Reigate & Banstead BOROUGH COUNCIL Banstead I Horley I Redhill I Reigate	***TO:***	PLANNING COMMITTEE
	DATE:	10 June 2020
	REPORT OF:	HEAD OF PLANNING
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AGENDA ITEM: 8	***WARD:***	Horley Central and South

APPLICATION NUMBER:	20/00503/F	***VALID:***	***5th March 2020***
APPLICANT:	Veer Properties	***AGENT:***	Z Group Architects
LOCATION:	**94 BRIGHTON ROAD HORLEY SURREY RH6 7JQ**		
DESCRIPTION:	**The proposal consists of the extension, alteration and addition of residential accommodation to the existing building on 94 Brighton Road. The proposal would provide an additional 5 No. flats. This includes 2 No. one-bedroom flats and 3 No. studio flats (2 x1b2p and 3 x 1b1p). The existing flat at first floor and retail unit at ground floor will be retained. The existing car park at the rear is also retained and this will provide space for parking, refuse and recycling which are all accessed from Lumley Road. As amended on 13/03/2020 and on 30/03/2020.**		
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.			

SUMMARY

This is a full application for a rear extension, alteration and the addition of a second storey to the existing building at 94 Brighton Road. The proposal would provide an additional 5 No. flats. This includes 2 No. one-bedroom flats and 3 No. studio flats (2 x1b2p and 3 x 1b1p). The existing flat at first floor and retail unit at ground floor will be retained. The existing car park at the rear is also retained and this will provide space for parking, refuse and recycling which are all accessed from Lumley Road. A total of 7 parking spaces are proposed.

The application site occupies a highly visible location at the junction of Brighton Road and Lumley Road. The design is considered to integrate well with the existing building. Given the varied style and designs of neighbouring buildings in the locality, the proposal is considered to have an acceptable impact upon the visual amenities of the area. The traditional design would accord with local distinctiveness and the increase in height to the existing building would successfully mark the corner site location, whilst the reduction in scale along Lumley Road would gradually decrease towards the residential properties that neighbour the site and accord with the style of character of the streetscene.

The 2 parking spaces to the front of the site would not be usable and therefore leave the proposal with a total of 7 parking spaces. This would result in 1 less visitor parking space than required by the Development Management Plan and no parking for the retained retail element of the proposal. The County Highways Authority do not consider the loss of those car parking spaces to the front of the site would cause a highway safety problem due to the presence of car parking restrictions that would prevent inappropriate parking. 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.

The proposal is not considered to result in a harmful impact upon the amenities of neighbouring properties

RECOMMENDATION

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

Consultations:

Highway Authority: 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

Sutton and East Surrey Water Company – no comments received

Horley Town Council **–** No objection but notes that the side allows for little in the way of amenities. The existing car parking bays to the front of the property are used by customers of the retail unit which entails vehicles crossing the public footpath. The development should address this by having dropped kerbs installed.

Horley Chamber of Commerce **–** no comments received

Representations:

Letters were sent to neighbouring properties on 12th March 2020, a site notice was posted 17th March 2020.

2 responses have been received raising the following issues:

Issue	**Response**
Inadequate parking	See paragraph 6.13 – 6.15 and conditions 5 - 7
Increase in traffic and congestion	See paragraph 6.13 – 6.15
Hazard to highway safety	See paragraph 6.13 – 6.15 and conditions 5 - 8
Alternative location/proposal preferred	See paragraph 6.1
Inconvenience during construction	See paragraph 6.11
Overlooking and loss of privacy	See paragraph 6.7 – 6.10
Overshadowing	See paragraph 6.7 – 6.10

1.0 Site and Character Appraisal

1.1 The site is located on the corner of Brighton Road and Lumley Road within the urban area and local shopping area and the premises are currently used as an A1 retail electrical shop selling to the trade and to the public at ground floor level and residential above. The main part of the building is a two-storey detached building with a hipped roof. Towards the rear part of the site is a single storey flat roofed addition and a parking area. The contour of the site is flat and there are no trees affected by this proposal.

1.2 The surrounding area is mixed in character with the properties fronting Brighton Road to the south of the application site mainly in commercial use at ground floor level and residential above. To the north of the site and along Lumley Road, there are residential properties varying in style and scale.

2.0 Added Value

2.1 Improvements secured at the pre-application stage: Pre-application advice was sought and concern raised over the scale of the proposal, number of units, absence of parking, size of units

2.3 Further improvements could be secured: The use of materials would be secured by way of condition.

3.0 Relevant Planning and Enforcement History

There is a long planning history for the site, the most recent and materially relevant are detailed below

3.1	11/01894/F	Proposed additional vehicular crossover and provision of 2 gates to match the existing within existing secure boundary fence. To ease goods delivery.	Approved with conditions 22 December 2011
3.2	08/02196/F	Raise pitch roof to suit street scene	Approved with conditions 29th December 2008
3.3	08/00081/F	Provision of basement to previously approved bungalow	Approved with conditions 26 March 2008

4.0 Proposal and Design Approach

4.1 This is a full application for the extension, alteration and addition of residential accommodation to the existing building on 94 Brighton Road. The proposal would provide an additional 5 No. flats. This includes 2 No. one-bedroom flats and 3 No. studio flats (2 x1b2p and 3 x 1b1p). The existing flat at first floor and retail unit at ground floor will be retained. The existing car park at the rear is also retained and this will provide space for parking, refuse and recycling which are all accessed from Lumley Road.

4.2 A new storey is proposed to be added to the existing two-storey building and an extension to the rear, stepping down in height to two and half storeys and then to one and a half storeys as it extends down Lumley Road. At ground floor level seven car parking spaces are proposed and a store to be used in

conjunction with the existing retail shop. There would also be a bicycle store and refuse area.

4.3 The design of the building would follow the architectural features of the existing building with a hipped roof and similar fenestration details

4.4 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.

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

Assessment	The character of the surrounding area is assessed as predominantly residential, with a mixture of local shops located along Brighton Road. Most of these local shops are mixed-use, with shops at ground level and residential accommodation above. The design of these shops remains traditional, for example No.84-92 is a two-storey block with facing brickwork and a 45-degree pitched roof with large dormer. Along Lumley Road the area becomes fully residential. This area has a clear mixture of flats and houses, meaning there is also a mixture of housing character. Lumley Road includes large housing developments, for example No.7-12 (Lumley court) is a modern three-storey block of flats constructed from brickwork with a hip roof. In contrast, Lumley Road is predominately fronted by Victorian/Edwardian semi-detached houses and a handful detached houses modern in character. The mixture of characters creates an attractive and diverse district for residents in the area
	Site features meriting retention are the existing retail unit and flat and the existing car park at the rear of the site.
Involvement	No community consultation took place.
Evaluation	The statement does not include any evidence of other development options being considered.
Design	The applicant's reasons for choosing the proposal from the available options were informed by pre-application advice.

4.5 Further details of the development are as follows:

Site area	0.04 hectares
Existing parking spaces	7
Proposed parking spaces	7
Parking standard	8 (minimum) residential 6 (maximum) retail
Net increase in dwellings	4
Proposed site density	125 dwellings per hectare
Density of the surrounding area	125 dwellings per hectare – Lumley Court

5.0 Policy Context

5.1 Designation

Urban area
Local Shopping Centre

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)
CS4 (Valued Townscapes and Historic Environment)
CS5 (Valued People/Economic Development),
CS7 (Town/Local Centres),
CS10 (Sustainable Development),
CS11 (Sustainable Construction),
CS14 (Housing Needs)
CS15 (Affordable Housing)

5.3 Development Management Plan

DES1 (Design of new development),
DES5 (Delivering high quality homes),
TAP1 (Access, parking and servicing),
CCF1 (Climate change mitigation),
INF3 (Electronic communication networks),
RET3 (Local Centres)

5.4 Other Material Considerations

National Planning Policy Framework

National Planning Practice Guidance

Supplementary Planning Guidance — Surrey Design
Local Distinctiveness Design Guide

	A Parking Strategy for Surrey Parking Standards for Development Affordable Housing
Other	Human Rights Act 1998 Community Infrastructure Levy Regulations 2010

6.0 Assessment

6.1 The site is located within the urban area where there is a presumption in favour of sustainable development and where the principle of residential development is acceptable.

6.2 The main issues to consider are:

- Design appraisal
- Neighbour amenity
- Access and parking
- Infrastructure contributions
- Affordable Housing

Design appraisal

6.3 The application proposes the addition of a second storey to the existing building and part 2 and half, part 1 and a half storey extension to the rear of the site, along Lumley Road. The application site occupies a highly visible location at the junction of Brighton Road and Lumley Road. The parade of shops to the south do have roof accommodation served by dormers and the flatted development to the north on the opposite side of the junction is a collection of 3 storey, 2 and half storey and 2 storey residential buildings. Heading along Lumley Road the scale of development decreases to two storey residential houses, and also includes a bungalow, immediately adjacent to the site. The scale and design of the proposed development is considered to be in accordance with the locality, following the principles of good design practice in marking the corner site and defining the location of a junction. The height of the building would be similar to that on the opposite side of the junction which is also a three-storey building.

6.4 Turning to the rear extension, this element of the proposal would decrease in height as it heads south eastwards along Lumley Road towards the neighbouring residential properties. This reduction in scale respects the pattern of development where the character of the locality changes from that fronting Brighton Road to a residential nature, formed largely by two storey houses.

6.5 The design of the extensions are informed by the existing building. The additional storey to the existing building would have a hipped roof and this deign would mirror in the rear extension with hipped roofs and matching

fenestration albeit for a glazed staircase that would have a more contemporary appearance.

6.6 The design is considered to integrate well with the existing building. Given the varied style and designs of neighbouring buildings in the locality, the proposal is considered to have an acceptable impact upon the visual amenities of the area. The traditional design would accord with local distinctiveness and the increase in height would successfully mark the corner site location. Overall, the design is considered acceptable.

Neighbour amenity

6.7 To the south east of the site is a detached bungalow, 147 Lumley Road. The proposed rear extension would retain a gap to the shared boundary 3.3m and the addition would reduce in scale as it becomes closer to no. 147. The eaves height of the building at this nearest point would be 4.4m. There is one side facing window in no. 147 that looks towards the application site. Plans (reference 08/00081/F) show this window serves a bathroom and the proposal would pass the 45-degree assessment, as it would not interject a 45 degree vertical plain drawn from this window. The proposal would not therefore result in an unacceptable loss of light to this neighbour. Given the reduction in scale and level of separation the proposal is not considered to result in an overbearing or dominating impact upon the dwelling. No windows are proposed to face No.147 and is not there considered to result in a harmful impact in terms of overlooking or loss of privacy.

6.8 To the north of the site on the opposite side of Lumley Road is Lumley Court, a collection of three buildings containing a total of 25 flats. Flats 1 – 6 would be sited between 15.5m and 17.5m from the proposal and 154 and 152 Lumley Road would be sited approximately 18.6m from the proposed rear extension. Given the level of separation the proposal is not considered to result in a harmful impact upon the amenities of the neighbouring dwellings on the north eastern side of Lumley Road in terms of overbearing, domination or overlooking and loss of privacy.

6.9 To the south of the site lies a terraced building made up of commercial uses at ground floor and residential at first and second floor. The nearest neighbour to the application site is 92 Brighton Road. At ground floor level there is a takeaway business and a maisonette above at first and second floor, 92a. To the rear of the building there are two first floor windows and a dormer window. There are also two smaller side facing windows at first floor and a side facing dormer window at second floor level. Looking at the planning history for this neighbouring building, plans ref: 55/0541 show the layout of the maisonette, no. 92A. The first floor rear facing windows serve a kitchen and bathroom. The first floor side facing windows serves a pantry off to the side of the kitchen and the hallway. At second floor, the side facing dormer window serves the hallway area. The rear facing dormer window serves a bedroom.

6.10 The proposal would have some impact upon light to the rear facing kitchen window and the outlook, with the two and a half storey element of the proposal extending approximately 3m beyond the rear elevation of 92a before stepping down in height. Whilst there would some impact upon this window as described above, the kitchen is relatively modest in size and therefore it is considered reasonable to conclude that dining would take place in one of the two reception rooms that are served by front facing windows and set further away from the proposed development. Due to the less habitable nature of the room, the impact upon this window is thus not considered so harmful as to warrant refusal of the application on this basis. The side facing windows do not serve habitable spaces and therefore the proposal is not considered to result in a harmful impact upon the amenities of these spaces. The side facing windows proposed to the second floor extension would look more directly towards the front of No. 92 and the proposal is not therefore considered to result in a harmful impact in terms of overlooking or loss of privacy.

6.11 Objection was raised on the grounds of inconvenience during the construction period. Whilst it is acknowledged there may be a degree of disruption during the construction phase, the proposal would not warrant refusal on this basis and statutory nuisance legislation exists to control any significant disturbance caused during the construction of the proposal. A construction method statement would be secured by planning condition

6.12 Overall, the proposal is not considered to result in a harmful impact upon the amenities of neighbouring properties and complies with policy DES1.

<u>Highway matters</u>

6.13 The application proposes a total of 7 parking spaces to the rear of the site, accessed from Lumley Road. The application proposes 5 new flats along the with retention of 1 existing flat. This would provide 1 parking space per unit and 1 visitor parking space. Under the requirements of the DMP 2 visitor bays would be required. The Application also proposes 2 parking spaces to the front of the site. The County Highways Authority have reviewed the proposal and provided the following comments:

6.14 *'The application site currently has 7 car parking spaces for the existing use. The developer is proposing 2 more spaces taking the total number of spaces on the site to nine spaces.*

According to Reigate and Banstead Parking standards the proposed development should include six parking spaces, one of which is for visitors.

Two of the spaces are located at the western end of the site on the junction of London Road with Lumley Road. There is no dropped kerb to serve those spaces and it is unlikely that one would be acceptable because of the aforementioned junction. It would also not be possible to create an access onto the service road next to London Road. This is because a driver leaving the access would have their back to the south bound carriageway on London

Road and therefore not have appropriate sight lines. The loss of those car parking spaces would not cause a highway safety problem due to the presence of car parking restrictions that would prevent inappropriate parking.

The proposed development include car parking off Lumley Road but the access needs to be modified so that drivers are not bumping over the kerb. Please note that due to the Covid 19 outbreak, this advice is based upon a desk top assessment, using all available resources. Despite the absence of a site visit the Highway Authority is satisfied that the response adequately considers the highways and transport implications arising from the proposed development.'

6.15 Whilst the two parking spaces to the front of the site would not be usable and therefore leave the proposal with a total of 7 parking spaces, the County Highways Authority do not consider this would cause a highway safety problem. 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 site fronts Brighton Road within a Local Centre, in nearby proximity to bus stops well served by bus routes to the north and south and shops, services and facilities. The site is also located approximately 650m from High Street Horley whereby local amenities and of key services can be accessed. On this basis it is considered that the absence of parking spaces would not warrant refusal of the application in this instance. With regard to parking requirements for the retail element of the proposal, maximum parking standards apply and on this basis the proposal is not considered to warrant refusal on this basis.

6.16 The County Highway Authority therefore has no highway requirements subject to conditions. The recommended conditions require the existing access to Lumley Road has been modified to serve the proposed car parking spaces on Lumley Road in accordance with a scheme to be submitted, the means of access to the development to be from Lumley Road only, no means of access from London Road or the service road next to London Road, plans for a parking scheme, bicycle parking, a construction transport management plan and fast charge parking sockets.

<u>Amenity for future occupants</u>

6.17 The application proposes 2 x 1 bedroom 2 person flats and 3 x 1 person studio flats. All units would meet the minimum internal space standards. In this instance the proposal does not include the provision of private or communal outdoor space. This is similar to the neighbouring properties to the south fronting Brighton Road and to the existing flat which does not currently have outdoor amenity space. The site is located approximately 250m north east of Horley Recreation Ground where open space and sports courts can be found. The close proximity to recreational space nearby to the application site whereby residents would have access to open space is considered to provide adequate access to outdoor amenity space for future occupants.

Community Infrastructure Levy

6.18 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.

Affordable Housing

6.19 Policy CS15 of the Core Strategy states that the Council will negotiate to achieve affordable housing taking account of the mix of affordable units proposed and the overall viability of the proposed development at the time the application is made.

6.20 DMP Policy DES6 relates to the provision of affordable housing. This states that on all sites which provide 11 or more homes, 30% of the homes on the site should be affordable housing. This proposal would not therefore qualify for the provision of affordable housing.

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:

Plan Type	Reference	Version	Date Received
Proposed Plans	PL03		30.03.2020
Floor Plan	PL01		13.03.2020
Proposed Plans	PL02		13.03.2020
Proposed Plans	PL04		13.03.2020
Existing Plans	SURV01		05.03.2020
Existing Plans	SURV2		05.03.2020

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 Development Management Plan 2019 policy DES1.

4. No development shall take place 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 Development Management Plan 2019 policy DES1.

5. No part of the development shall be occupied unless and until the existing access to Lumley Road has been modified to serve the proposed car parking spaces on Lumley Road 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 0.6 metres high above the ground.
Reason:
The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policy TAP1 Parking, access , and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

6. (a) The means of access to the development hereby approved shall be from Lumley Road only.
(b) There shall be no means of access from the development hereby approved to London Road or the service road next to London Road.
Reason:
The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policy TAP1 Parking, access , and Servicing of the Reigate and Banstead Local Plan Development Management Plan 2019.

7. Notwithstanding the submitted plans the development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with a revised scheme to be submitted to and approved in writing by the Local Planning Authority for vehicles to be parked. Thereafter the parking area shall be retained and maintained for its designated purpose.
Reason:
The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policy

TAP1 Parking, access , and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

8. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for bicycles to be stored in a secure and covered location. Thereafter the bike parking area shall be retained and maintained for its designated purpose.
Reason:
The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policy TAP1 Parking, access , and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019 and and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

9. 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) provision of boundary hoarding behind any visibility zones
(e) measures to prevent the deposit of materials on the highway
has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.
Reason:
The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policy DES8 Construction Management of the Reigate and Banstead Local Plan Development Management Plan September 2019.

10. The development hereby approved shall not be occupied unless and until one of the available parking spaces has been 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) and one of he parking spaces has been fitted with an electrical supply to fit a future fast charge socket 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 2019 and Policy TAP1 Parking, access , and Servicing TAP2 of the Reigate and Banstead Local Plan Development Management Plan September 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

11. 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 Borough Local Plan 2005 policies Ho9 and Pc4.

12. 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.

13. All dwellings within the development hereby approved shall be provided with the necessary infrastructure to facilitate connection to a high speed broadband. Unless otherwise agreed in writing with the Local Planning Authority, this shall include as a minimum:
    a) A broadband connection accessed directly from the nearest exchange or cabinet
    b) Cabling and associated installations which enable easy access for future repair, replacement or upgrading.

    Reason: To ensure that the development promotes access to, and the expansion of, a high quality electronic communications network in accordance with Policy INF3 of the Reigate & Banstead Development Management Plan 2019.

INFORMATIVES

1. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at www.firesprinklers.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, a 140 litre wheeled bin conforming to British Standard BSEN840 and a 60 litre recycling box should be provided for the exclusive use of the occupants of that dwelling. Prior to the initial occupation of any communal dwellings or flats, wheeled refuse bins conforming to British Standard BSEN840, separate recycling bins for paper/card and mixed cans, and storage facilities for the bins should be installed by the developer prior to the initial occupation of any dwelling hereby permitted. Further details on the required number and specification of wheeled bins and recycling boxes is available from the Council's Neighbourhood Services on 01737 276501 or 01737 276097, or on the Council's website at www.reigate-banstead.gov.uk. Bins and boxes meeting the specification may be purchased from any appropriate source, including the Council's Neighbourhood Services Unit on 01737 276775.

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.

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 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).

7. 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.

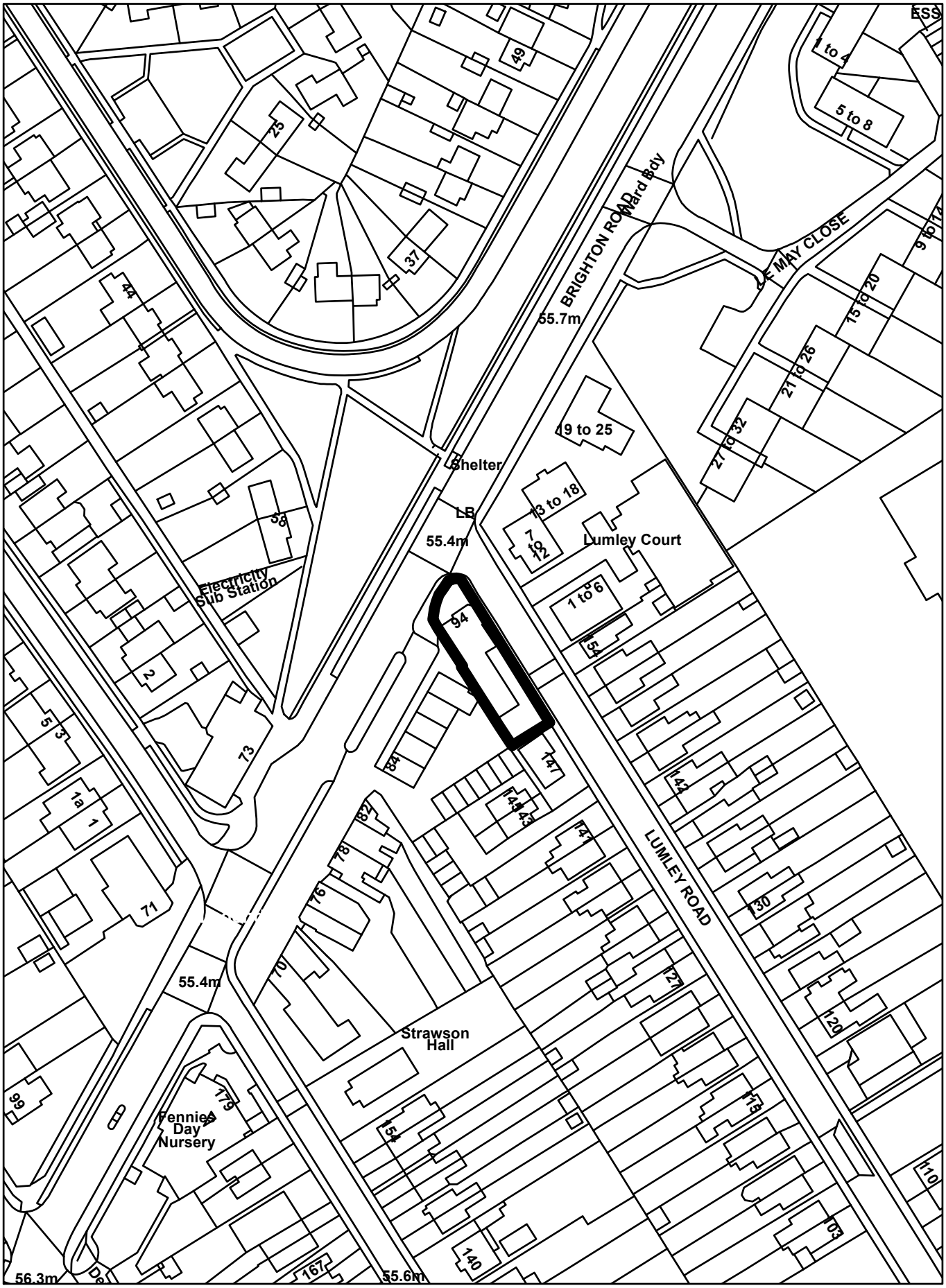
REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies DES1, DES5, TAP1, CCF1, INF3, RET3 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.

20/00503/F- 94 Brighton Road, Horley, Surrey, RH6 7JQ



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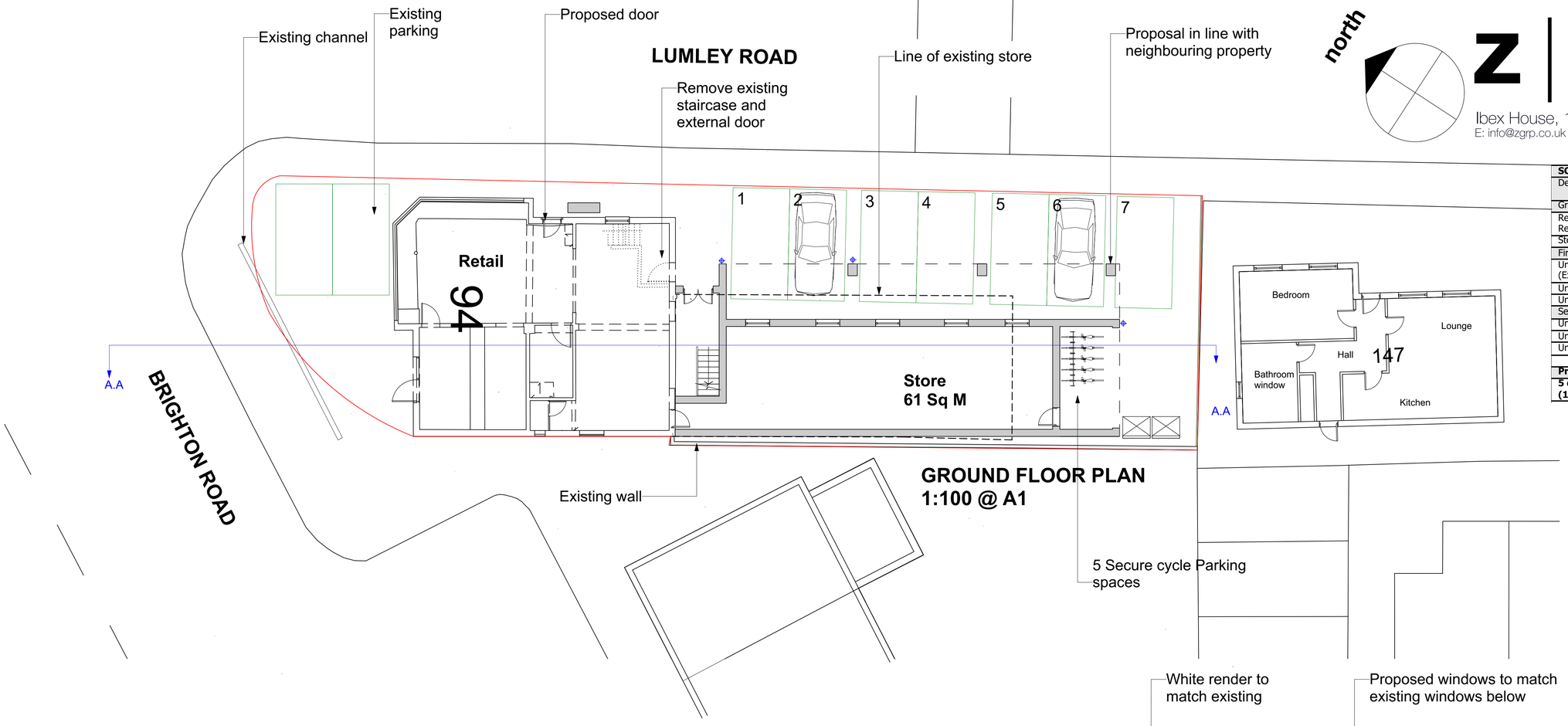
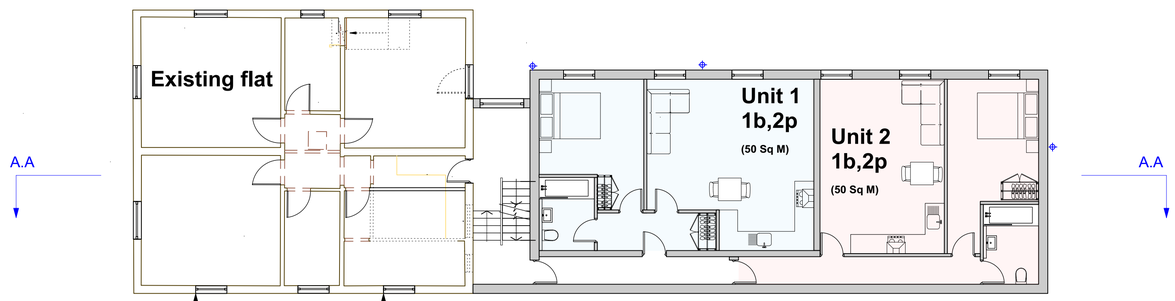


GROUND FLOOR PLAN
1:100 @ A1

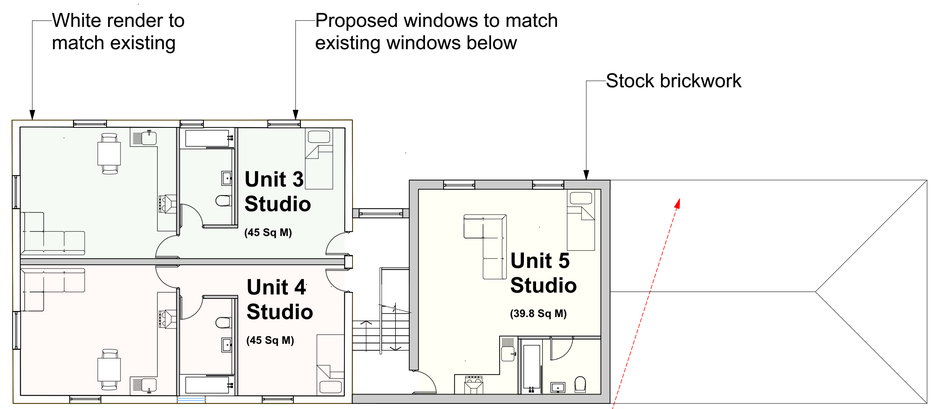
SCHEDULE		
Description	Bedrooms	All flats in accordance with the London Plan
Ground Floor		
Retail Unit / Parking / Refuse/ cycle parking		
Store	61 Sq M	
First Floor		
Unit X (Existing flat)	Existing flat retained	
Unit 1	1 Bed, 2p	50 Sq M
Unit 2	1 Bed, 2p	50 Sq M
Second Floor		
Unit 3	Studio = 1 Bed, 1p	45 Sq M
Unit 4	Studio = 1 Bed, 1p	45 Sq M
Unit 5	Studio = 1 Bed, 1p	39.8 Sq M
Proposed Total		
5 dwelling flats proposed (1 retained)		



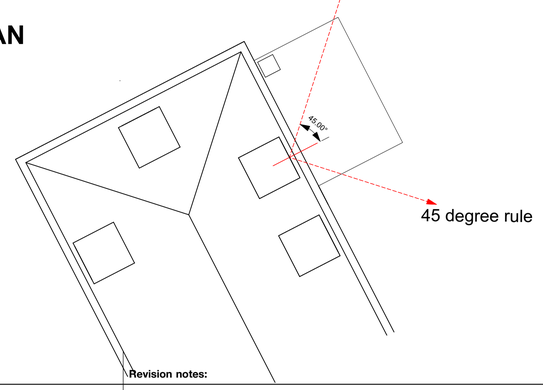
FIRST FLOOR PLAN
1:100 @ A1

Proposed window

Proposed window



SECOND FLOOR PLAN
1:100 @ A1



0m 1 2 3 5 10

1:100@A1

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project: 94 Brighton Road, Horley, RH6 7JQ

client: Veerproperties

Revision notes:

drawing title: Plans as Proposed

date	scale	project no	drawing no	revision
FEB 2020	1:100 @ A1	2470	PL01	-

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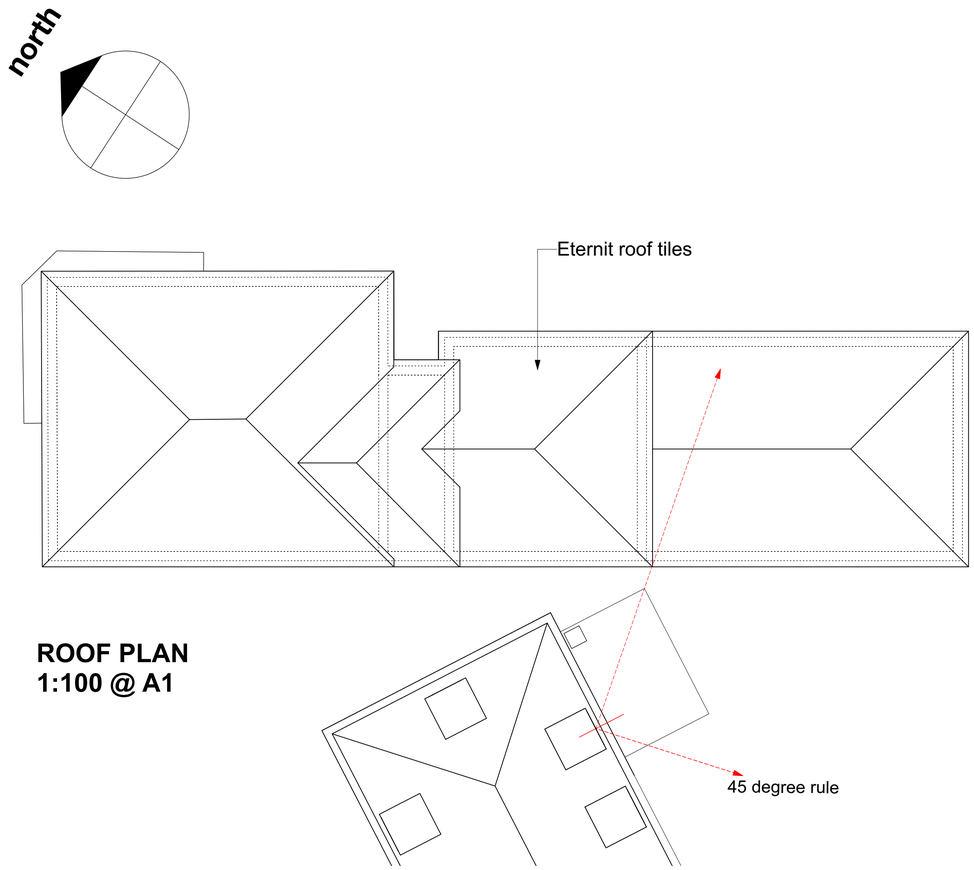
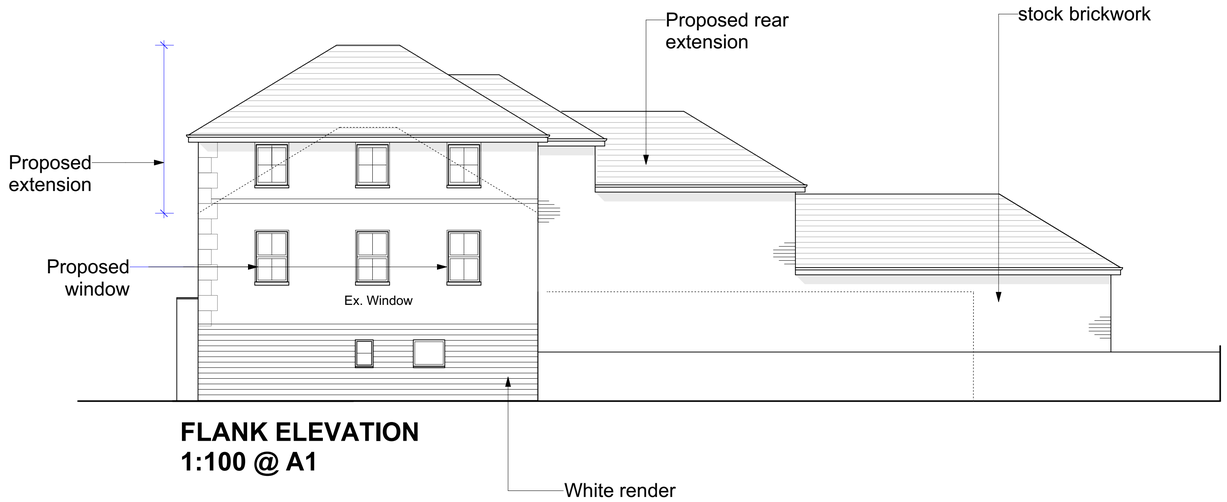


ROOF PLAN
1:100 @ A1

3D PERSPECTIVE FROM BRIGHTON ROAD



FLANK ELEVATION
1:100 @ A1

BLOCK PLAN
1:500 @ A1

0m 10 20 30 40 50
1:500@A1

0m 1 2 3 5 10
1:100@A1

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project: 94 Brighton Road, Horley, RH6 7JQ

client: Veerproperties

Revision notes:

drawing title: Roof Plan and Elevations as Proposed

date	scale	project no	drawing no	revision
FEB 2020	1:100 @ A1	2470	PL02	-

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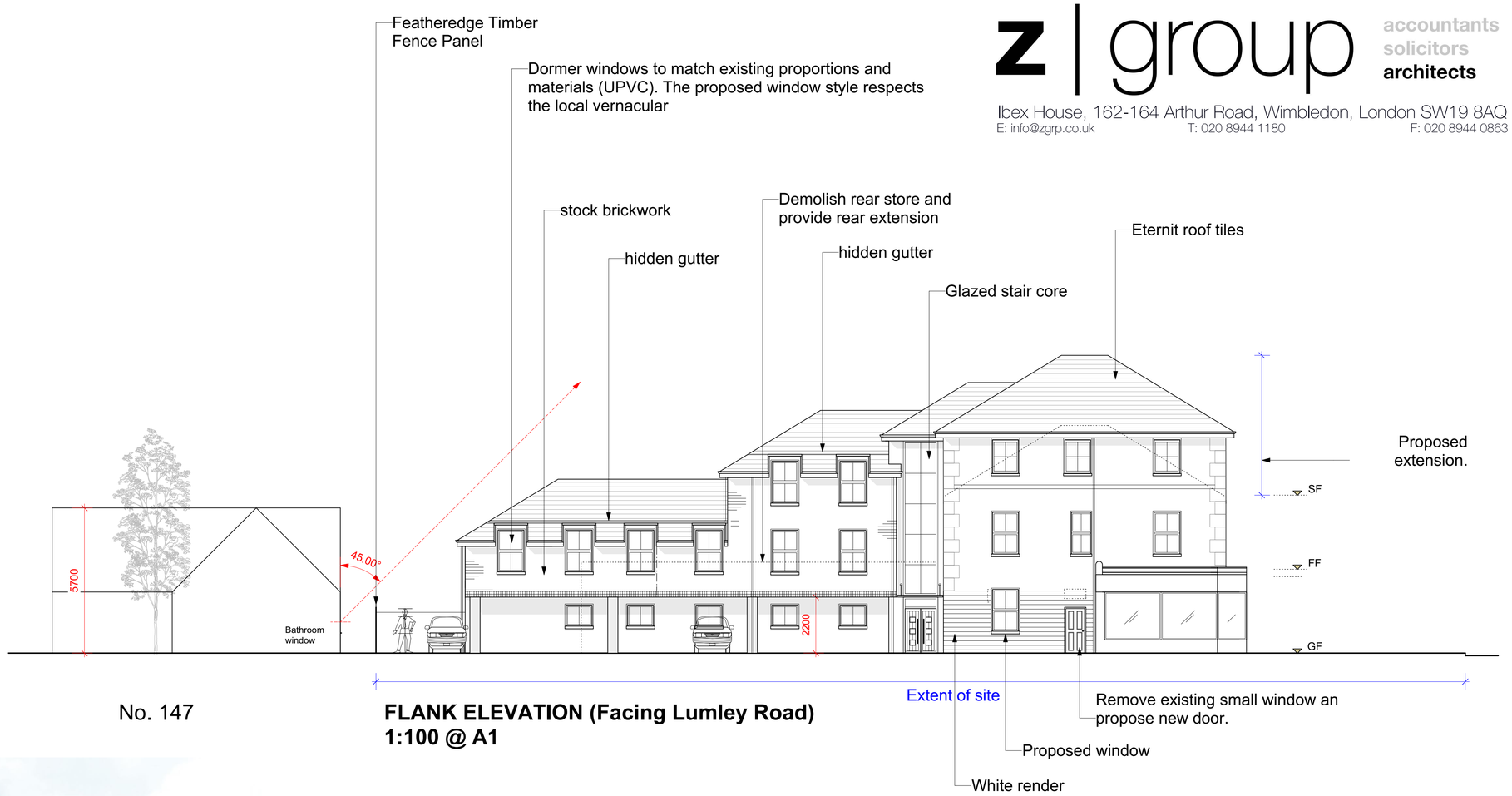
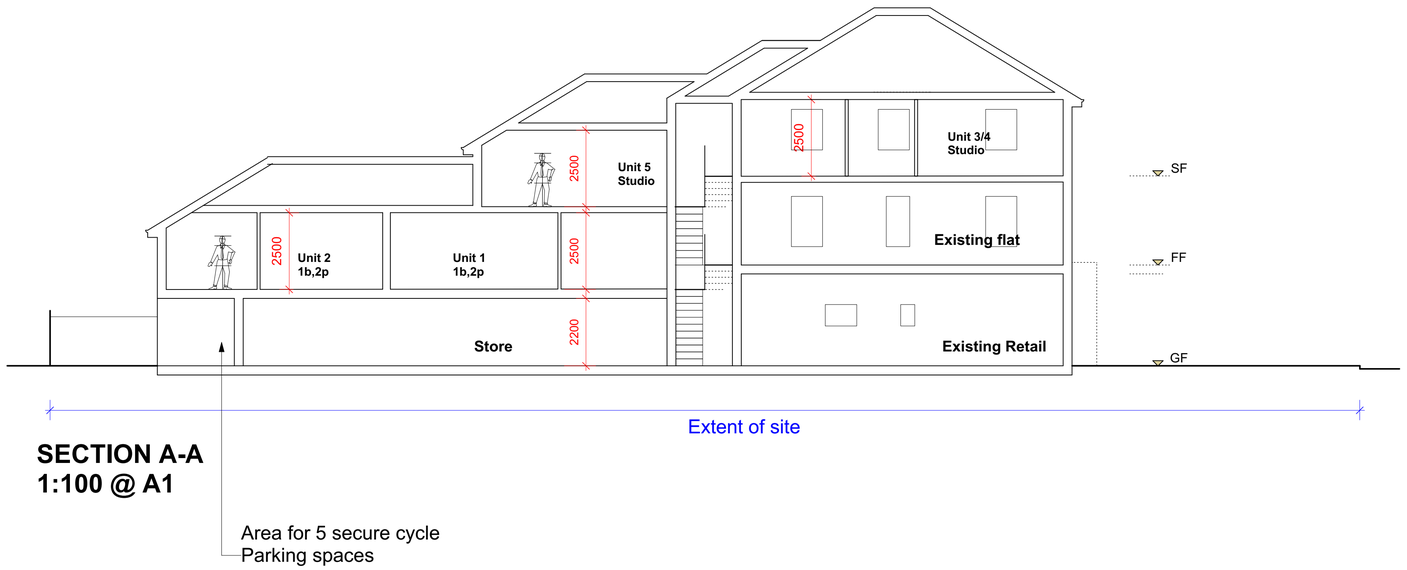


FLANK ELEVATION (Facing Lumley Road)
1:100 @ A1

3D PERSPECTIVE FROM LUMLEY ROAD



SECTION A-A
1:100 @ A1

0m 1 2 3 5 10
1:100@A1

Revision notes:

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project: 94 Brighton Road, Horley, RH6 7JQ

client: Veerproperties

drawing title: Flank elevation and Section as Proposed

date	scale	project no	drawing no	revision
FEB 2020	1:100 @ A1	2470	PL03	-

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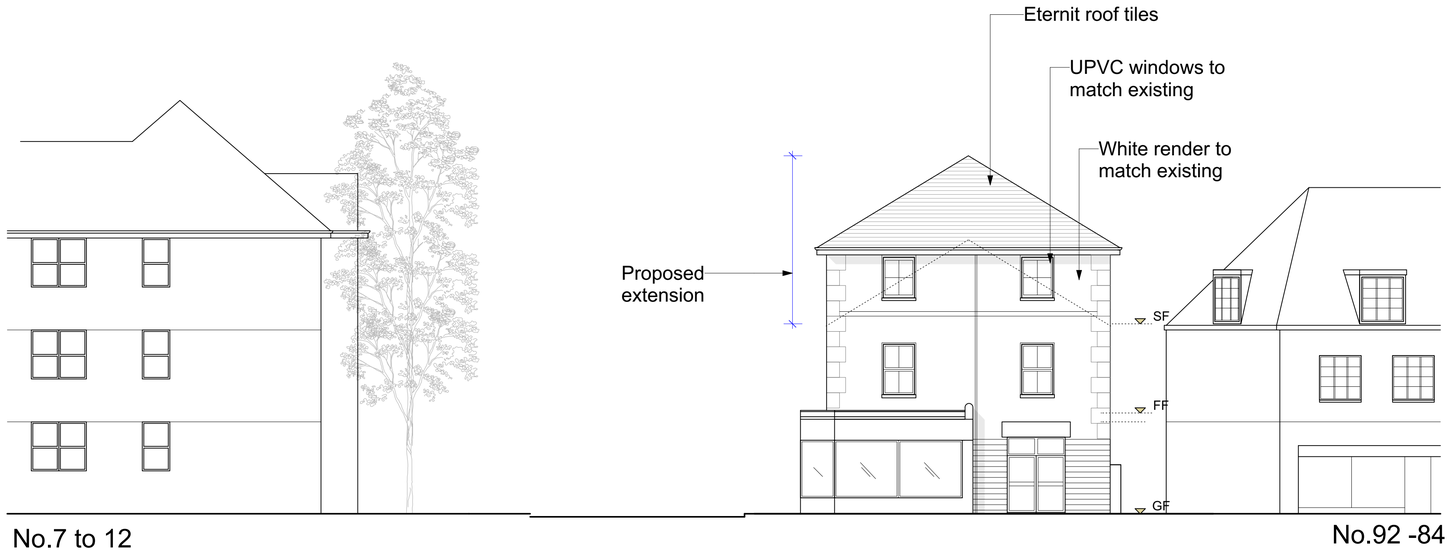
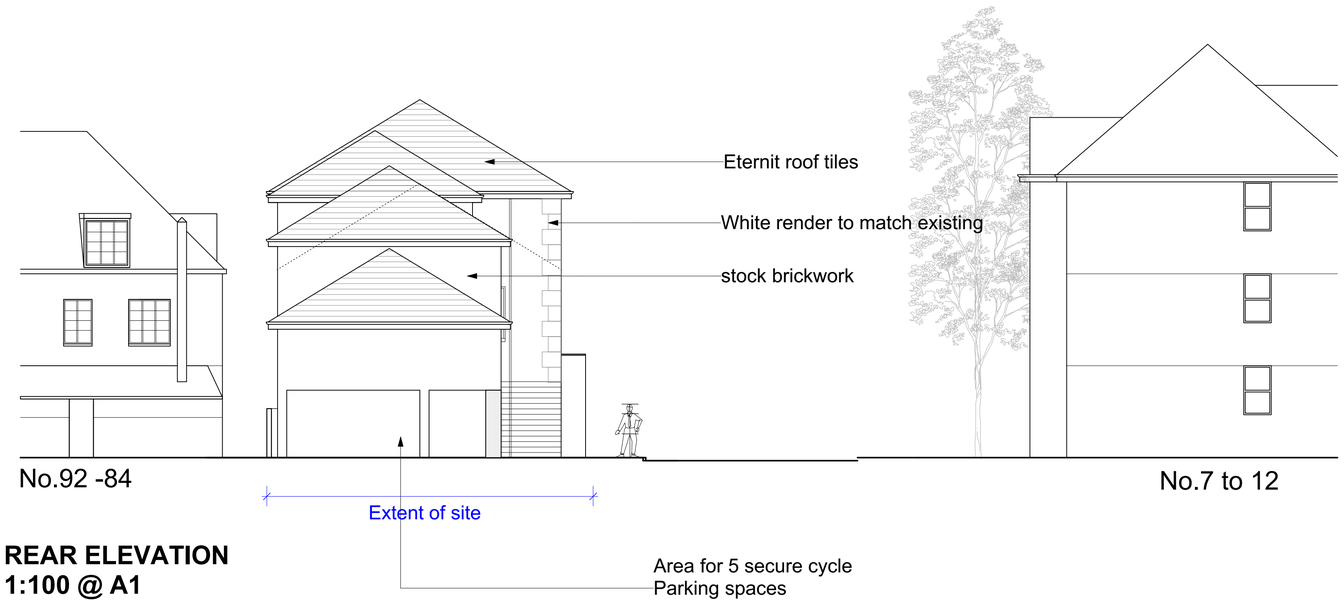
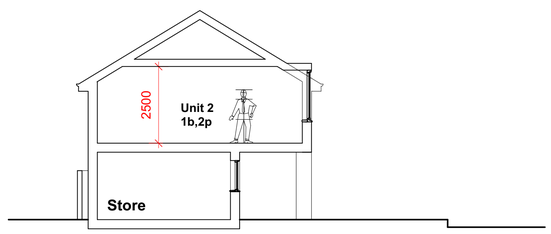


FRONT ELEVATION (Facing Brighton Road)
1:100 @ A1

3D PERSPECTIVE FROM BRIGHTON ROAD



REAR ELEVATION
1:100 @ A1



TYPICAL SECTION
1:100 @ A1

0m 1 2 3 5 10
1:100@A1

Revision notes:

drawing notes: This Drawing must not be scaled. Only figured dimensions should be used. Critical site dimensions must be checked on site before proceeding. Any adjoining buildings or features are by way of illustration only and dimensions have not been checked unless specifically noted otherwise. This drawing has been produced for our client for the purposes noted on it and it is not intended for use by any other person for any other purpose. The copyright in this drawing belongs to **ZGRP LTD ©.**
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project: 94 Brighton Road, Horley, RH6 7JQ

client: Veerproperties

drawing title: Front / rear elevation and typical section as Proposed

date	scale	project no	drawing no	revision
FEB 2020	1:100 @ A1	2470	PL04	-