

 <b>Reigate &amp; Banstead</b> BOROUGH COUNCIL Banstead   Horley   Redhill   Reigate	<b>TO:</b>	PLANNING COMMITTEE
	<b>DATE:</b>	19 February 2020
	<b>REPORT OF:</b>	HEAD OF PLANNING
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<b>AGENDA ITEM:</b>	10	<b>WARD:</b> <i>Nork</i>

<b>APPLICATION NUMBER:</b>	19/02336/F	<b>VALID:</b>	28/11/2019
<b>APPLICANT:</b>	Denton Homes	<b>AGENT:</b>	WS Planning
<b>LOCATION:</b>	<b>LAND TO THE REAR OF 17-23, THE DRIVE, BANSTEAD, SM7 1DF</b>		
<b>DESCRIPTION:</b>	<b>Erection of two detached dwellings. As amended on 28/01/2020.</b>		
<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>			

**This application is referred to Committee in accordance with the Constitution as the application is for net 2 dwellings.**

## **SUMMARY**

This is a full planning application for the erection of 2 detached two storey dwellings with associated access, parking and hard and soft landscaping.

The site is located to the rear of 17-23 The Drive, with a frontage to Picquets Way to the side. The proposed dwellings would be orientated to face towards Picquets Way, broadly aligned with the existing property to the south. The site is generally flat and is typical garden land, currently occupied by a number of sheds and other domestic structures associated with the existing properties in The Drive.

Each dwelling would contain 4 bedrooms and would be provided with a garage, two off-street car parking spaces and private rear gardens.

The dwellings would generally align with neighbouring properties to the south and would maintain an appropriate frontage to Picquets Way. The proposals would make efficient use of this site for new housing without harming the amenities of neighbouring properties and are considered acceptable.

## **RECOMMENDATION**

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

## **Consultations:**

Highway Authority: No objection subject to condition.

The County Highway Authority has assessed the application on safety, capacity and policy grounds and is satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway with respect of access, net additional traffic generation and parking. The County Highway Authority therefore has no highway requirements subject to conditions.

Tree Officer – As initially submitted, the Council tree officer stated that the trees shown to be removed are low quality specimens and therefore will not have a drastic impact on the appearance of the area or canopy cover. However, he stated that he was more concerned about T12 which is an off-site street tree and whether it can reach its full species potential and continue to contribute to the street scene. The proposed driveway will cover 28% of the existing unsurfaced area within its RPA and this exceeds the recommended 20% threshold set out within section 7.4.2.3 of BS5837:2012. The arboricultural report recommends low invasive and permeable hard standing construction method which is likely to be cellular confinement system.

Whilst this may be able to be installed, he stated that he was concerned about the long term impact such as regular movement of vehicles within this area and the effect it will have on the root development of T12. In addition, the canopy overhangs the parking area and falling debris is likely to be a cause of concern to the residents, which may well result pressure to the local authority to undertake pruning works such as a hard lateral reduction of the branches back to the boundary and therefore affecting its natural appearance. Based on the information provided I cannot support this application.

In response to these comments, a revised layout was submitted which reduced the amount of hardstanding within the RPA. The tree officer stated that whilst the revised layout has reduced the proposed driveway from 28% to 18% which is under the threshold set out in section 7.4.2.3 of BS5837:2012, it will be necessary to protect the unsurfaced area from being used as a car parking area as this will result in soil compaction, continuous use will result in compaction which will physically prevent roots from elongating into the soil by lack of oxygen and ultimately have an impact on the long term retention of the highway tree. An updated arboricultural report will identify the relevant measures that need to be implemented to ensure trees are incorporated into the final layout. A landscape condition will secure replacement trees. Conditions on an updated arboricultural report, landscaping and boundary enclosures are suggested.

## **Representations:**

Letters were sent to neighbouring properties on 5<sup>th</sup> December 2019.

2 responses have been received raising the following issues:

<b>Issue</b>	<b>Response</b>
Inadequate parking	See paragraph 6.14 – 6.15
No need for the development	See paragraph 6.1
Noise & disturbance	See paragraph 6.12
Inconvenience during construction	See paragraph 6.12
Out of character with surrounding area	See paragraph 6.3 – 6.8
Increase in traffic and congestion	See paragraph 6.14 – 6.15
Overdevelopment	See paragraph 6.3 – 6.5
Loss of/harm to trees	See paragraph 6.14 – 6.17
Overlooking and a loss of privacy	See paragraph 6.9
Overshadowing	See paragraph 6.9

4 letters of support have been received commenting on the benefit of providing housing in the urban area rather than on open countryside.

## **1.0 Site and Character Appraisal**

- 1.1 The application site is formed from parts of the rear gardens of nos. 17-23, The Drive, detached two storey residential properties located on the southern side of The Drive in Banstead. The site is located at the southern end of these gardens with the side boundary of no 23, located with a frontage to Picquets Way. Immediately to the south of the site is no.1 Picquets Way, a two storey detached house. The relevant parts of each of the gardens are occupied by a mixture of sheds and other domestic structures.
- 1.2 The immediate area surrounding the application site is predominantly residential and comprises a mix of detached and semi-detached houses of individual design, with variations in the form of development within a traditional theme. The Beacon School is located to the south of the site on Picquets Way.

## **2.0 Added Value**

- 2.1 Improvements secured at the pre-application stage: The applicant did not approach the Council for pre-application advice and therefore, the opportunity to secure improvements did not arise.
- 2.2 Improvements secured during the course of the application: Following the receipt of adverse comments relating to the impact of the proposed development on a street tree, a revised site layout has been received which reduces the areas of hardstanding within the RPA of the tree.

- 2.3 Further improvements could be secured through the use of conditions relating to materials, tree protection and the removal of permitted development rights.

### 3.0 Relevant Planning and Enforcement History

- 3.1 The only planning history on the site relates to extensions to existing properties.

### 4.0 Proposal and Design Approach

- 4.1 This is a full application for the erection of two detached two storey houses on land to the south of the existing dwellings at nos. 17-23, The Drive. The proposed dwellings would broadly align with the existing dwelling to the south which fronts onto Picquets Way. A single new vehicular access would be created onto Picquets Way to serve both new properties leading to garages and 2 off-street parking spaces for each property.

- 4.2 The proposed dwellings would be two storeys in height and of a traditional design utilising a mixture of brick and render to the elevations and clay tiles to the roof. Each property would also be provided with a private rear garden.

- 4.3 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.

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

Assessment	The character of the surrounding area is assessed as being of residential character with a mixture of detached and semi-detached properties.
	No site features worthy of retention were identified.
Involvement	No community consultation took place.
Evaluation	The statement does not include any evidence of other development options being considered.
Design	The statement does not explain why the proposal was chosen

- 4.5 Further details of the development are as follows:

Site area	0.09ha
Existing parking spaces	0

Proposed parking spaces	4
Parking standard	4
Number of affordable units	0
Net increase in dwellings	2
Infrastructure contribution	£35,000
Existing site density	0

## 5.0 Policy Context

### 5.1 Designation

Urban area

### 5.2 Reigate and Banstead Core Strategy

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

### 5.3 Reigate and Banstead Development Management Plan 2019

DES1 (Design of New development)  
DES8 (Construction Management)  
TAP1 (Access, Parking and Servicing)  
CCF1 (Climate Change Mitigation)  
NHE3 (Protecting trees, woodland areas and natural habitats)  
INF3 (Electronic communication networks)

### 5.4 Other Material Considerations

National Planning Policy Framework  
National Planning Practice Guidance  
Supplementary Planning Guidance

Surrey Design  
Local Distinctiveness Design Guide  
Vehicle and Cycle Parking  
Guidance 2018

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.
- 6.2 The main issues to consider are:
- Design appraisal
  - Neighbour amenity
  - Impact on trees
  - Highway matters
  - Affordable housing
  - Community Infrastructure Levy

### Design appraisal

- 6.3 The site is located at the rear of 17-23, The Drive with a frontage to Picquets Way. To the north of the site, located approximately 25m from the application site boundaries two storey detached properties facing The Drive. To the south is no.1 Picquets Way, a two storey detached property located a similar distance back from the street frontage. The proposed dwellings in this case would be positioned equally within the site, with gaps of 2.7m to the northern boundary and 1.9m to the southern boundary and a gap of 2m between the two proposed dwellings. The proposed dwellings would be on a slightly staggered building line ranging between 9.4m and 10.6m back from the highway, thus respecting the building line on the eastern side of Picquets Way.
- 6.4 The proposal takes in parts of 4 rear gardens, and in doing so creates two plots of adequate width (approximately 14 metres), similar in scale to the nearest adjoining property and consistent with the principle of development which prevails in the surrounding area. A reasonably spacious feel consistent with the present character would be retained with separation of between 1.9 and 2.7m to side boundaries. The staggered building line and the set back from the road frontage would maintain the spatial characteristics of the area.
- 6.5 The height of the proposed dwellings (max height of 8.875m to the ridge) would be taller than the neighbouring property to the south in Picquets Way, but similar to neighbouring properties to the north in The Drive. The setback from the street frontage, which is similar to the immediately neighbouring property to the south, allows for the provision of car parking at the front of the property with reasonable space left over for landscaping and tree protection. A condition requiring approval of tree protection and landscaping prior to commencement will be attached to ensure this is carried through, together with restrictions on permitted development rights for additional areas of hardstanding.
- 6.6 The design of the dwellings would be a traditional two storey, similar to others in the area. The building incorporates a pitched roof with a ridge height of approximately 7.65 metres and adopts a fully hipped roof form, which serves to reduce the bulk and mass, and which would be appreciated within the

street scene of Picquets Way. The proposed dwellings would maintain the street scene frontage to the front elevation and would not be prominent in the street scene or adversely impact upon character.

- 6.7 An indication of the materials to be used has been provided including red bricks and render to the main elevations and clay or concrete roof tiles. These materials would be reflective of those in the area and would provide an appropriate finish to the proposed development.
- 6.8 Overall, the proposed development would be of appropriate scale and design and would not be unduly detrimental to the street scene of Picquets Way or the character of the wider locality. It therefore complies with policy DES1 in this respect.

#### Neighbour amenity

- 6.9 While the proposed dwellings would be apparent from the rear of properties along The Drive, a significant separation distance of approximately 25metres would be retained. In view of this, it is not considered that loss of light would occur to these properties, or that the dwellings would appear unduly overbearing. The presence of boundary fencing and planting - details of which will be secured by condition - would further soften any visual impact.
- 6.10 The rear elevations would have windows at ground and first floors with bedroom windows facing towards the east. Given the separation distances and the boundary planting, it is not considered that the proposals would give rise to any undue overlooking or loss of privacy to the occupants of neighbouring properties.
- 6.11 Due to the siting of the proposed dwelling, in particular the proposed alignment of the front and rear elevations with the neighbouring property at no. 1 Picquets Way, no loss of light would occur to residents of the nearby property. For this reason, and in view of the design approach discussed above, it is not considered that the proposal would not appear overbearing on properties in Picquets Way, nor would it be unduly harmful to their outlook.
- 6.12 Representations have been received regarding noise and disturbance and inconvenience during the construction period. The addition of one dwelling is not considered to result in an unsatisfactory level of disturbance. Whilst there may be a degree of inconvenience and disturbance during the construction phase, the proposal would not warrant refusal on this basis and statutory nuisance legislation exists to control any significant levels of disturbance.
- 6.13 Overall, whilst giving rise to a degree of change in the relationship between buildings, the proposed development would not adversely affect the amenities of neighbouring properties, and therefore complies with DMP Policy DES1 in this respect

### Impact on Trees

- 6.14 As initially submitted, the Council tree officer raised objections to the proposals on the grounds of the excessive incursion of hardstanding within the root protection area of an off-site street tree. As originally proposed the proposed driveway would have covered 28% of the existing unsurfaced area within its RPA and this exceeds the recommended 20% threshold set out within section 7.4.2.3 of BS5837:2012. The arboricultural report recommends low invasive and permeable hard standing construction method which is likely to be cellular confinement system.
- 6.15 Whilst this may be able to be installed, the tree officer stated that he was concerned about the long term impact such as regular movement of vehicles within this area and the effect it will have on the root development of T12. In addition, the canopy overhangs the parking area and falling debris is likely to be a cause of concern to the residents, which may well result pressure to the local authority to undertake pruning works such as a hard lateral reduction of the branches back to the boundary and therefore affecting its natural appearance. Based on the information provided he was unable to support this application.
- 6.16 In response to these comments, a revised layout was submitted which reduced the amount of hardstanding within the RPA. The tree officer stated that whilst the revised layout has reduced the proposed driveway from 28% to 18% which is under the threshold set out in section 7.4.2.3 of BS5837:2012, it will be necessary to protect the unsurfaced area from being used as a car parking area as this will result in soil compaction, continuous use will result in compaction which will physically prevent roots from elongating into the soil by lack of oxygen and ultimately have an impact on the long term retention of the highway tree. In order to address these concerns, it is recommended that a condition be imposed requiring an updated arboricultural report will identify the relevant measures that need to be implemented to ensure trees are incorporated into the final layout. A landscape condition will secure replacement trees.
- 6.17 In light of these comments it is considered that the proposals do not conflict with DMP Policy NHE3.

### Highway matters

- 6.18 The proposed dwellings would be accessed from Picquets Way. A new crossover serving both properties would be provided leading to off-street parking for each dwelling. In respect of parking, the proposed development would provide sufficient off-street parking on-site: two spaces would be provided for each dwelling. Overall, it is considered that the proposals offer sufficient and practical parking provision on-site such that the proposed development should not exacerbate existing parking stress or constraint on Picquets Way.

- 6.19 Whilst concerns have been raised by surrounding residents in respect of parking and highway safety, the County Highway Authority has undertaken an assessment in terms of the likely net additional traffic generation, access arrangements and parking provision and are satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway. The County Highway Authority therefore has no highway requirements subject to conditions

Community Infrastructure Levy (CIL)

- 6.20 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, an informal calculation shows a CIL liability of around £35,000.

**CONDITIONS**

1. 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.

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

<b>Drawing title</b>	<b>Drawing number</b>	<b>Revision</b>	<b>Received on</b>
Location Plan	089-02-01		20.11.2019
Existing Site layout	089-02-02		28.11.2019
Setting out plan	089-02-03	A	04.02.2020
Site layout plan	089-02-04	A	04.02.2020
Floor plan	089-02-05		20.11.2019
Elevation plan	089-02-06		20.11.2019
Elevation plan	089-02-07		20.11.2019
Street scene	089-02-08		20.11.2019

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.

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 Local Plan Development Management Plan 2019 policy DES1.

4. The development hereby permitted shall not commence until details of the design of a surface water drainage scheme has been submitted to and approved in writing by the local planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDs, NPPF and Ministerial Statement on SuDs. The required drainage details shall include:
- a) Evidence that the proposed final solution will effectively manage the 1 in 30 and 1 in 100 (+40% allowance for climate change) storm events, during all stages of the development (Pre, Post and during), associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 4.9l/s for the 1 in 1 year rainfall event and 7.7 l/s for the 1 in 100 (+cc) rainfall event
  - 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, inspections chambers etc)
  - c) Evidence that the existing surface water sewer within the access road is fit for purpose
  - d) A plan showing exceedance flows (ie during rainfall greater than design events or during blockage) and how property on and offsite will be protected
  - e) Details of drainage management responsibilities and maintenance regimes for the drainage system
  - f) Details of how the final 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

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 Reigate and Banstead Local Plan Development Management Plan 2019 policy CCF2.

5. No development shall commence including demolition and or groundworks preparation until a detailed, scaled Tree Protection Plan (TPP) and the related 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. The AMS shall also include a pre-start 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 policies DES1 and NHE3 of the Reigate and Banstead Development Management Plan 2019.

6. No development shall commence until a Construction Transport Management Plan, to include details of:
- (a) parking for vehicles of site personnel, operatives and visitors
  - (b) loading and unloading of plant and materials
  - (c) storage of plant and materials
  - (d) programme of works (including measures for traffic management)
  - (e) measures to prevent the deposit of materials on the highway
  - (f) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
  - (g) on-site turning for construction vehicles
- has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy Reigate and Banstead Local Plan Development Management Plan 2019 policy DES8 and the objectives of the NPPF 2019.

7. 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 Local Plan Development Management Plan 2019 policy DES1.

8. No development above slab level shall commence on site until a scheme for the landscaping of the site including the retention of existing landscape features has been submitted to and approved in writing by the LPA. Landscaping schemes shall include details of hard and soft landscaping, including any tree removal/retention, planting plans, written specifications (including cultivation and other operations associated with tree, shrub, and hedge or grass establishment), schedules of plants, noting species, plant sizes and proposed numbers/densities and an implementation and management programme. The details shall also include measures to prevent the further encroachment of parked vehicles beyond the identified areas of hardstanding beneath the canopy of the trees adjacent to the site.

All hard and soft landscaping work shall be completed in full accordance with the approved scheme, prior to occupation or within the first planting season following completion of the development hereby approved or in accordance with a programme agreed in writing with the local planning authority.

Any trees shrubs or plants planted in accordance with this condition which are removed, die or become damaged or become diseased within five years of planting shall be replaced within the next planting season by trees, 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 Local Plan Development Management Plan 2019 policy DES1.

9. The development shall not be occupied until a plan indicating the positions, design, materials and type of boundary treatment to be erected has been submitted to and approved in writing by the Local Planning Authority. The boundary treatment shall be completed before the occupation of the development hereby permitted.

Reason: To preserve the visual amenity of the area and protect neighbouring residential amenities with regard to the Reigate and Banstead Local Plan Development Management Plan 2019 policy DES1.

10. No part of the development shall be first occupied unless and until the proposed vehicular dropped kerb access to Picquets Way has been constructed and provided with a means within the private land of preventing private water from entering the highway and visibility zones in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6m high.

Reason: To ensure that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy TAP1 of the Reigate and Banstead Core Strategy and Development Management Plan 2019.

11. The development hereby approved shall not be first occupied unless and until an Energy and Water Efficiency Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall detail how the development will:
- a) Ensure that the potential water consumption by occupants of each new dwelling does not exceed 110 litres per person per day
  - b) 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

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.

12. 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.

13. The development hereby approved shall not be occupied unless and until at least 1 of the available parking spaces for each dwelling are provided with a fast charge socket (current minimum requirement 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason: The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users in order to meet the objectives of the NPPF (2018), and to satisfy policy Mo5, Mo6 and Mo7 of the Reigate and Banstead Local Plan.

14. The development hereby approved shall not be first occupied unless and until facilities for the secure parking of bicycles within the development site have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority, and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

Reason: To ensure that the development would promote sustainable transport choices with regard to Policy CS17 of the Reigate and Banstead Core Strategy 2014 and in recognition of Section 4 "Promoting Sustainable Transport" in the National Planning Policy Framework 2012.

15. 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 first floor windows, dormer

windows or rooflights other than those expressly authorised by this permission shall be constructed.

Reason: To ensure that the development does not affect the amenity of the neighbouring property by overlooking and to protect the visual amenities of the area in accordance with Reigate and Banstead Local Plan Development Management Plan 2019 policy DES1.

16. 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 permitted by Classes A B and C of Part 1 of the Second Schedule of the 2015 Order shall be constructed.

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

17. 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 hard surfaces permitted by Class F of Part 1 of the Second Schedule of the 2015 Order shall be constructed.

Reason: To control any subsequent areas of hard standing in the interests of the health and vitality of trees on and close to the site with regard to Reigate and Banstead Local Plan Development Management Plan 2019 policy NHE3.

## 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.
3. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, to contact the Council's Neighbourhood Services team to confirm the number and specification of recycling and refuse bins that are required to be supplied by the developer. The Council's Neighbourhood Services team can be contacted on 01737 276292 or via the Council's website at [http://www.reigate-banstead.gov.uk/info/20085/planning\\_applications/147/recycling\\_and\\_waste\\_developers\\_guidance](http://www.reigate-banstead.gov.uk/info/20085/planning_applications/147/recycling_and_waste_developers_guidance)
4. You are advised that the Council will expect the following measures to be 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](http://www.ccscheme.org.uk/index.php/site-registration).

5. 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.

6. 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)

7. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority Local Highways Service Group (0300 200 1003) before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover or to install dropped kerbs. Please see: [www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs](http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs).
8. The developer is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
9. 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.
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. 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.
12. The use of a landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above relevant condition. The planting of trees and shrubs shall be in keeping with the character and appearance of the locality.

## REASON FOR PERMISSION

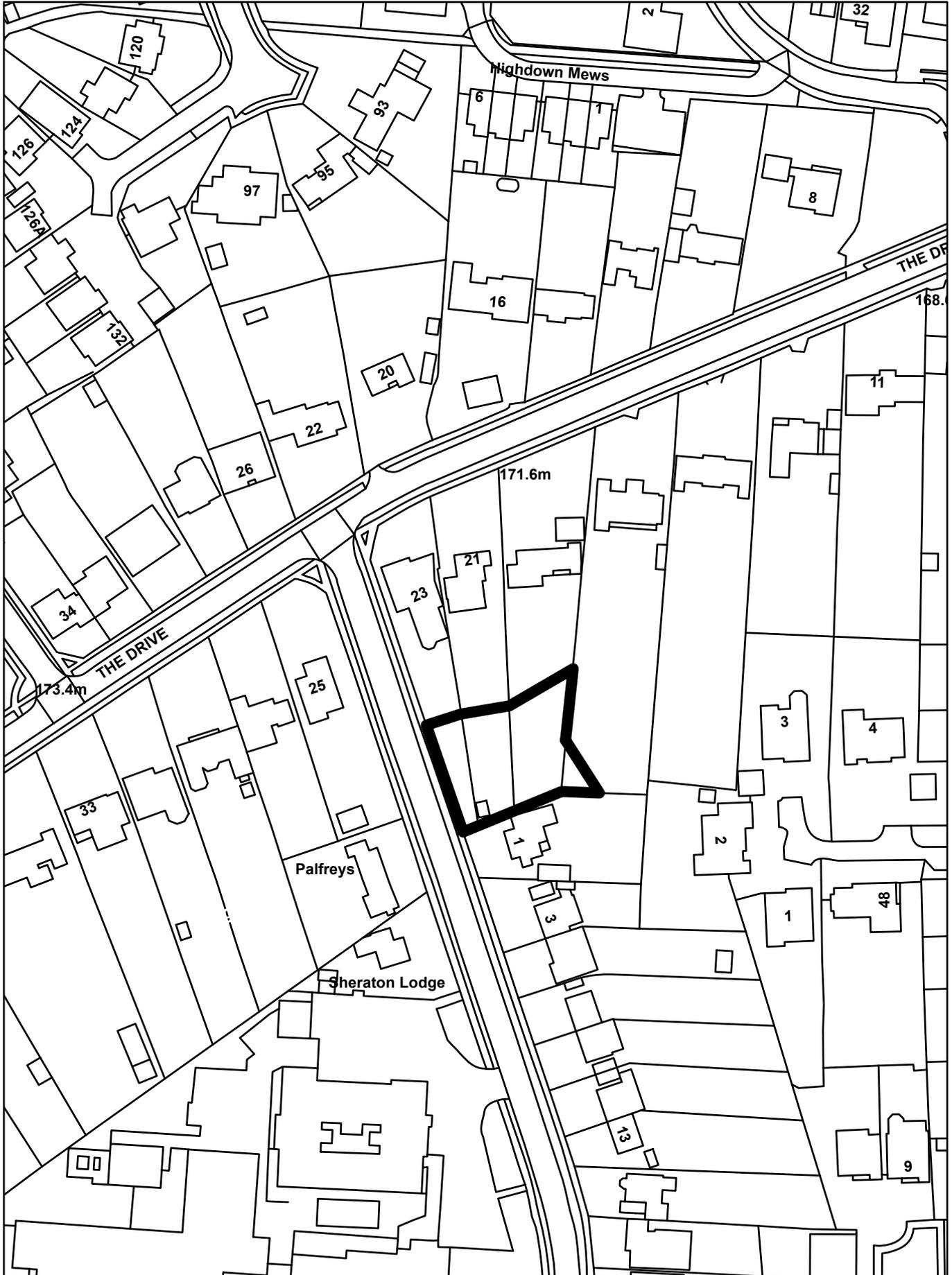
The development hereby permitted has been assessed against development plan policies CS1, CS10, CS11, CS14, CS17, DES,1 DES2, DES5, TAP1, CCF1, INF3 and material considerations, including third party representations. It has been

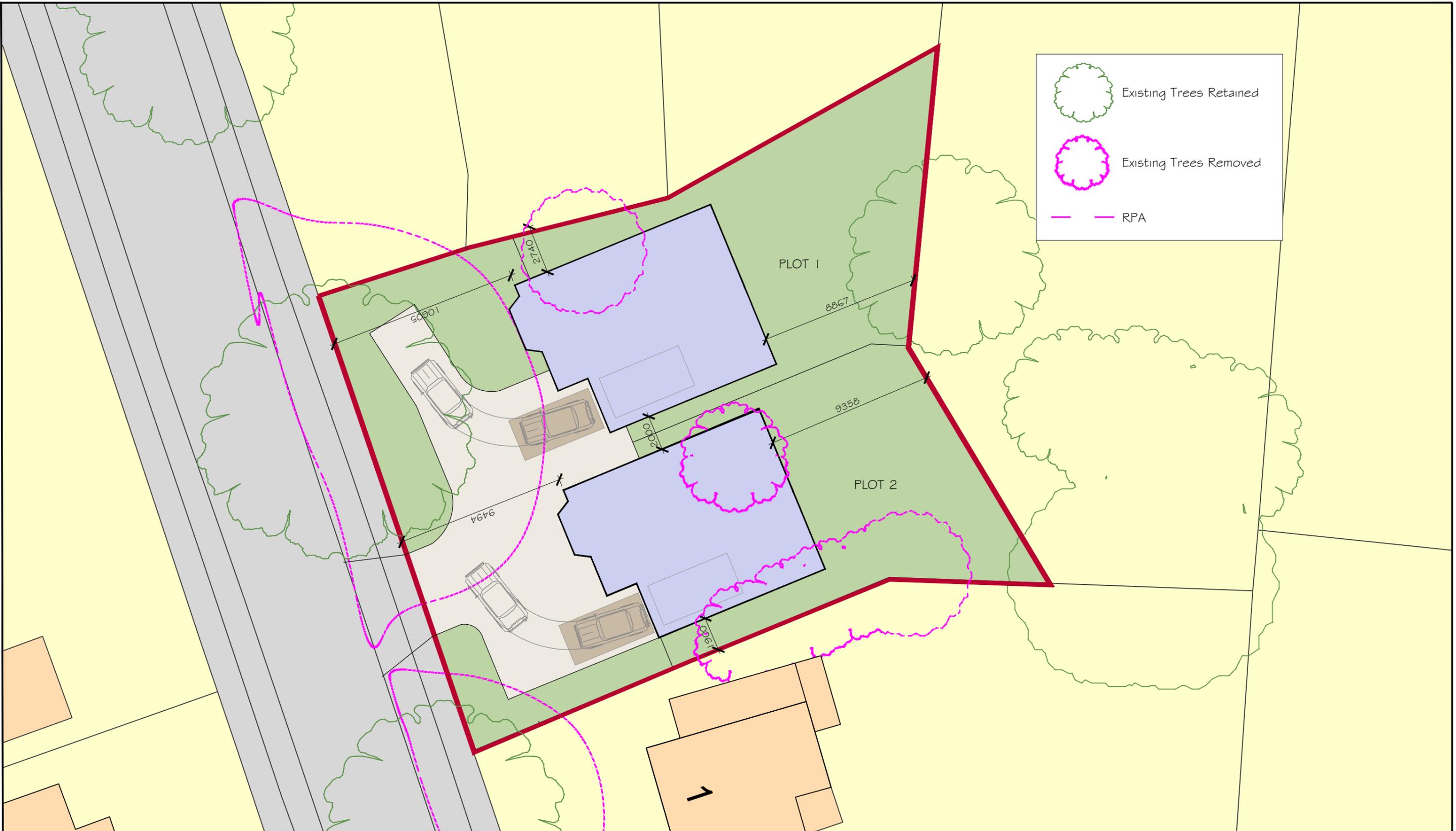
concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

### **Proactive and Positive Statements**

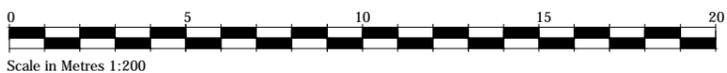
The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development where possible, as set out within the National Planning Policy Framework.

# 19/02336/F - Land Rear Of 17-23 The Drive, Banstead



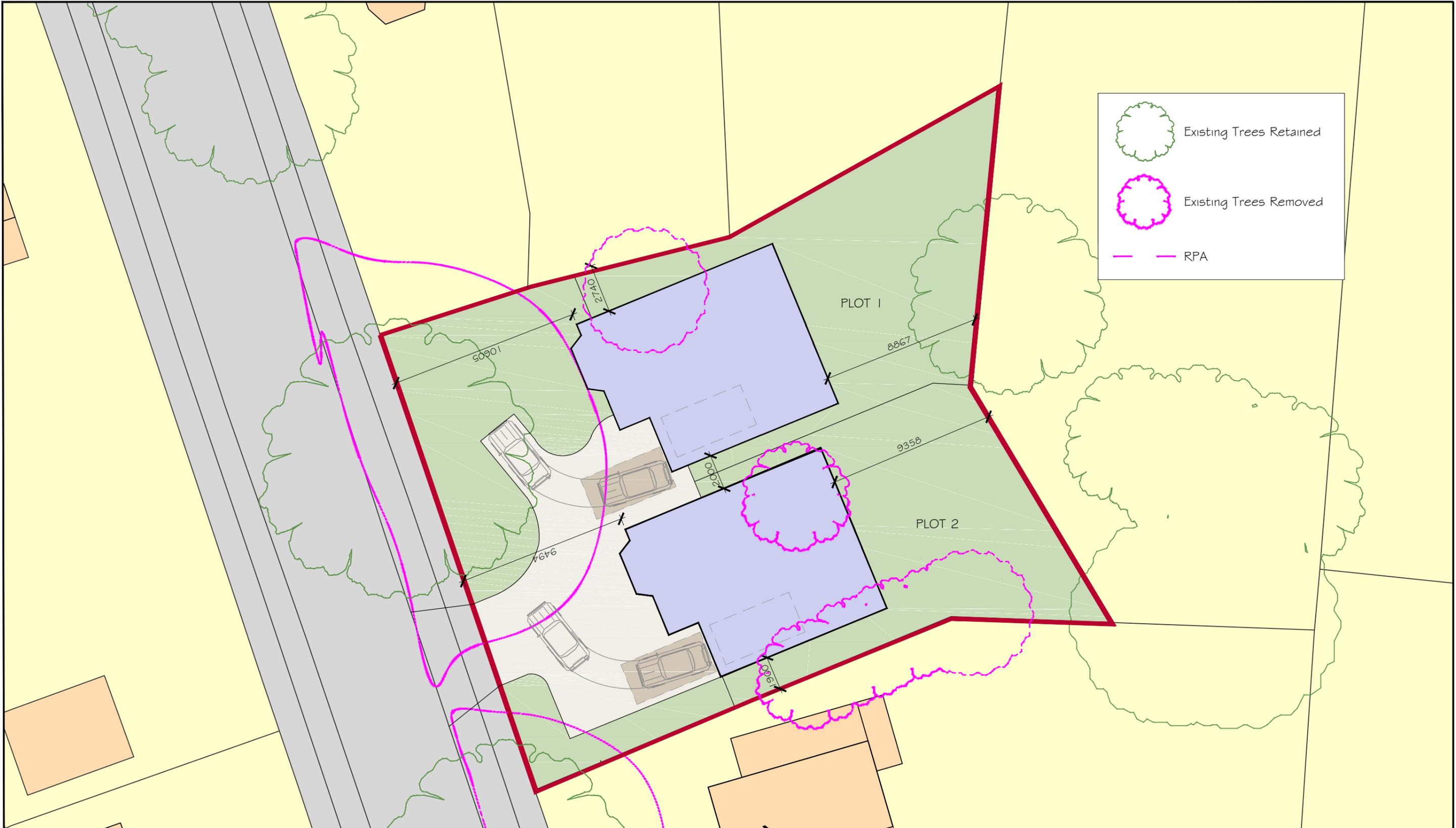


	Existing Trees Retained
	Existing Trees Removed
	RPA



V:\Business Operations\Developments\02\_Planning Projects\089\_The Drive\04\_Planning Applications\2\_Drawings\089 The Drive Planning.dwg

	Project <b>THE DRIVE, BANSTEAD</b>				
	Drawing Title <b>PROPOSED SETTING OUT</b>				
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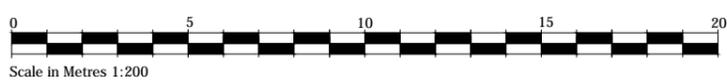


	Existing Trees Retained
	Existing Trees Removed
	RPA



Project  
**THE DRIVE, BANSTEAD**

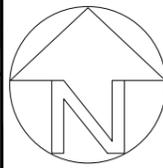
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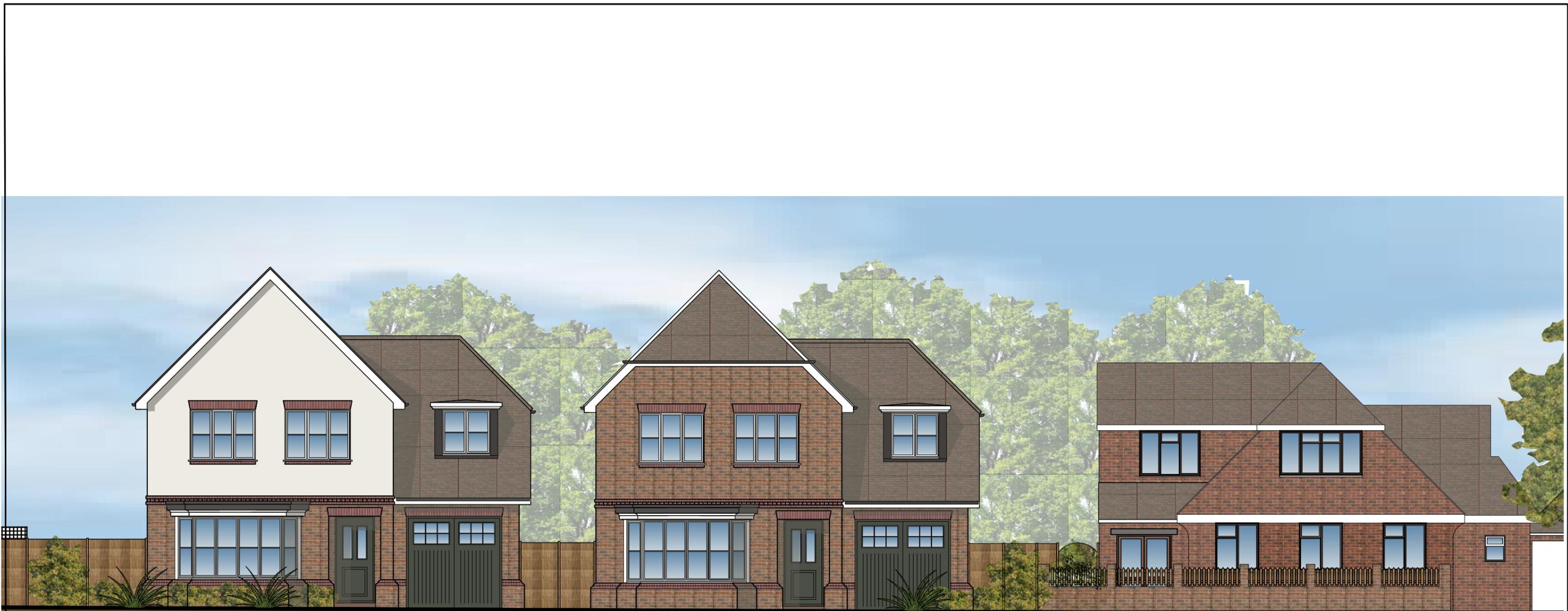


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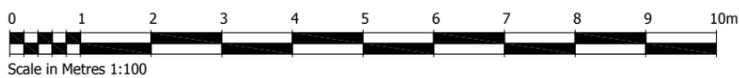




PLOT 1  
STREET SCENE

PLOT 2

1 PICQUETS WAY



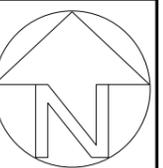
Project  
**THE DRIVE, BANSTEAD**

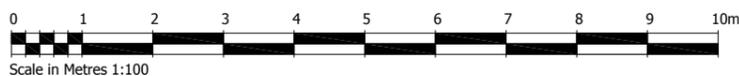
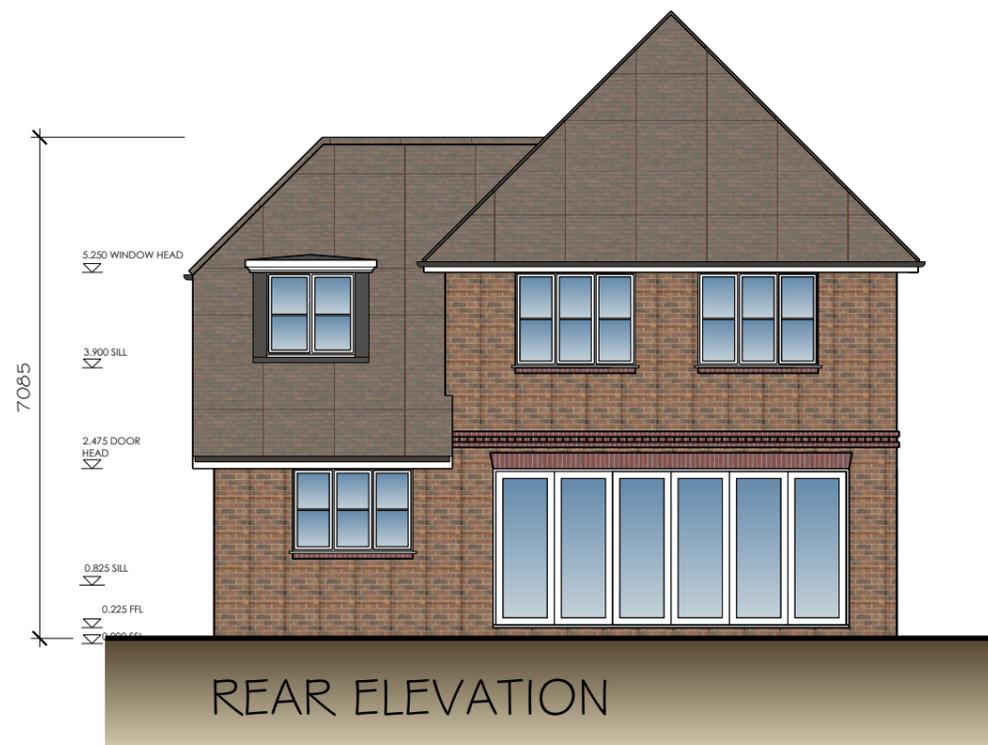
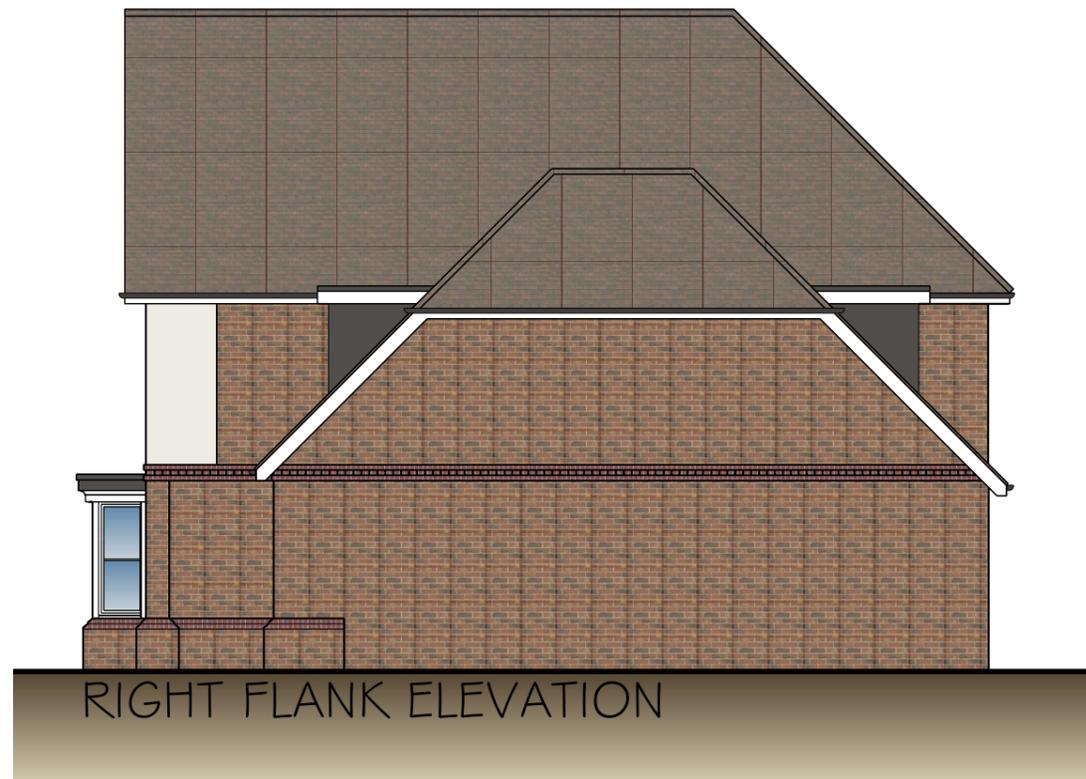
Drawing Title  
**PROPOSED STREET SCENE**

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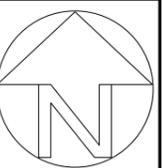
Project  
**THE DRIVE, BANSTEAD**

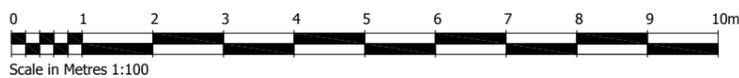
Drawing Title  
**PROPOSED ELEVATIONS - Plot 1**

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Project  
**THE DRIVE, BANSTEAD**

Drawing Title  
**PROPOSED ELEVATIONS - Plot 2**

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