

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	8 July 2020
	REPORT OF:	HEAD OF PLANNING
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AGENDA ITEM:	12	WARD: Banstead Village

APPLICATION NUMBER:	20/00163/F	VALID:	27/01/2020
APPLICANT:	Mr O'sullivan	AGENT:	Alex Imlach Design
LOCATION:	1 AVENUE ROAD, BANSTEAD, SURREY SM7 2PF		
DESCRIPTION:	Demolish existing two storey building with residential flat above garages and construct new building containing 3 flats. As amended on 13/05/2020.		
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SUMMARY

This is a full planning application seeking permission for the demolition of the existing building and to construct a new building containing three flats. There would be two 2-bedroom flats and one 1-bedroom flat, with parking and frontage landscaping.

The site is located near the intersection of Avenue Road, Court Road and De Burgh Park, less than 200m from Banstead High Street. The surrounding area is characterised by houses and flats of various designs and ages and the Lady Neville Recreation Ground on the opposite side of the road.

The application site at no.1 Avenue Road comprises a triple garage block with a 2-bedroom flat above. The garages now belong to the flat which was built in the early 1970s but previously the garages would have belonged to no.2 Avenue Road, which is the attached, large Victorian house, now split into four flats.

The proposed new building a welcomed improvement to the appearance of the garages and 1970's cabin-like flat above. The design promotes the positive characteristics of the of the adjoining, substantial Victorian house and care has been taken to replicate detailing and use high quality materials.

The proposed flatted building and the resultant increased density of residential units on the site is considered appropriate in the context of the other flatted properties nearby and is an efficient use of land to meet the need for smaller family homes.

The impacts on the amenity of neighbouring properties have been mitigated by the low roof line to the rear, removal of existing overhangs and overlooking windows, and therefore, the scheme is considered acceptable in neighbour amenity terms.

The site is close to a protected Sycamore and a Lime tree on the highway verge and the tree protection measures submitted would ensure these are not harmed by the construction works.

The County Highway Authority have raised objection to the scheme because the visibility at the existing access is considered to be substandard and that the three new flats with three car parking spaces would result in an increased number of vehicle movements relative to the vehicle use by the existing single flat (notwithstanding the existing 3 bay garage). A condition is suggested requiring the reduction in the number of parking spaces from three to two, and it has been confirmed that this would address the Highway Authority's objection given they consider parking provision below standard would be acceptable so close to Banstead Village.

RECOMMENDATION

Planning permission is GRANTED subject to conditions.

Consultations:

Conservation Officer: No objection to amended scheme, see comments in report below.

Tree Officer: No objection subject to condition ensuring implementation of protection measures. See comments in report below.

Highway Authority: Objection to increased vehicle movements from access with substandard visibility. Request reduction in car parking spaces from 3 to 2.

Banstead Village Residents Association: Summary of comments prior to amended scheme: Large development for the existing space and not entirely in keeping architecturally with No 2. But would be much more in keeping to the street scene than the original extension. Ask that tree survey takes place as concern about neighbour's sycamore. Otherwise, no objection.

Representations:

Letters were sent to neighbouring properties on 3 February 2020. A site notice was posted on 7 February 2020. Neighbours were re-notified on the revised plans for a 14-day period commencing 14 May 2020.

2no. responses have been received from neighbouring properties prior to the revised plans, and 1no. response following the revised plans. The issues are summarised as follows:

Issue	Response
Impact upon TPO Sycamore Tree	Tree survey and protection measures have been provided by applicant. See paragraphs 6.36 and 6.37.
Inconvenience during construction	Could be mitigated by condition
Overshadowing and loss of a degree of light.	See Neighbour Amenity section para. 6.17 and 6.18.
Party Wall matters	Not a material planning consideration; separate Party Wall Act legislation controls these matters.
Objection to the rear of the property being brick and had wanted this to be rendered and painted to reflect light and not feel gloomy or overbearing.	See Neighbour Amenity section para. 6.17 and 6.18.

1.0 Site and Character Appraisal

1.1 The application site at no.1 Avenue Road comprises a triple garage block with residential flat above. The garages serve the upstairs residential unit; a two-bed flat, built in the early 1970s above garages which previously belonged to no.2 (formerly a large Victorian house, now split into four flats). The site incorporates the

building of no.1, the garden/driveway space to the front and a small area to the rear corner behind the existing utility room. The application building comprises brick-built garages with a weatherboard-clad 'cabin' sat on top and cantilevering beyond the footprint of the garages below. There is a ramp to access the front door of the existing flat on the southern side. To the south of the site and alongside the ramp is a public right of way leading to All Saints Church. The site is relatively flat.

- 1.2 The surrounding area is characterised by residential properties of various designs and ages, the Lady Neville Recreation Ground on the opposite side of the road, and central location with the site being less than 200m from Banstead High Street. There is a mature Lime tree on the front highway verge and a protected Sycamore tree in the curtilage of no.31 Court Road, both within close proximity of the site.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: No formal pre-application advice was sought prior to the current scheme for full demolition and re-build to create three flats. However, advice had previously been given to suggest that a replacement building which sits better with its Victorian neighbour may be appropriate. The applicant has taken on board informal advice to carefully consider the impact of a larger replacement building on the amenity of the attached flats.

- 2.2 Improvements secured during the course of the application: Various amendments have been sought; most importantly, the design approach now aims to be more sympathetic to attached Victorian building. Proportions, materials and detailing improved as per Conservation Officer's advice. Legacy first floor overhangs removed. Roof height increased. Improvements to soft landscaping to frontage. Adjustments to internal layouts of flats. Tree protection information submitted.

- 2.3 Further improvements to be secured through conditions or legal agreement: The following conditions shall be attached to the permission:
- Materials and detailing (details to be submitted pre-above ground level)
 - Tree protection (compliance)
 - Parking and turning (details to be submitted pre-above ground level)
 - Landscaping (details to be submitted pre-above ground level)
 - Front boundary hedge (compliance)
 - Electric vehicle chargers (details submitted pre-occupation)
 - Construction transport management plan (details submitted pre-commencement)
 - Obscured glazing
 - Building efficiency (details submitted pre-occupation)
 - High speed broadband (compliance)

3.0 Relevant Planning and Enforcement History

- 3.1 71/601 - Single storey dwelling for use as a flat above garages, at 2, Avenue Road, Banstead. APPROVED WITH CONDITIONS. Condition: The retention and maintenance of the screening along the front boundary.

- 3.2 75/0118 - study/workroom. APPROVED WITH CONDITIONS. ["the applicant has utilized some space beneath the ramp and also extended 15ft. into the site to form a workroom of 110 sqft... application...to regularise the situation"]. Condition: shall only be used as incidental to the enjoyment of the existing dwelling...not to be occupied as separate residential accommodation and no trade or business...
- 3.3 18/02612/F - Conversion and extension of ground floor garages to provide 1no. Additional residential flat, including associated facade extensions, internal alterations at first floor, landscaping, parking and access. APPROVED WITH CONDITIONS.

4.0 Proposal and Design Approach

- 4.1 The proposal is for the demolition of the existing garages and flat above, and to construct a new building containing three flats.
- 4.2 The applicant has submitted a design and access statement. 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.
- 4.3 Evidence of the applicant's design approach is set out below:

Assessment	The scale and design of surrounding properties have been considered to some degree to inform the proposed scheme.
Involvement	The applicant has not sought any formal advice from the planning department prior to submitting the application. No community consultation took place.
Evaluation	The design statement demonstrates that the architectural design and the amenity impact on neighbouring properties have been evaluated and the interaction with the trees has been considered.
Design	The original design was intended to follow the form of the attached Victorian property but the final design has been considerably amended with input from the Conservation Officer to make the design integrate successfully.

- 4.4 Further details of the development are as follows:

Site area	184 square metres
Existing use	Single residential flat with garages

Proposed use	Three residential flats
Proposed parking spaces	2 or 3 spaces (see Highways matters section para.)
DMP parking standard	3 spaces

5.0 Policy Context

5.1 Designation

Urban Area

Conservation Area

Tree Preservation Order BAN102 (Sycamore in garden of 31 Court Road)

Adjacent to public footpath

5.2 Reigate and Banstead Core Strategy

CS1 (Sustainable Development)

CS2 (Valued Landscapes and the Natural Environment)

CS4 (Valued Townscapes and Historic Environment)

CS10 (Sustainable Development)

CS11 (Sustainable Construction)

CS12 (Infrastructure Delivery)

CS14 (Housing Needs)

5.3 Reigate and Banstead Development Management Plan

DES1 (Design of New development)

DES4 (Housing mix)

DES5 (Delivering high quality homes)

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

Householder Extensions and
Alterations SPG 2004
Reigate & Banstead Local
Distinctiveness Design Guide 2004

Other

Human Rights Act 1998
Community Infrastructure Levy
Regulations 2010
Nationally Described Space
Standards

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 residential development is acceptable.
- 6.2 The development would provide a net gain of two residential units and as such the development would help the Council meet some of the Borough's identified housing need and furthermore would be welcomed as a contribution to housing supply. The residential units would be 2no. two-bedroom flats and 1no. one-bedroom flat which would meet the need for smaller family housing in the borough. However, the principle of acceptability in this case rests upon considering the impact of the proposal and resultant harm and the need to provide additional housing, and its resultant benefit. The following report sets out the key considerations.
- 6.3 The main issues to consider are:
- Design and effect on the character of the area
 - Neighbour amenity
 - Amenity for future occupants
 - Highways matters
 - Impact upon trees
 - Affordable housing and Community Infrastructure Levy

Design and effect on the character of the area

- 6.4 The proposed scheme, by creating an additional two flats on the site would not be at odds with the surrounding type and density of housing; the adjacent properties in Avenue Road in the direction of the High Street are all flats, including purpose-built blocks and the adjoining converted Victorian house.
- 6.5 The existing first floor cabin-like structure bears no resemblance to its semi-detached neighbour (the Victorian house). The existing building is highly unconventional and considered to be out of character. The cabin overhangs the garage block and impedes the front elevation of the Victorian house, which is an awkward and architecturally displeasing arrangement. Therefore, a demolition and re-build on the site is a welcomed opportunity for improvement.
- 6.6 The proposed scheme copies the main front gable of the Victorian house next door. Care has been taken to match the roof pitch, spans, solid to void ratios, window sizes and proportions, and it has been emphasised throughout the amendment process that the quality of the detailing and materials is vital to achieving a successful scheme overall, especially given the increased scale of the building, the attachment to the Victorian neighbour and the prominence at the intersection of Court Road, De Burgh Park, Avenue Road and The Lady Neville Recreation Ground.

- 6.7 Although the Victorian house is not a designated heritage asset, the Conservation Officer's advice has been sought because of the opportunity for street scene improvements. His final comments on the scheme are as follows:
- 6.8 *"This is a large and prominent extension on a substantial Victorian house, a rarity in Banstead, on a corner of a through road adjacent to the park. It is important that the materials and detailing are correct and that the building is a cohesive whole. Some attempt has been made to resolve details to avoid conditional submissions but some of these remain unresolved (the bin store is acceptable, the Sureset Barley Butter will meet the requirements of the gravel condition and the Imperial Soft Red [brick] and Spanish Slate are acceptable). I therefore have no objection from a conservation and design viewpoint subject to the following conditions ;..."*
- 6.9 The Conservation Officer's conditions on materials, detailing and landscaping are incorporated in the recommended conditions.
- 6.10 The bulk and massing of the proposed building and its positioning are considered to be acceptable. The front elevation would sit forward of the adjoining Victorian house, but this forward projection exists already with the cabin structure, and the forward projection is necessary to create flats of adequate size. The new front elevation would not be as far forward as the flatted block at no.4 Park View and would not project too far in relation to the building line in Court Road. The existing oversailing parts of the cabin which disrupt the front porch area of the Victorian house and overhang the neighbour's courtyard garden at the rear would be removed, which is beneficial, not least for aesthetics.
- 6.11 The increase in height would be significant; the existing building is only two storey and the proposed building would be three storey, albeit the top floor would be partly within the roof. The ridgeline would sit lower than that of the Victorian house and the flatted buildings along Avenue Road. The corner plot position with the adjacent tapering garden of no.31 Court Road allows reasonable space and set-back from the road. No.31 Court Road is also a tall house with a third storey in the roof. Due to all these factors, I feel the site can accommodate the proposed building height.
- 6.12 The proposed scheme devotes significant frontage area to off-street parking and turning spaces but would compensate with increased soft landscaping. Consequently, given the existing arrangement of garages and predominance of tarmac, I feel the appearance of parked cars to the front would be satisfactorily softened and screened by the proposed new planting, including a laurel hedge along the front boundary.
- 6.13 In summary, the proposed development would be acceptable in terms of its design and impact upon the character of the wider area, and complies with policy DES1.

Neighbour Amenity

- 6.14 The two new dwellings would intensify the use of the site relative to the current use as a single flat and ancillary garages, but in the context of a residential area which comprises flats as well as houses (the adjoining Victorian building at no.2 is flats

and so are the buildings to the north at Park View and Tyrolean Court), this would not be considered to harmfully alter the amenity of the area for other residents.

- 6.15 The increased bulk and mass of the building has been carefully considered in relation to the flats in the attached Victorian building, 'De Burgh House', no.2 Avenue Road. The nearest part of the front (east) elevation of De Burgh House comprises the glazed porch at ground floor and a first-floor window which serves a hallway and staircase. Although the forward projection of the proposed building would increase relative to this window (from 4.7m approx. to 5.2m) and the height would increase, the north elevation would be stepped away by 1.2m, removing the existing overhang of the 'cabin'. The sideways shift of the north elevation would offer some improvements to the hall window and the porch, and despite the taller elevation, the amenity of the porch and hallway is not felt to be harmfully affected. The other windows in the front elevation of De Burgh House would not experience any adverse change to light or outlook. The proposed windows in the north elevation of the new building would create a sideways vantage into the frontage and potentially into the front windows of De Burgh House. To protect privacy, these windows shall be obscure-glazed and restricted opening.
- 6.16 At the rear of the new building (the west elevation), there would be some change for the flats at De Burgh House but overall, this change is not considered to be detrimental to residential amenity. At present the 'cabin' flat on the application site has clear glazed windows which allow views across into the windows of the flats and the courtyard garden. The proposed new building would completely remove this privacy issue because there would be no windows in this elevation, only high-level rooflights.
- 6.17 At present, the first floor of the cabin oversails the courtyard garden at Flat 1 of De Burgh House. The most prominent part of the oversail would be removed, so that the first-floor rear elevation projects 1.6m less far over the outside space at Flat 1. The eaves height would be only marginally higher than the existing and there would be a portion of shallow pitched roof to reduce bulk and massing nearest the flats. The overall building height would be much taller than the existing but the additional height and bulk is shifted further forward in the site, by virtue of the front gables and a hipped roof at the rear. Consequently, I feel that the increased height would be far enough from the main windows and courtyard garden and so would not feel overbearing for the flats at De Burgh House.
- 6.18 The flats are served by a large south facing bay window at ground and first floor. It can be demonstrated by the 45 degree test (as per section 4.4 of the Council's Householder Extensions and Alterations SPG) that there would be no significant loss of light to these bay windows. There is a modest ground floor addition at Flat 1, slotted between the bay and the rear elevation of the application building, which has south facing glazing. It is not considered that the light levels to this room would be much affected by the proposed scheme, and if anything, slightly improved by the removal of the oversailing 'cabin' which partly obscures the outlook from this room. There is a window in the east side return of the bay window at first floor which would experience a loss of light (according to the 25 degree test in the Council's SPG) owing to the higher roof of the new building, however, as this window is secondary to the room served by the large south facing bay window, I do consider

the reduction in light to this window would harm the amenity of the first floor flat. The first floor window in the recess between the bay and the rear elevation of the application building may experience some reduction in light levels, but this window serves the hallway, which is not considered to be a key amenity space and so the light reduction would not be considered harmful. Overall, given the south facing orientation of the flats, the removal of the overhang, the removal of overlooking windows, and the low height roof profile closest to the flats, it is considered that the proposed scheme would not diminish the amenity of the De Burgh Flats.

- 6.19 To the south of the site is the public footpath and then the corner of the garden of no.31 Court Road. The proposed building would add height alongside a short portion of the north boundary of no.31, however, this area has a front garden character with mature trees (including the protected Sycamore) and a large garage block. The main private garden of no.31 is on the west side of the house, which is remote from the proposed development. There would be windows which face south across the front corner of no.31's plot, but similarly, given this is not a key amenity space, I do not feel this would be harmful. Furthermore, the existing flat provides unrestricted views in this direction. Consequently, I do not feel that there would be an adverse impact on the amenity of no.31 Court Road.
- 6.20 In summary, while giving rise to a degree of change in the relationship between buildings, the proposed scheme would not adversely affect the amenity of neighbouring properties, and complies with policy DES1.

Amenity for future occupants

- 6.21 Policy DES5 has several requirements to ensure all new residential developments provide high quality, adaptable accommodation, and provide good living conditions for future occupants. One of the requirements of policy DES5 is that new accommodation must meet the nationally described internal space standard (NDSS).
- 6.22 The proposed flats are the following sizes compared to the NDSS minimums:

	No. of bedrooms / no. of people	Proposed Gross Internal Area (m ²)	NDSS minimum Gross Internal Area (m ²)
Ground floor flat	2b3p	68.0	61.0
First floor flat	2b4p	71.5	70.0
Second floor flat	1b2p	52.5	50.0

- 6.23 Accordingly, all the proposed flats would meet the minimum NDSS internal floor areas. The top floor flat would fall slightly short of the requirement for a headroom of 2.3m for at least 75% of the GIA, however, owing to the tall ceiling height in the roof apexes (over 3.5m), I do not consider that the flat would feel uncomfortably constricted for future occupants and therefore would be acceptable.

- 6.24 All the flats have built-in storage and benefit from the large sash windows for light and outlook. The principle outlook would be to the east offering reasonable opportunity for sunlight and with a pleasant view of the recreation ground. None of the flats have outdoor amenity space but this is not uncommon for flats, and with a recreation ground directly opposite the site, the lack of private amenity space does not weigh against the scheme.
- 6.25 In summary, the proposed scheme is considered to provide adequate amenity for future occupants and complies with policy DES5.

Highways Matters

- 6.26 The County Highway Authority have raised objection to the scheme. The formal comments are as follows:

- 6.27 *"The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY who has assessed the application on safety, capacity and policy grounds and recommends the proposal be refused on the grounds that:*

The proposed development would increase the number of vehicle movements at a point in the highway where there are substandard sight lines due to the presence of trees to the north and a bend in the carriageway to the south, both leading to conditions prejudicial to highway safety contrary to 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.

Informative.

The above objection would be overcome if the site layout were to include two car parking spaces with land scaping on either side of the area with parking. The turning area would need to remain for that purpose and would need to include the words "turning area" only."

- 6.28 The application drawings provide three parking spaces; one for each flat, which meets the Council's minimum parking standard for the size of the flats in the medium accessibility location.
- 6.29 The extant permission 18/02612/F for two flats (instead of three) had a site layout with two car parking spaces and no objection was raised by the Highway Authority.
- 6.30 The applicant has submitted further information to support their scheme including information on the current vehicle parking at the site (which contains a 3-bay garage), a traffic and 'incident' survey to highlight the perceived existing highway safety shortcomings on the bend and crossing point of the public footpath. An extract of the applicant's counter arguments is as follows:
- 6.31 *"I currently have more than two cars, we actually have 5 shown on the driveway (see in attached pictures it shows ample room) and the proposal also allows for the vehicles turning so they can always exit frontwards safely. Therefore I cannot understand the logic of 2 cars being any safer than 3, or as I go on below any safety issues with exiting or entering anyway.*

I have currently been living in the property (1 Avenue Road) for over a year and know from numerous incidents which have occurred that this is a dangerous bend. The problem is not entering or leaving the property (as you can see from the pictures) You have a full view round the bend onto Court Road before the vehicle even gets into/on the highway. The property boundary to the right of 1 Avenue Road on the corner is actually set back – so you can see that the bush and the hedge do not obscure any vision whatsoever and is not over grown it merely climbs the boundary wall. The problem is pedestrians and the bend and the road width and cars over the boundary as they turn the bend.

My proposal does not affect any other properties safety i.e. we are not extending out or obscuring any view of the highway, it's is merely staying as is. If you are concerned about a safety aspect it's because there is one, but it has always been there and it's not in relation to the property entrance."

6.32 In response to some of the additional information put forward by the applicant, the Highway Authority have expanded on their viewpoint:

6.33 *"I want to be clear that I am objecting to application 20/00163 because of the increase in the quantum of residential development from one flat to three flats. Increases in quantum of development is what increases the amount of movements from a site as opposed to the number of cars one resident has. This is because there will be three different households each with their own travel needs.*

I note that we did not object to a previous application on the site numbered 18/02612, which was also submitted by Mr Sullivan. We supported that application because two parking spaces were proposed leaving space for cars to enter and leave the site in forward gear. Leaving in forward gear would be necessary given the sight line issue at the access.

The proposed development includes three car parking spaces. I not think this is acceptable given the sight lines that I think are available. The proposed number of spaces would increase the number of movements and also lead to less space for cars to enter and leave in a forward gear. Avenue Road is subject to a speed limit of 30mph. Accesses on to such roads should have sight lines of 43 metres "y" distance along the highway from both side of the access road from a point 2.4 metres "x" distance into the access from the nearside kerb line. Please see the attached diagram which shows what we want. If the applicant can demonstrate that then I can support the application. If they can't then a speed survey should be carried out to demonstrate the sight lines that are available would be commensurate with the speed of traffic. Please note that the sight lines should not cross third party land, such as neighbours. The sight line should be either under the control of the applicant or within the highway."

6.34 Further submissions in response to these comments have been made by the applicant but are still to be fully considered by the highway Authority, and so, at the applicant's request to avoid delay, the application is brought forward to committee with a suggested condition requiring the reduction in the number of parking spaces from three to two, so that the scheme has the Highway Authority's approval.

- 6.35 The condition would require a later submission of a site layout and landscaping proposal so that there would only be two car parking spaces, instead of the three spaces shown on the current site layout. It is acknowledged that this does not meet the Council's minimum parking standard, however the County Highway Authority have made it clear that they would support a lower parking provision given the location so close to Banstead Village and this is agreed. Should the Committee be minded that the highway safety risk associated with 3 parking spaces is acceptable then approval without the recommended condition is also an option.

Impact upon Trees

- 6.36 The Tree officer has made the following initial comments:
"In the absence of any arboricultural information I am unable to provide detailed comments. The highway trees and off-site sycamore contribute to the local landscape and to ensure adequate protective measures are installed and maintained during the construction phase it will be necessary for a tree protection condition to be attached to the decision notice."
- 6.37 The applicant has since submitted tree protection information which the Tree Officer has reviewed:
"The arboricultural report addresses my initial concerns and as long the measures are implemented/ maintained during the course of the development the trees can be integrated into the scheme."
A suitably worded condition shall be attached to ensure the measures are implemented.

Affordable Housing and Community Infrastructure Levy

- 6.38 Development Management Plan DES6 states that on developments providing 11 or more homes, 30% of the homes on site should provide affordable housing. This supersedes the Core Strategy policy CS15 in its entirety.
- 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.
- 6.40 The Community Infrastructure Levy (CIL) is a fixed charge which the Council has been collecting from some new developments since 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.

CONDITIONS

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

Plan type	Reference	Version	Date Received
Location Plan	ARB/P18/01		27.01.2020
Floor Plan	681/EX/100		27.01.2020
Floor Plan	681/EX/101		27.01.2020
Roof Plan	681/EX/102		27.01.2020
Section Plan	681/EX/104		27.01.2020
Elevation Plan	681/EX/105		27.01.2020
Elevation Plan	681/EX/106		27.01.2020
Elevation Plan	681/EX/107		27.01.2020
Elevation Plan	681/EX/109		27.01.2020
Survey Plan	ARB/P18/02		27.01.2020
Floor Plan	681/PL2/110	D	13.05.2020
Floor Plan	681/PL2/111	E	13.05.2020
Floor Plan	681/PL2/112	D	13.05.2020
Roof Plan	681/PL2/113	D	13.05.2020
Section Plan	681/PL2/114	E	13.05.2020
Elevation Plan	681/PL2/115	D	13.05.2020
Elevation Plan	681/PL2/116	D	13.05.2020
Elevation Plan	681/PL2/117	C	13.05.2020
Elevation Plan	681/PL2/118	E	13.05.2020
Elevation Plan	681/PL2/119	D	13.05.2020
Arb/Tree Protection Plan	WLA/1205/20/TPP	A	13.05.2020

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.

2. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91(1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

3. Notwithstanding the drawings, the proposed external finishing materials and details shall be carried out using the external facing materials and details specified below and there shall be no variation without the prior approval in writing of the Local Planning Authority:

- a) The proposed brick shall match the existing handmade dark red brick using the 'Imperial soft red' as per the submitted sample or otherwise approved by the LPA.
- b) The roof shall be of a natural slate with Staffordshire blue ridge tiles.
- c) All windows shall be white vertically sliding sashes. All doors and windows shall be set back behind the reveal at one brick depth to match existing.
- d) All external doors and windows shall have natural or cast stone lintels to match the existing windows lintels, a photographic sample of which, adjacent to the lintels, shall be submitted to and approved in writing by the LPA before any works above ground level. In the case of double sashes, a central natural or cast stone mullion shall be provided.
- e) All external doors shall be of painted timber.
- f) All rooflights shall be black painted metal conservation rooflights with a central glazing bar.
- g) The bargeboards shall be of white painted timber to match the existing decorative bargeboards, details of which shall be submitted to and approved in writing by the LPA before any works above ground level.
- h) The front hardstanding and drive shall be of flint peashingle gravel using the 'Sureset Barley Butter' product as per the sample submitted or otherwise approved by the LPA.
- i) All rainwater goods shall be of black cast metal or black plastic cast metal profile.

Reason: To ensure that the character and appearance of the area and setting of adjacent Victorian building is maintained with regards policy DES1 of the Reigate and Banstead Development Management Plan 2019.

4. No development shall commence including groundworks preparation and demolition until all related arboricultural matters, including arboricultural supervision, monitoring and tree protection measures are implemented in strict accordance with the approved details contained in the Arboricultural Method Statement and Tree Protection Plan compiled by Wright Landscape and Arboriculture reference WLA/1205/20/TPP/AMS, dated 12th May 2020.

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 NHE3 and DES1 of the Reigate and Banstead Development Management Plan 2019.

5. No development above ground floor level shall commence (excluding site clearance and demolition) until a finalised site layout plan is submitted to and approved in writing by the LPA which allows for only two vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. The finalised site layout plan shall also provide covered and secure ground floor parking spaces for a minimum of three bicycles. Thereafter the parking, turning and soft landscaped areas shall be retained and maintained for their designated purposes only.

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 of the Reigate and Banstead Development Management Plan 2019.

6. No development above ground floor level shall commence (excluding site clearance and demolition) until finalised details of hard and soft landscaping are submitted to and approved in writing by the Local Planning Authority (LPA). These shall include boundary tree and hedge planting and any other existing or proposed, soft or hard, landscaping in the garden or front driveway areas, or adjacent to boundaries where appropriate. The soft landscape details shall include an establishment maintenance schedule for a minimum of 2 years, full planting specifications, planting sizes & densities. Upon implementation of the approved development all the landscaping works shall be carried out in strict accordance with the landscape details as approved, and these shall be completed, before building completion, occupation or use of the approved development whichever is the earliest.

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, and shrubs of the same size and species.

Reason: To ensure good landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies NHE3 and DES1 of the Reigate and Banstead Development Management Plan 2019.

7. A laurel hedge to the front boundary, of 1.7 metres height (excluding any visibility splays), shall be planted in the first planting season after commencement and shall be retained on an ongoing basis and managed to a height of not less than 1.7 metres hereafter or as otherwise agreed in writing by the local planning authority. Any losses through death or disease shall be remedied by replacement planting, to current landscape standards, within 1 year to maintain this feature.

Reason: To ensure good landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies NHE3 and DES1 of the Reigate and Banstead Development Management Plan 2019.

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

Reason: In recognition of Section 9 "Promoting Sustainable Transport" in the National Planning Policy Framework 2019 and policy TAP1 of the Reigate and Banstead Development Management Plan 2019.

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) 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) 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 above condition 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 policies TAP1 and DES8 of the Reigate and Banstead Local Plan Development Management Plan September 2019.

10. The first and second floor windows in the north elevation of the development hereby permitted shall be glazed with obscured glass and shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed, and shall be maintained as such at all times.

Reason: To ensure that the development does not affect the amenity of the neighbouring property by overlooking with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

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. The new dwelling 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. The use of a suitably qualified arboricultural consultant is essential to provide acceptable supervision and monitoring in respect of the arboricultural issues in respect of the above condition. All works shall comply with the recommendations and guidelines contained within British Standard 5837.
2. 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

3. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions.
4. 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 un-cleaned 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).
5. 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.
6. The permission hereby granted shall not be construed as authority to obstruct the public highway or footpath by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.
7. 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.
8. 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

9. 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.

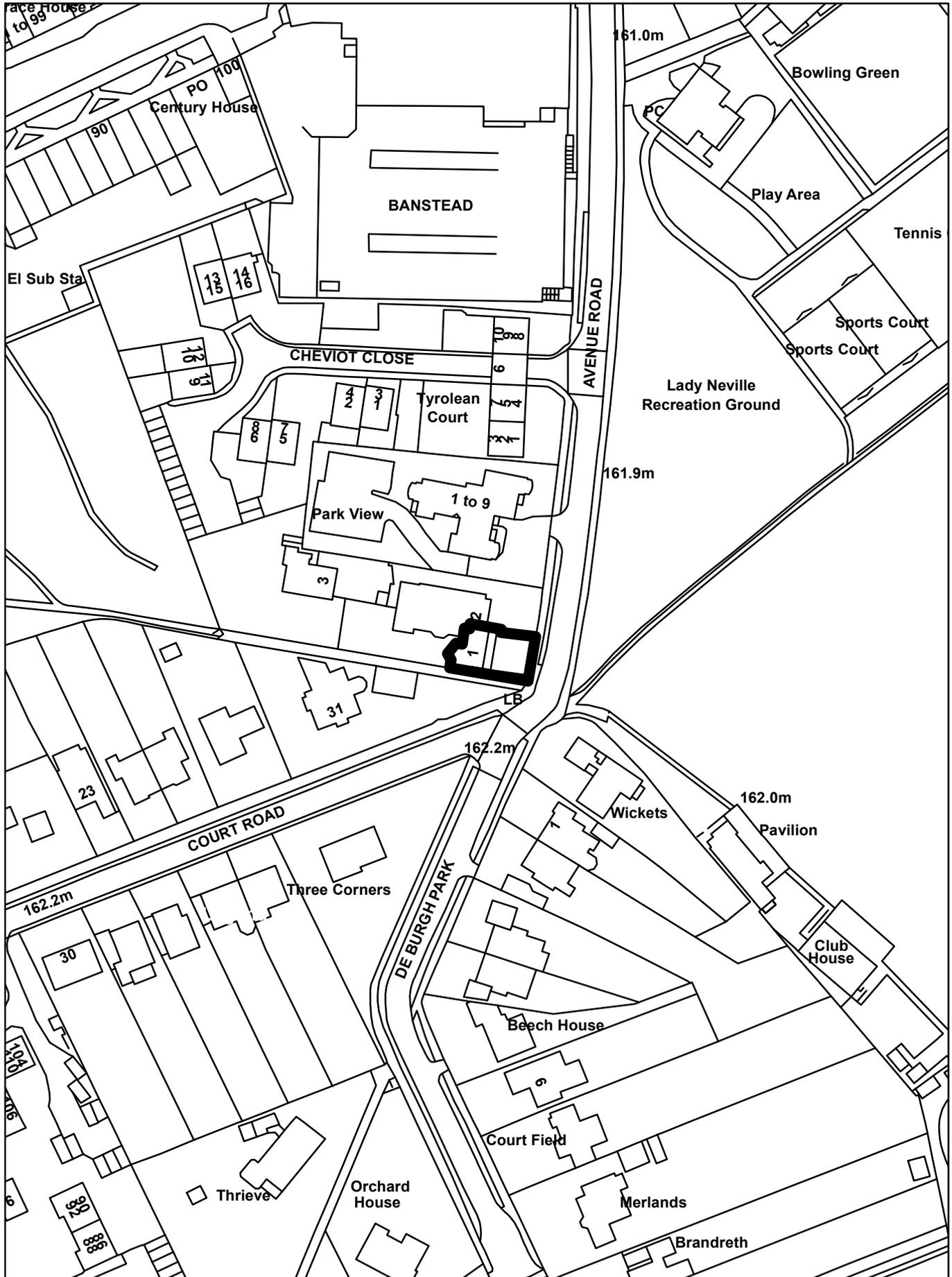
REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies CS1, CS2, CS4, CS10, CS11, CS12, CS14, DES1, DES4, DES5, DES8, TAP1, NHE3, 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

20/00163/F - 1 Avenue Road, Banstead



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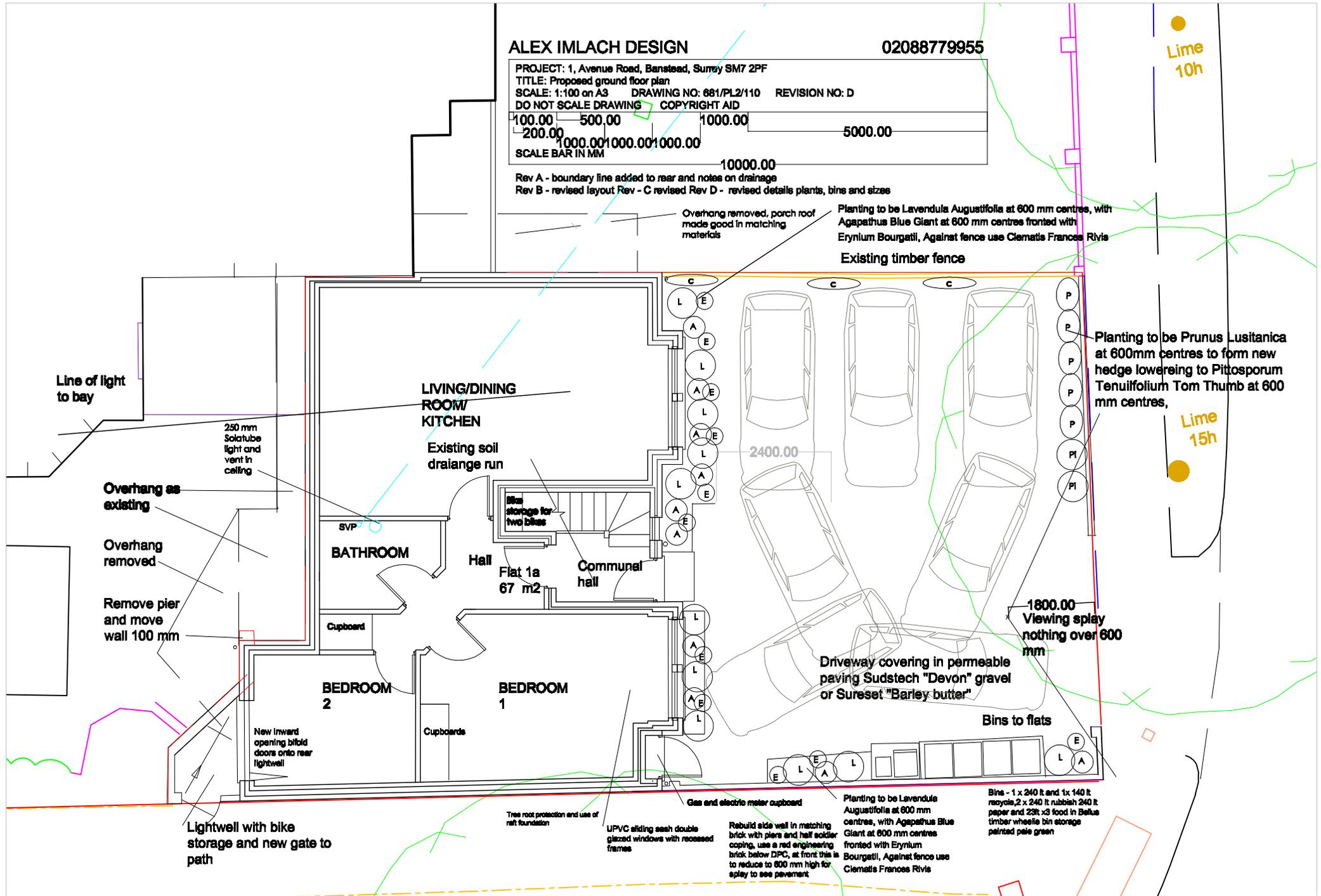
02088779955

PROJECT: 1, Avenue Road, Banstead, Surrey SM7 2PF
 TITLE: Proposed ground floor plan
 SCALE: 1:100 on A3 DRAWING NO: 681/PL2/110 REVISION NO: D
 DO NOT SCALE DRAWING COPYRIGHT AID

100.00	500.00	1000.00	5000.00
200.00	1000.00	1000.00	1000.00

SCALE BAR IN MM

Rev A - boundary line added to rear and notes on drainage
 Rev B - revised layout Rev - C revised Rev D - revised details plants, bins and sizes



Overhang removed, porch roof made good in matching materials

Planting to be *Lavendula Augustifolia* at 600 mm centres, with *Agapathus Blue Giant* at 600 mm centres fronted with *Erynum Bourgatil*, Against fence use *Clematis Frances Rivis*
 Existing timber fence

Planting to be *Prunus Lusitanica* at 600mm centres to form new hedge lowering to *Pittosporum Tenuifolium Tom Thumb* at 600 mm centres,

Lime 15h

1800.00 Viewing splay nothing over 600 mm

Driveway covering in permeable paving *Sudstech "Devon"* gravel or *Sureset "Barley butter"*

Bins to flats

Bins - 1 x 240 lt and 1x 140 lt recycle, 2 x 240 lt rubbish 240 lt paper and 23lt x3 food in Ballus timber wheelie bin storage painted pale green

Planting to be *Lavendula Augustifolia* at 600 mm centres, with *Agapathus Blue Giant* at 600 mm centres fronted with *Erynum Bourgatil*, Against fence use *Clematis Frances Rivis*

Rebuild side wall in matching brick with piers and half soldier coping, use a red engineering brick below DPC, at front this is to reduce to 600 mm high for splay to see pavement

UPVC sliding sash double glazed windows with recessed frames

Tree root protection and use of raft foundation

Lightwell with bike storage and new gate to path

250 mm Solatube light and vent in ceiling

Overhang as existing

Overhang removed

Remove pier and move wall 100 mm

LIVING/DINING ROOM/ KITCHEN

Existing soil draiange run

BATHROOM

BEDROOM 2

BEDROOM 1

Hall

Flat 1a 67 m2

Communal hall

Bin storage for two bikes

Cupboard

Cupboards

New inward opening bifold doors onto rear lightwell

SVP

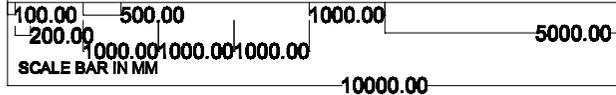
Line of light to bay

2400.00

1800.00

Lime 10h

PROJECT: 1, Avenue Road, Banstead, Surrey SM7 2PF
 TITLE: Proposed East Elevation
 SCALE: 1:100 on A3 DRAWING NO: 681/PL2/116 REVISION NO: D
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Rev A - revised elevation Rev B - revised Rev C Rev D - details changed

Decorative intels and mullions - 215 mm high Cast stone lintel to be used to match adjoining building using stopped chamfered arris. Where a double window use 150 mm wide 100 mm deep mullion with stopped chamfered arris to match next door. Lintel to oversail brick reveal by 150 mm and have a 150 x 75 mm padstone below in matching material. All pointing to stone to be in matching colour

Spanish Slate 500 x 250 samples to be provided SSQ del carmen 1st or Samarca Q33 natural slate Blue Grey 500 x 250, All to be fixed with hook fixing. Ridges to be dreadnought tiles staffordshire blue ridge tiles or Ravendale Graphite natural slate plain angle 450 mm 90 degrees dry fixed

Decorative painted white barge boards to match those of next door No 2, exposed rafter ends and white fascia

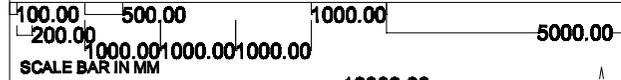
Bricks to be handmade 215 x 65 x 100 mixed reds, either Ibsstock Swanage kingston multi or Imperial Camberley mixture sample have been ordered with weatherstruck pointing in med buff colour, Use full soldier courses over doors



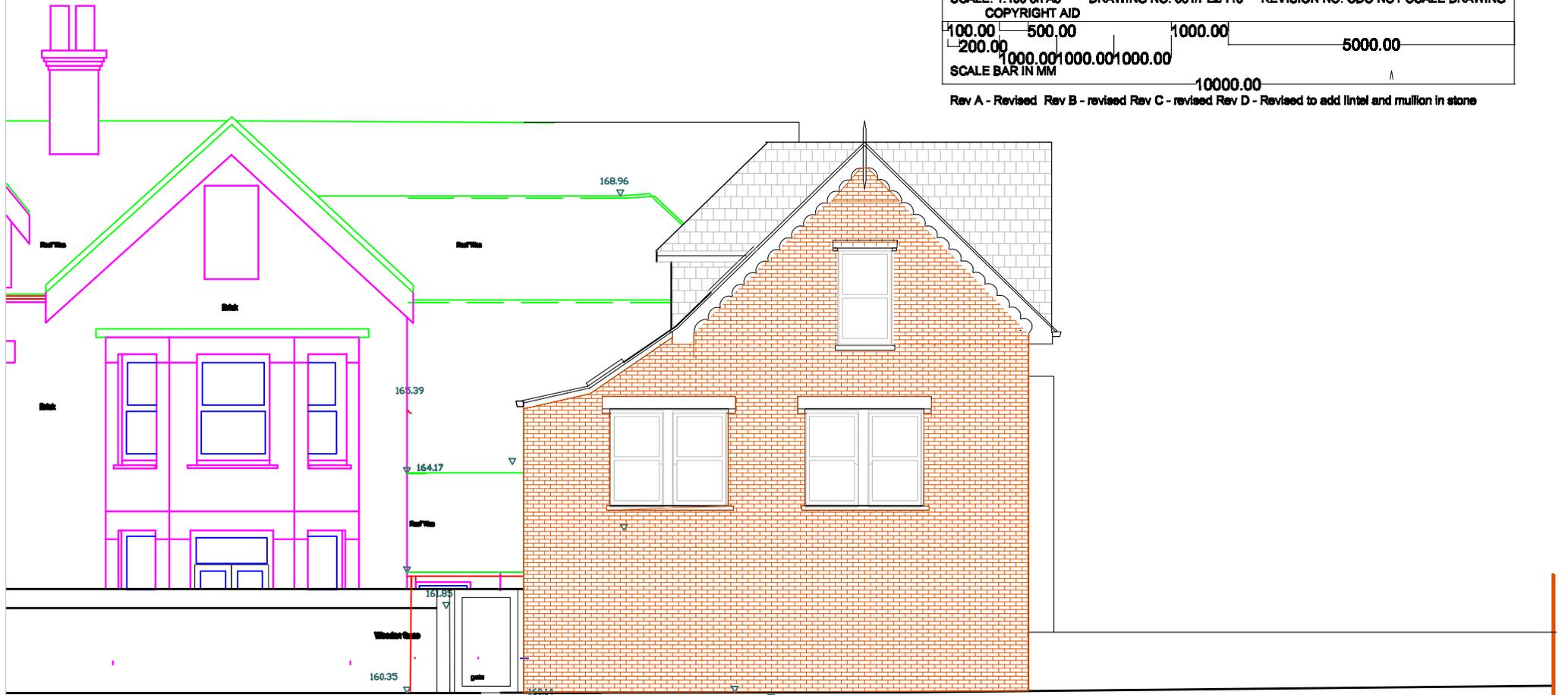
ALEX IMLACH DESIGN

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PROJECT: 1, Avenue Road, Banstead, Surrey SM7 2PF
TITLE: Proposed south elevation
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Rev A - Revised Rev B - revised Rev C - revised Rev D - Revised to add lintel and mullion in stone

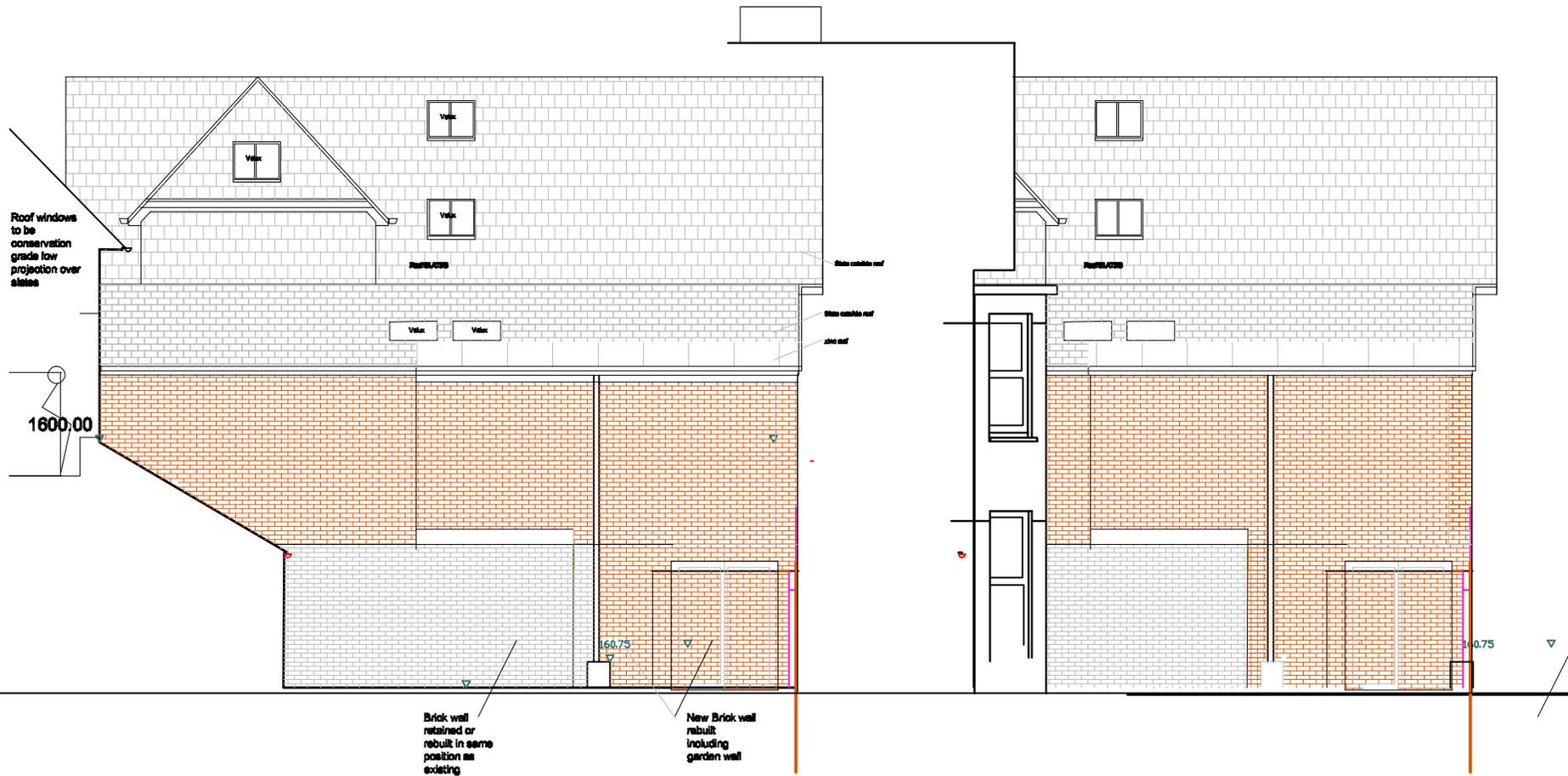


ALEX IMLACH DESIGN

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PROJECT: 1, Avenue Road, Banstead, Surrey SM7 2PF			
TITLE: Proposed West Elevation			
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DO NOT SCALE DRAWING COPYRIGHT AID			
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SCALE BAR IN MM			
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Rev A - Revised Rev B - revised elevation Rev C REVISED

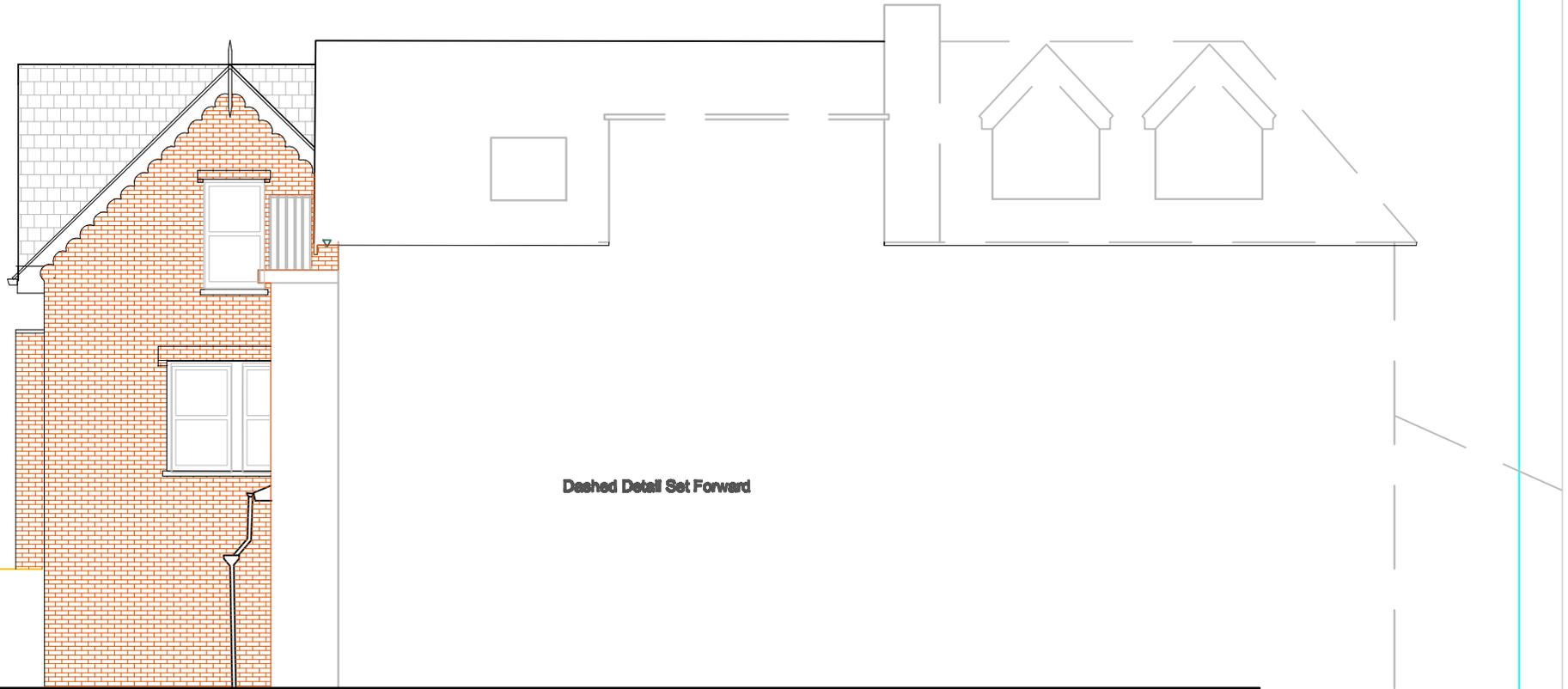


ALEX IMLACH DESIGN

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PROJECT: 1, Avenue Road, Banstead, Surrey SM7 2PF			
TITLE: Proposed North Elevation showing adjoining building			
SCALE: 1:100 on A3	DRAWING NO: 681/PL2/119	REVISION NO: D	
DO NOT SCALE DRAWING COPYRIGHT AID			
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SCALE BAR IN MM			

Rev A - revised Rev B - revised roof Rev C - revised windows Rev D - stone lintels and mullions added



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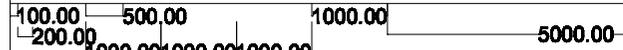
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PROJECT: 1, Avenue Road, Banstead, Surrey SM7 2PF

TITLE: Proposed section A-A

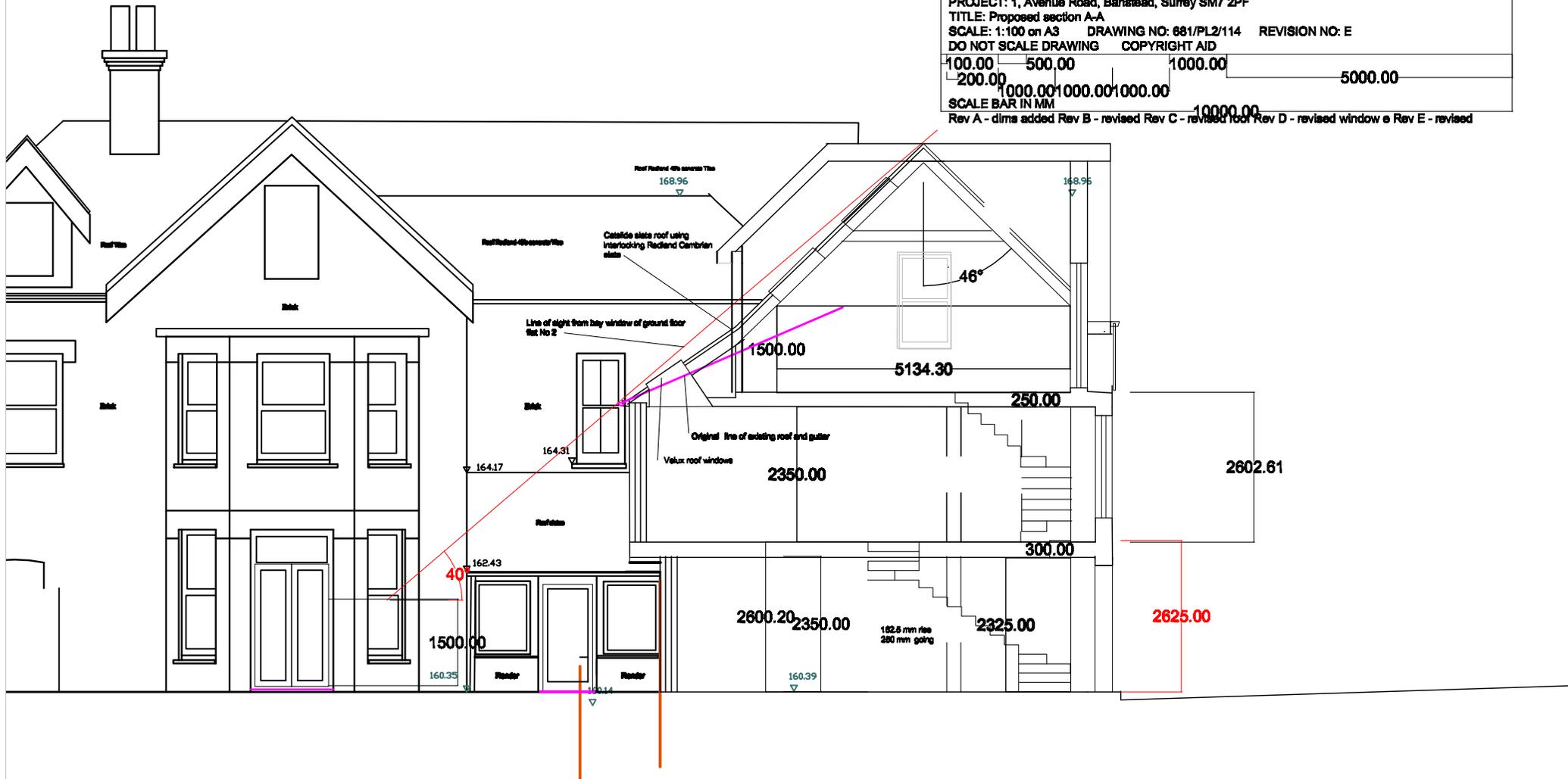
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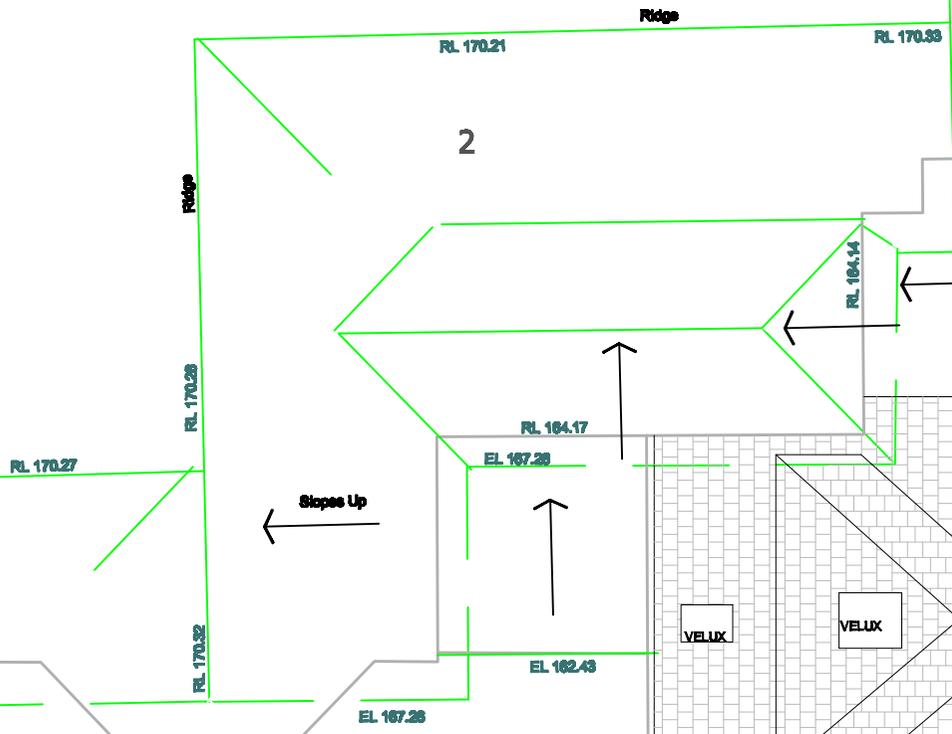


SCALE BAR IN MM

Rev A - dims added Rev B - revised Rev C - revised roof Rev D - revised window e Rev E - revised



eyed



ALEX IMLACH DESIGN

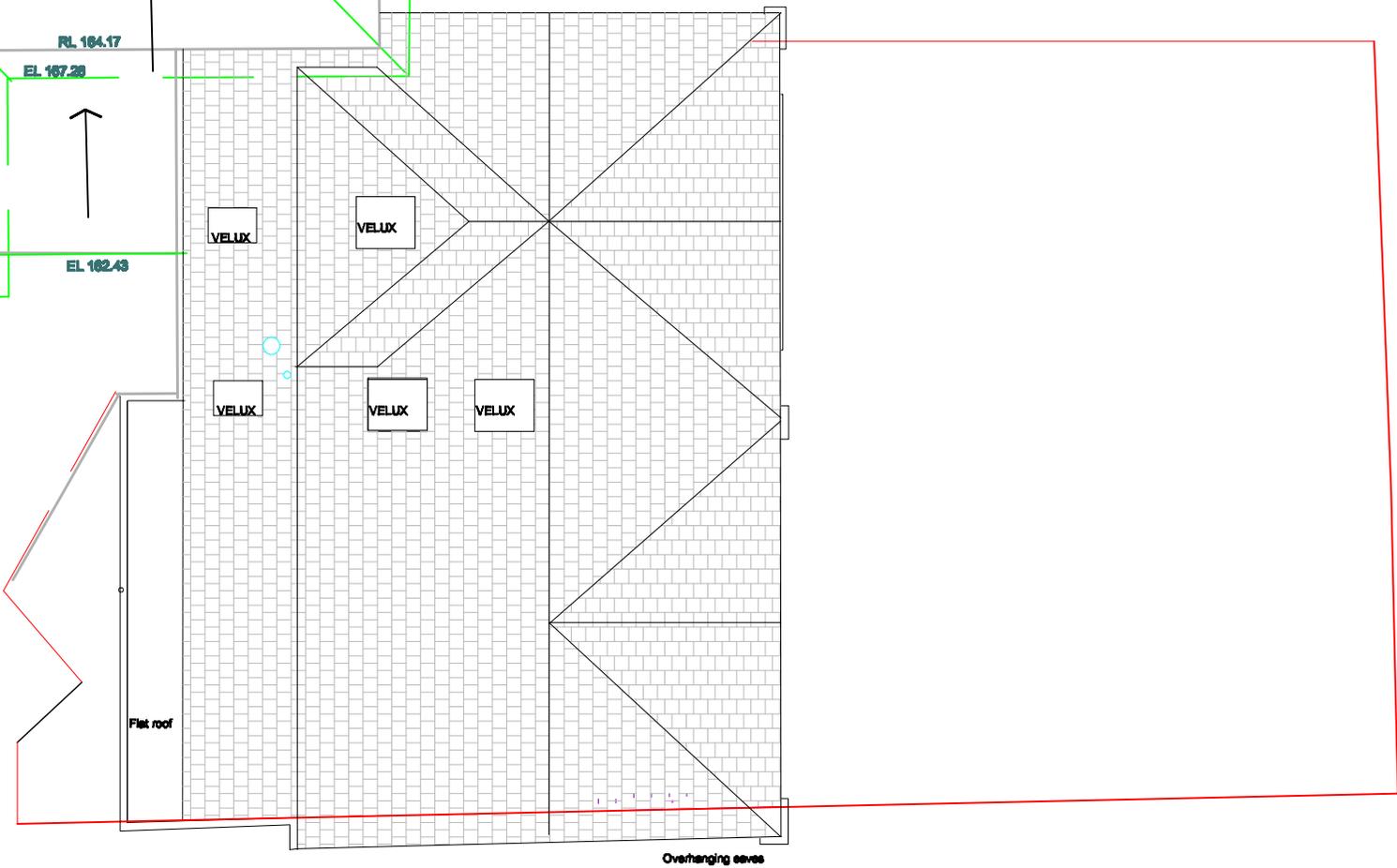
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PROJECT: 1, Avenue Road, Banstead, Surrey SM7 2PF
 TITLE: Proposed Roof plan
 SCALE: 1:100 on A3 DRAWING NO: 681/PL2/113 REVISION NO: D
 DO NOT SCALE DRAWING COPYRIGHT AID

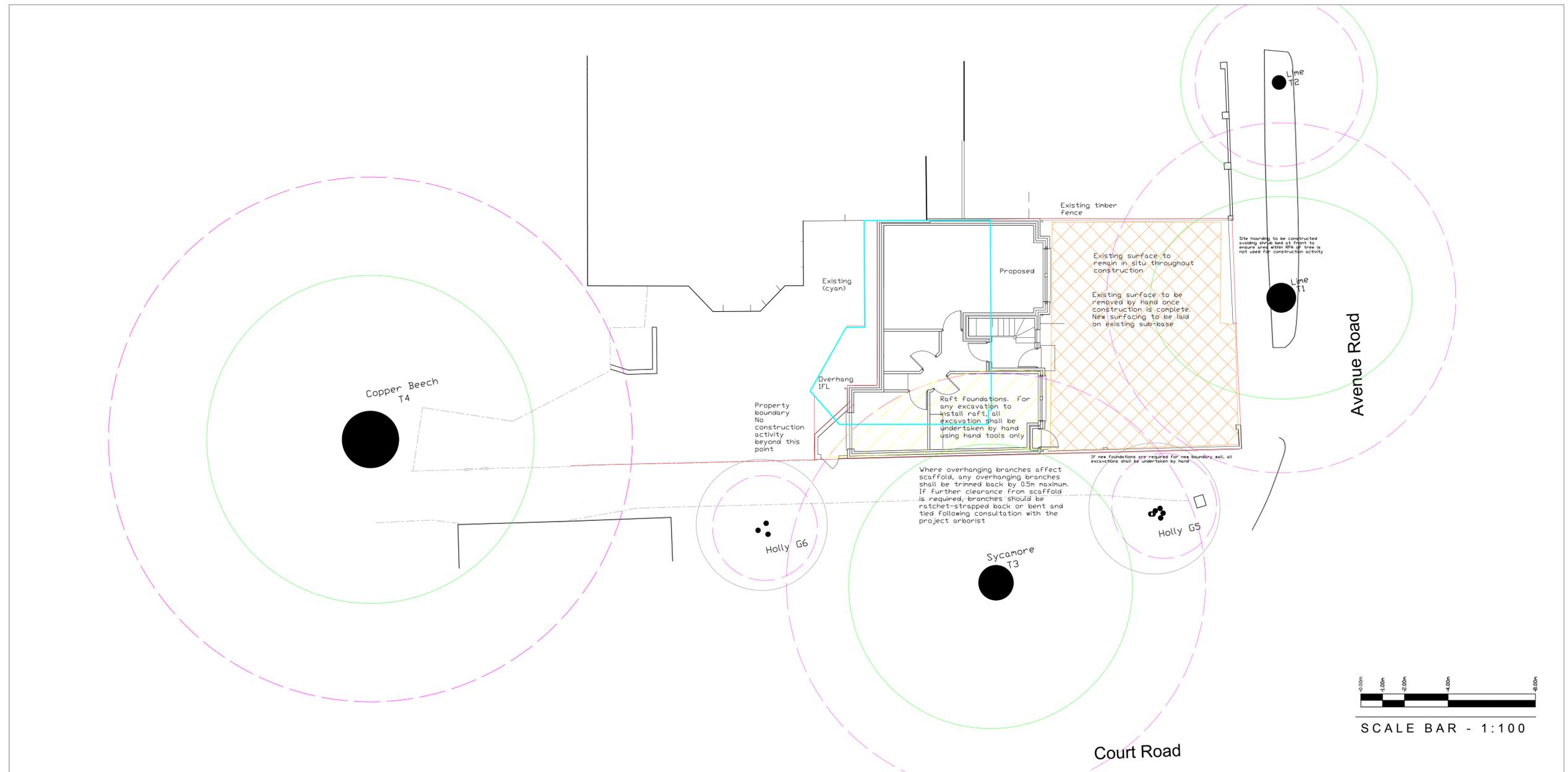
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SCALE BAR IN MM 10000.00

Rev A - REVISED Rev B - revised roof Rev C - rear roof amended Rev D - revised rooflights



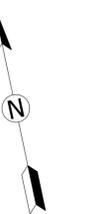
Tree Protection Plan



Key

- T1 Stem position (scaled) and tree number (refer to schedule)
- Canopy spread of tree, colour coded according to BS 5837 category (below)
- Notional Root Protection Area (RPA) as defined by BS 5837:2012
- Site boundary
- ▨ Tree protection notes: refer to AMS
- ▨ Raft foundations in RPA: refer to AMS

- BS 5837 Tree Quality Categorisation (from BS 5837:2012 Table 1)
- Category U: Trees in such condition that they cannot realistically be retained in their current context for longer than 10 years
 - Category A: Trees of high quality with an estimated life expectancy exceeding 40 years
 - Category B: Trees of moderate quality with an estimated life expectancy of at least 20 years
 - Category C: Trees of low quality with an estimated life expectancy of at least 10 years, or young trees with a stem diameter below 150mm



Tree Schedule

Tree number	Species	Stem (single/multi)	Number of stems	Stem diameter at 1.5m (cm)	Height (nearest m >10m)	Crown spread (nearest 1.0m)				Crown clearance (nearest 1.0m)	L/R stage	SULE	Vigour	Condition		Observations	Preliminary management recommendations	Category	Protected	RPA radius	RPA area
						N	S	E	W					Structural	Physiological						
T1	Lime/Tilia x europaea	SS	1	670	20+	4.5	4.5	6	6	2.5	M	80-100+	N	G	G	Basal growth typical of hybrid lime	None	A3	N	6	201
T2	Lime/Tilia x europaea	SS	1	320	14	4.5	4.5	4.5	4.5	2	EM	100+	N	G	G		None	A3	N	3.8	45
T3	Sycamore/Acer pseudoplatanus	SS	1	800	20+	6.5	6.5	6.5	6.8	3.5	M	80-100	N	G	G	Mature characteristics, but otherwise a healthy tree	None	A2	Y	9.6	290
T4	Copper Beech/ Fagus sylvatica purpurea	SS	1	1300e	20+	7.5	7.5	7.5	7.5	3	OM	100+	N	G	M	Some dieback upper canopy, typical of age	None	A3	N	12	452
T5G	Holly/Ilex aquifolium cv	MS	6+	200e	6	3	3	3	3	2	M	40-60	N	G	G	Multi-stemmed, off-site tree - dimensions estimated	None	C3	N	2.4	18
T6G	Holly/Ilex aquifolium cv	MS	3e	200e	6	3	3	3	3	2	M	40-60	N	G	G	Multi-stemmed, off-site tree - dimensions estimated	None	C3	N	2.4	18

Tree Protection Schedule - refer to Arboricultural Method Statement report WLA/1205/20/AMS

Development phase	Action (chronological order)	Method statement reference
Prior to commencement of all works and before any machinery, materials etc. are brought on site	Project arborist to attend site to discuss tree protection measures for the relevant phase of development. Details of meeting to be sent (by project arborist) to Local Planning Authority Site inspection intervals to be agreed between project arborist and project manager/client	Refer to section 2 of AMS Refer to section 2 of AMS
Demolition	Storage of materials on sheeting to guard against leaching into RPA Hoarding to exclude shrub bed at front Foundations of existing building to remain in situ wherever possible. If foundations need to be removed, material shall be removed by hand unless otherwise agreed with Local Planning Authority Hard landscaping to remain in place	Refer to section 3.1 of AMS Refer to section 3.2 of AMS Refer to section 4.1 of AMS Refer to section 4.1 of AMS
Construction	Hard landscaping to remain in place Services as existing. If new service connections are required, project arborist shall advise and works shall be undertaken by hand YELLOW HATCHED AREA Excavations for raft to be undertaken by hand Treatment of roots – no roots cut in excess of 25mm in diameter without consultation with project arborist. Root masses found during excavations to be kept moist wherever possible Tree pruning limited to 500mm – branches beyond this limit to be strapped back to give scaffold clearance following consultation with project arborist	Refer to section 4.2 of AMS Refer to section 6 of AMS Refer to section 5.1 of AMS Refer to section 5.2 of AMS Refer to section 4.3 of AMS
On completion of construction; Landscaping Phase	ORANGE HATCHED AREA Drive surface to be removed to allow construction of new hard landscaping. Existing sub-base to be used wherever possible Foundations of existing boundary wall to remain in situ wherever possible. If new foundations required, excavations shall be by hand	Refer to section 7.1-7.2 of AMS Refer to section 8 of AMS

Title: Tree Protection Plan
 Site: 1 Avenue Road, Banstead SM7
 Client: Ms. S. Quartermaine
 Client ref: 20/00163/F
 Date: 12/05/2020
 Scale: 1:100 @ A1
 Drawn by: MW
 DWG Ref: WLA/1205/20/TPP
 Rev: A