 (DMP) requires new development to promote and reinforce local distinctiveness and respect the character of the surrounding area, including positive physical characteristics of local neighbourhoods and the visual appearance of the immediate street scene. Development should also 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. Policy DES2 of the DMP requires development of garden land to be designed to respect the scale, form, and external materials of existing buildings in the locality to reinforce local distinctiveness and be of a height, bulk, mass, and siting to ensure the development is in keeping with the existing street scene.
- 6.6 DMP Policy DES3 relates to development in a RASC and states that within RASCs, planning permission will be granted for residential development, including conversion, provided that:
- buildings are individually designed, and the design of the buildings and landscape makes a positive contribution to the character of the area and promotes local distinctiveness;
 - the height, depth, elevations, scale and massing of development respects the form of neighbouring buildings and the character of the RASC;
 - the proposed development (including garages and other ancillary buildings) does not result in a harmful erosion of the spacing between buildings or lead to an over- dominance of the built form within the plot;
 - existing tree cover, landscaping, green areas and vegetation are retained or replaced, and where possible enhanced, using appropriate species;

- soft and hard landscaping is sensitive to the plot, its setting and prevailing plot boundary characteristics, with plot boundary treatments reflecting the existing street context;
- the proposal does not involve inappropriate sub-division of existing curtilages to a size below that prevailing in the area;
- sufficient off street parking is provided within the site and the layout of parking provision is not dominant within the site or otherwise harmful to the character of the locality; and
- provision for the storage and collection of refuse and recycling is of a sensitive design.

6.7 It should be noted that appearance, layout, landscaping and scale are reserved matters however elevations and a site layout have been provided that demonstrate that the proposed buildings would be designed to reflect a traditional appearance, and that the site can reasonably accommodate 10 residential units. The buildings would utilise a traditional palette of materials that would be appropriate to the character of the wider RASC.

6.8 Annex 5 of the Development Management Plan summarises the characteristics of each of the RASCs within the Borough and notes the following in relation to the Alcocks Lane and Waterhouse Lane RASC:

- Dwellings set within large spacious detached plots and curtilages with mature gardens and leafy landscapes including mature trees, shrubs and hedges around individual plots and their settings and along boundaries with some small wooden fencing and low brick/ stone walls.
- Individual detached dwellings dating mainly from the early 20th Century with an identifiable character which relates to the local distinctiveness of the area
- Low footprint density development consisting of large, detached plots which are generally set back from the road separated by large grass verges, verdant soft landscaping including hedges and established trees.
- Some infilling and redevelopment is consistent with the surrounding area. A small section around Long Orchard has been left out of the RASC as the flats are not of same character as RASC.

6.9 The area is characterised by dwellings set within spacious plots, of an individual design but with an identifiable character, with a low-density footprint. Although some infilling has occurred, redevelopment is consistent with this character. The existing development at Copthorne adheres to this character, with detached buildings set in a spacious landscaped setting.

- 6.10 The three buildings would occupy opposing corners of the overall plot. There would be a good level of spaciousness between the buildings, emphasised by the amount of soft landscaping throughout the site. This serves to limit the overall plot density and reduces the sense of enclosure. The areas of parking are layout discreetly around the site, allowing for an appropriate balance between hardstanding and soft landscaping, which would still pre-dominate within the site.
- 6.11 The buildings would remain well set back from the road to the west, with the entire development located behind the belt of trees running alongside the A217. Based on the submitted detail it is considered that an appropriate layout within the site that would be consistent with the character of the wider RASC would be achieved. The access would remain essentially unchanged.
- 6.12 Whilst appearance would be a reserved matter, elevational drawings have been submitted that show a building of traditional design in terms of form and materials, which would be appropriate to the character of the RASC reflective of the Surrey vernacular. Whilst the existing building to be demolished is characterful, the Conservation Officer is not of the view that it is worthy of retention or locally listing.
- 6.13 In view of the above the proposed development is considered to be acceptable with regard to overall impact on the character of the RASC and the character of the wider area. The scheme would meet the specific criteria of Policy DES3 of the DMP.

Impact on neighbouring amenity

- 6.14 Beginning with the block to the northwest corner of the site, this would be positioned 6.7m from the north boundary and 9.6m to the flank of 6 Oakdene to the north. It is proposed to incorporate a lower eaves to the building at 4.3m on the northern flank to reduce impact. Existing planting along the north boundary of the site would be retained and enhanced through additional planting to increase the level of vegetative screening. In addition, it is not proposed to incorporate any windows on the north flank elevation other than rooflights to reduce impactful overlooking, which would be limited in any case by virtue of the level of planting. The relationship between this building and 6 Oakdene would not be dissimilar to the relationship with the existing buildings.
- 6.15 The smaller block to the northeast corner would be slightly closer to the north boundary at 5.5m and 9.3m from the flank of 3 Oakdene however, again, there would be substantial new planting to screen the building. Similarly, there would be no windows other than rooflights to reduce overlooking, and the separation would be more than sufficient to avoid being overbearing. There is a gap of 6m with the existing flatted building to the south. It is noted that this neighbouring building contains windows that would face the proposed block, however these are secondary. The building

would not extend beyond the rear elevation, and this would mitigate against substantial loss of light to any rear facing windows serving a living room.

- 6.16 The southern most block would be 13.5m from the shared boundary with properties occupying Copt Hill Lane. It is noted that at present this boundary features a generous amount of vegetation which serves to obscure the application site from the neighbours. Whilst there would be some tree removal here to accommodate additional parking, there would be new planting purposely placed to the south of the proposed building to prevent overlooking. The building would be a good distance away from the neighbours boundaries so as to avoid being overbearing. Whilst the parking would be located along the shared boundary this is currently the case with the existing buildings, therefore this aspect would remain largely unchanged and the level of disturbance not substantial enough to warrant refusal.
- 6.17 In considering the above it is not the view that the development would give rise to substantial harm to neighbouring residential amenity and would comply with Policy DES1 of the DMP in this regard.

Amenity for future occupiers

- 6.18 Policy DES5 of the Development Management Plan 2019 (DMP) emphasises the importance of ensuring that new residential development must be of a high quality and provides good living standards for future occupiers. One of the requirements of policy DES5 is that new accommodation must meet the Nationally Described Internal Space Standard (NDSS). Two storey three bedroom dwellings would be expected to provide a minimum of 84sqm of internal residential floor space.
- 6.19 The submitted site layout provides details of the number of flats to be provided, specifying the number of bedrooms and floor space in square metres. Each of the proposed units would meet the requirements as set out in the NDSS, some of the flats would be provided with private balconies, and there would be access to areas of communal outdoor amenity space, of which there would be a generous amount.
- 6.20 In view of the above the dwellings would provide an acceptable level of amenity for future occupiers and would therefore comply with Policy DES5 of the DMP 2019.

Housing Mix

- 6.21 Policy DES4 of the DMP 2019 requires market housing should meet the following requirements unless it can be demonstrated that it is not financially viable or technically feasible to do so, that there would be no need or market demand for a particular size of homes (as may be the case for certain types of specialist accommodation), or that doing so would have an adverse impact on the character of the surrounding area. The policy requires that on sites of up to 20 homes, at least 20% of market housing should be provided as smaller (one and two bedroom) homes. In this case two of the proposed

units would be two-bedroom properties, therefore the 20% required provision would be met, and Policy DES4 complied with.

Highway Matters

- 6.22 The site is located in an area of low accessibility as defined within Annex 4 of the DMP. On this basis the proposed development would require the provision of 20 spaces and 2 visitor spaces (22 in total). This would be provided within the 38 proposed spaces. A further 12 spaces would be given over to the existing 8x1 bed units on site. Whilst this would fall below the existing provision, there is scope within the layout of the development to provide additional parking spaces for existing residents. The finalised layout would be a reserved matter.
- 6.23 The existing access into the site would be maintained and utilised for the proposed development. The County Highway Authority (CHA) has reviewed the application and is satisfied with the level of visibility and that there would not be harm to the safe operation of the highway. It is noted that the existing access is reasonably long and at present is not provided with a pedestrian footpath linking the site to the highway. A condition is recommended to secure this. The access road is 5.5m in width, which would be sufficiently wide enough to incorporate a footpath of 2m, whilst maintaining the minimum 3.7m width required for access by a fire appliance.
- 6.24 Further conditions requiring the submission of details for construction management, the provision of electric vehicle charging points, and the provision of a Travel Information Pack for future residents. Subject to compliance with these conditions the development would be acceptable with regard to highway matters and would comply with Policy TAP1 of the DMP.

Trees and Landscaping

- 6.25 The site contains a small number of protected trees, though the wider site contains a large number of trees, particularly to the boundaries and the west of the site along the A217.
- 6.26 Policy NHE3 of the DMP requires, where relevant, new development proposals to include an assessment of existing trees and landscape features on site, including their suitability for retention. This assessment should also include consideration of the impact on habitats beyond the site Boundary.
- 6.27 An arboricultural impact assessment and tree protection plan has been submitted in support of the application, which has been reviewed by the Councils Tree Officer. It is not proposed to remove any category A or B trees (High Quality and moderate quality). It is proposed to remove 16 trees from the site categorised as category C (low quality) or category U trees, which are in poor condition that they are considered in need of remove regardless of development.

- 6.28 The arboricultural report identifies the trees to be removed which are low quality specimens while retaining the boundary trees, ensuring there is an established buffer zone between the site and neighbouring properties. The dwellings are positioned away from the boundary trees, and this will allow the trees to mature and continue to contribute to the local landscape. As this is an outline application the final layout may change and to ensure there are no further loss of trees a finalised tree protection plan is required, and this can be secured by condition. There are also a number of trees proposed for removal from along the southern boundary. It is proposed to include extensive additional planting, particularly along the north and south boundaries to contribute to the local landscape, maintain the soft landscaped appearance of the RASC, as well as provide screening in the interests of protecting neighbouring residential amenity. Details of a final landscaping scheme would be secured by way of a condition.
- 6.29 Subject to these details being finalised at the reserved matters stage, the development would be acceptable with regard to tree impact and landscaping and would comply with Policy NHE5 of the DMP.

Ecology

- 6.30 Policy NHE2 of the Development Management Plan 2019 requires new development to:
- a. retain and enhance other valued priority habitats and features of biodiversity importance; and
 - b. be designed, wherever possible, to achieve a net gain in biodiversity. Where a development will impact on a priority habitat or species, or protected species, and mitigation cannot be provided on site in an effective manner, developers may be required to offset the loss by contributing to appropriate biodiversity projects elsewhere, in a location agreed with the Council.
- 6.31 The site is not subject to specific ecological designations, though as already noted there are a large number of trees present that may provide habitats for bats and birds.
- 6.32 A preliminary ecological survey has been carried out and submitted in support of the application along with a bat survey report. With regard to bats, whilst presence has been deemed negligible in trees, a roost was found within the loft of one of the buildings to be demolished. The applicant will therefore be required to proceed in a precautionary manner and will require a mitigation licence from Natural England prior to any works commencing. Compensation in the form of alternative roosts/ bat boxes should be provided within the site as part of any biodiversity net gain measures.
- 6.33 The site has been deemed negligible for badger, dormouse, reptiles and Great Crested Newt. With regard to breeding birds, existing vegetation

would provide suitable habitat. Where the proposed works require the removal of the woodland, hedgerow, scattered trees, scattered scrub or building with potential to support breeding birds, this should be carried out between September to February inclusive, to avoid any potential offences relating to breeding birds during their main breeding season. Where this is not possible, a check for nesting birds up to 48 hours prior to clearance works must be undertaken by an experienced ecologist and if any nests are found, the nests must be protected until such time as the young have left the nest, as confirmed by an ecologist. If any nesting birds are found at any time during demolition works, works within the immediate surroundings of the nests must stop immediately and an ecologist should be consulted for further advice. In addition, bird boxes would be required as part of any future enhancement measures, which would be secured by condition.

- 6.34 Subject to this condition and works proceeding in a precautionary manner the scheme is deemed to be acceptable with regards to ecology matters and would comply with Policy NHE2 of the DMP.

Sustainability, Infrastructure and Climate Change

- 6.35 New residential dwellings would be expected to meet the requirements of Policy CCF1 (1)(a) to meet the water efficiency of no more than 110litres per person per day. An energy statement has been submitted demonstrating that the water appliances and fittings would total 107.10 litres per person per day. As such the requirement of the policy would be met.
- 6.36 New development will be encouraged to incorporate passive and active energy efficiency measure and climate change resilience measures and renewable energy technologies. The applicant would be further encouraged incorporate forms of renewable energy via an appropriate informative. A further condition requiring the provision of broadband connection, in accordance with Policy INF3 of the DMP 2019, would also be attached to any grant of planning permission.

CIL and Affordable Housing

- 6.37 The Community Infrastructure Levy (CIL) is a fixed charge which the Council will be collecting from some new developments from 1 April 2016. It will raise money to help pay for a wide range of infrastructure including schools, roads, public transport and community facilities which are needed to support new development. This development would be CIL liable although, the exact amount would be determined and collected after the grant of planning permission.
- 6.38 Core Strategy Policy CS15 and the Council's Affordable Housing SPD require financial contributions towards affordable housing to be provided on housing developments of 1-9 units. However, the 2019 NPPF makes clear such contributions should not be sought from developments of 10 units or less.

- 6.39 In view of this the Council is not presently requiring financial contributions from applications such as this resulting in a net gain of 10 units or less. The absence of an agreed undertaking does not therefore warrant a reason for refusal in this case.

Other Matters

- 6.40 Objection has been raised on the grounds that the development would result in the loss of private view. Whilst harm to immediate outlook is a material planning consideration, there is no right to a view that can be protected in consideration of a planning application. In this case it is not considered that there would be harm to immediate outlook for any neighbouring properties.
- 6.41 There has also been objection on the grounds that the development would give rise to harm in the conservation area. The application site is not located within a conservation area therefore this has not been taken into account. It is also not the view that health concerns would arise.

CONDITIONS

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

| Plan Type | Reference | Version | Received |
|----------------------------|------------------|----------------|-----------------|
| Arb / Tree Protection Plan | 21012-1 | | 21.04.2022 |
| Location Plan | 1171 | 100 | 25.08.2021 |
| Elevation Plan | 1171 | 204 | 25.08.2021 |
| Site Layout Plan | 1171 | 203D | 25.08.2021 |
| Floor Plan | 24.10 | | 25.08.2021 |
| Floor Plan | 24.9 | | 25.08.2021 |
| Elevation Plan | | | 25.08.2021 |
| Elevation Plan | 24.6 | | 25.08.2021 |

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. Approval of details of the appearance, layout, landscaping and scale of the site (hereinafter called the "reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced and carried out as approved. Plans and particulars of the reserved matters referred to above, shall be submitted in writing to the Local Planning Authority before the expiration of three years from the date of this permission. The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two

years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason: To comply with Article 5 of the Town and Country Planning (General Development Procedure) (England) Order 2015 (or any order revoking and re-enacting that Order) and Section 92(2) of the Town and Country Planning Act 1990 as amended by Section 51(2) of the Planning and Compulsory Purchase Act 2004.

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

Reason: To ensure good arboricultural practice in the interests of the maintenance of the character and appearance of the area and to comply with British Standard 5837:2012 'Trees in Relation to Design, demolition and Construction – Recommendations' and reason: To ensure good landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies NHE3, DES1 and DES3 of the Reigate and Banstead Development Management Plan 2019 and the recommendations within British Standard 5837:2012 Trees in relation to design, demolition and construction

4. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plan numbered 203D for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purpose.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2021 and Policy TAP1 Parking, access, and Servicing TAP2 of the Reigate and Banstead Local Plan Development Management Plan September 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 deposit of materials on the highway
- (k) on-site turning for construction vehicles

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

Reason: 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 2019 policies TAP1 and DES8.

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

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

7. 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 2km walking distance and 5km cycling distance of the site and details of public transport within the vicinity 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 the residents of the proposed development upon first occupation.

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

8. The development shall not be occupied until a separate pedestrian access from the highway to the site has been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

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

9. No development shall take place above slab level until written details of the materials to be used in the construction of the external surfaces, including fenestration and roof, have been submitted to and approved in writing by the Local Planning Authority, and on development shall be carried out in accordance with the approved details.

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

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

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.

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

All waste storage and collection points should be of an adequate size to 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.

Reason: To provide adequate waste facilities in the interests of the amenities of the area and to encourage recycling.

12. No development shall commence until a strategy for the disposal of surface and foul water is submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details.

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

13. No development above ground level shall commence until a scheme to provide positive biodiversity and ecological benefits has been submitted to and approved in writing by the local planning authority (LPA). This shall be informed by and include as a minimum the recommendations and enhancements contained within the submitted preliminary ecological appraisal prepared by The Ecology Consultancy. This should be designed alongside the soft landscaping proposals for the site. The biodiversity enhancement measures approved shall be carried out and maintained in strict accordance with these details or as otherwise agreed in writing by the LPA, and before occupation of this development.

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

INFORMATIVES

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

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

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

2. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at <https://firesprinklers.org.uk/>
3. 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.
4. 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.
5. The applicant is advised that the Borough Council is the street naming and numbering authority and you will need to apply for addresses. This can be done by contacting the Address and Gazetteer Officer prior to construction commencing. You will need to complete the relevant application form and upload supporting documents such as site and floor layout plans in order that official street naming and numbering can be allocated as appropriate. If no application is received the Council has the authority to allocate an address. This also applies to replacement dwellings. If you are building a scheme of more than 5 units please also supply a CAD file (back saved to 2010) of the development based on OS Grid References. Full details of how to apply for addresses can be found http://www.reigate-banstead.gov.uk/info/20277/street_naming_and_numbering
6. The use of a suitably qualified arboricultural consultant is essential to provide acceptable submissions in respect of the arboricultural tree condition above. All works shall comply with the recommendations and guidelines contained within British Standard.
7. The use of landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above landscaping condition. The planting of trees and native hedging shall be in keeping with the character and appearance of the locality. There is an opportunity to incorporate structural landscape trees into the scheme to provide for future amenity and long term continued structural tree cover in this area. It is expected that the replacement structural landscape trees will be of [Semi-

Mature/Advanced Nursery] stock /[Extra Heavy Standard/Heavy Standard] size with initial planting heights of not less than [6m/4.5m/4m/3.5m] with girth measurements at 1m above ground level in excess of [20/25cm/16/18cm/14/16cm/12/14cm].

8. 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: <https://www.surreycc.gov.uk/roads-and-transport/permits-and-licences/traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991.
9. The developer is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to streetlights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
10. 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).
11. 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.
12. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.

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.

13. The applicant should take action to ensure that the development activities such as vegetation or site clearance are timed to avoid the bird nest season of early March to August inclusive.
14. The applicant should be aware that suitable habitat exists for Great Crested Newts within the development site and that should any Great Crested Newts be identified during works, all work should cease immediately and advice sought from Natural England or a qualified specialist.
15. The applicant is required to obtain a bat mitigation licence from Natural England following granting of planning permission and prior to any works commencing which may affect bats. The applicant should undertake all the actions which will be detailed in the Method Statement which must support a mitigation licence which is expected to be based on, mitigation and enhancement actions presented within the bat report. This will help ensure that the proposed development is in compliance with the statutory provisions of the above referenced legislation.

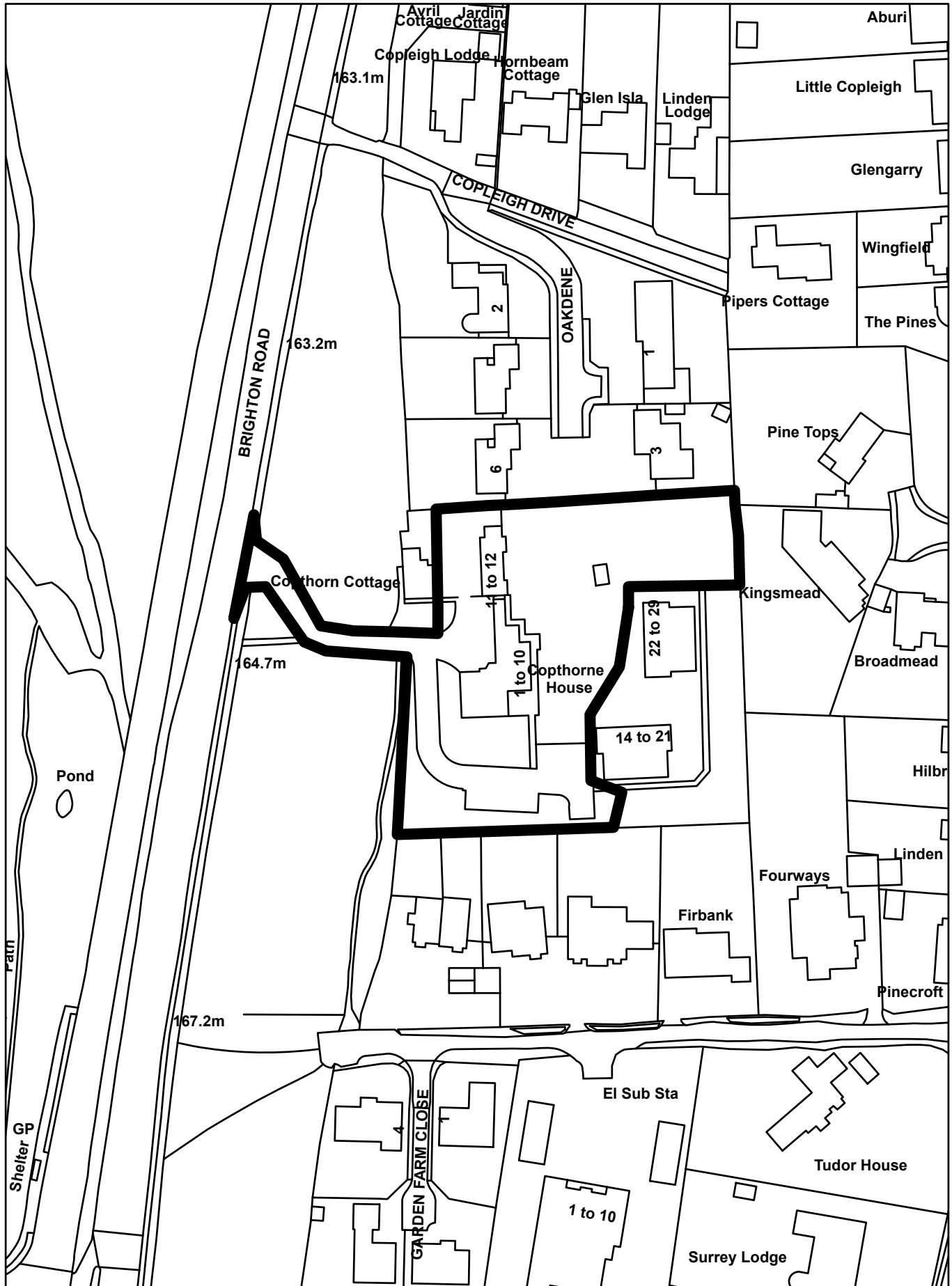
REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies DES1 DES2 DES3 DES4 DES5 DES8 TAP1 CCF1 CCF2 INF3 NHE3 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.

21/02289/OUT - 1-12 Copthorne, Brighton Road, Burgh Heath





ACCOMMODATION

| | | | |
|-----|---------|---------|-----|
| 2no | 2 bed 4 | 80 sq m | GIA |
| 4no | 3 bed 5 | 98 sq m | GIA |
| 2no | 3 bed 6 | 108sq m | GIA |
| 2no | 3 bed 6 | 110sq m | GIA |

Parking

| |
|----------------------------|
| 2 visitor spaces |
| existing flats 16 spaces |
| existing lodge as existing |
| proposed flats 2 per flat |

Application site area 0.46 Ha

D Planning Issue Linden 04/08/2021

revision revision notes date

project
**Old Copthorne, Burgh Heath,
 Surrey KT20 6BQ
 Proposed development**

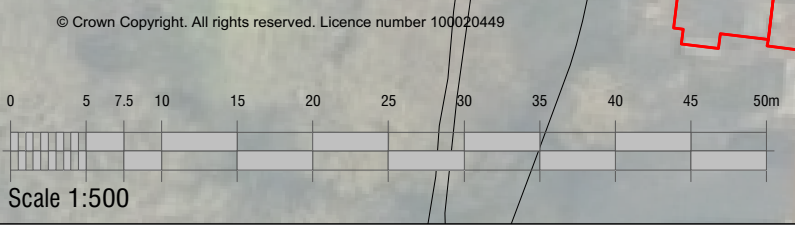
dra title
Sketch Scheme showing 10 new flats

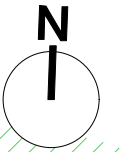
drawn by ...

chdp
 architecture

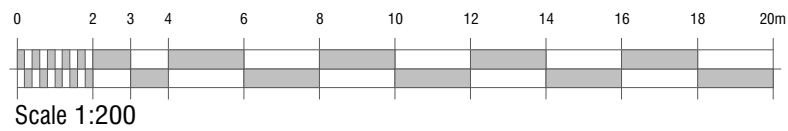
CHDP Architecture
 32, The City Business Centre, Hyde Street,
 Winchester, Hampshire, SO23 7TA
 T: (01962) 841404 W: chdp.co.uk

scale 1:200@A3 date April 20 job no. 1171 dra no. 203D rev





Elevation looking West



B Red Line added 10/8/20

revision revision notes date

project
**Old Copthorne, Burgh Heath,
Surrey KT20 6BQ
Proposed development**

drg title
Elevation showing 10 new flats

drawn by ...

chdp
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scale 1:200@A3 date April 20 job no. 1171 drg no. 204 rev