 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	8 July 2020
	REPORT OF:	HEAD OF PLACES & PLANNING
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AGENDA ITEM:	11	WARD:

APPLICATION NUMBER:	19/01623/F	VALID:	10/09/2019
APPLICANT:	One Oak Development	AGENT:	BPG Architects and Planners
LOCATION:	102, HORLEY ROAD, REDHILL, SURREY, RH1 5AA		
DESCRIPTION:	Demolition of existing residential unit and workshops and erection of 6 detached, semi-detached and terraced two storey dwellings with new access, parking and amenity areas. As amended on 16/10/2019, 22/04/2020 and on 15/05/2020.		
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 planning application for the erection of 6 detached, semi-detached and terraced two storey dwellings with associated parking and hard and soft landscaping.

The site is located on the western side of Horley Road, at the edge of the built-up area of South Earlswood. The site is in a mixed residential and commercial use, with a bungalow at the front of the site and a commercial yard to the rear which was formerly used as a haulage yard and agricultural machinery repair garage. The site is no longer suitable for the commercial use. The provision of additional housing is considered to outweigh the loss of the commercial part of the site.

The existing access to the site would be reused and a new access road would be constructed leading westwards into the site. At the front of the site, a pair of two storey semi-detached dwellings would be sited broadly on the footprint of the existing bungalow, with a single detached property in the central section of the site, and a terrace of three units at the rear. Each property would be of two storeys in height and would contain between 2 and 4 bedrooms. Each house would be provided with two parking spaces and a private rear garden. A further unallocated visitor parking space is proposed.

The site is generally level and adjoins residential dwellings to the north and west, with residential development on the eastern side of Horley Road. To the south is the Macdonald's restaurant.

Each of the proposed dwellings would have a plot size that would fall within the range of sizes in the area. The proposed dwellings would be of a traditional design which would complement neighbouring properties in the area. Each dwelling would be provided with sufficient parking and amenity areas. The amenities of neighbouring properties would not be harmed.

The most important trees on the site and those on the site boundary would be retained and protected. The proposals would result in some tree loss and a conflict with other trees. In the event that permission is granted, conditions on tree protection and landscaping are suggested.

The proposals would make efficient use of this previously developed site for new housing without harming amenities of neighbouring properties and are considered acceptable. The development would have an acceptable relationship with the neighbouring locally listed building and the proposals would provide an acceptable transition to the neighbouring open land to the south.

RECOMMENDATION

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

Consultations:

Highway Authority: The proposed development has been considered by the County Highway Authority (CHA) who having assessed the application on safety, capacity and policy grounds, recommends that conditions relating to the provision of the vehicular access, the provision of a pedestrian indivisibility splay, provision of the proposed layby and the proposed refuse collection point, provision of the parking and turning areas, the provision of a Construction Transport Management Plan and the provision of electric vehicular charging points for each dwelling be imposed in any permission granted.

Environmental Health (Contaminated Land): There is some potential for contamination to be present associated with both historical and current use, as such a condition to deal with contaminated land and an informative to provide additional guidance is recommended.

Surrey CC Drainage Team: Stated that they were not satisfied that the proposed drainage scheme met the requirements set out in the submitted Surface Water Drainage Pro-forma and flood map for planning and recommended that further information be provided, including Ground Investigations confirming the suitability or otherwise of soakaway drainage, a drainage design which takes into account the SUDS hierarchy, drainage calculations illustrating existing and proposed surface water discharge rates and volumes, as well as the establishment of Greenfield run-off rates, and drawings and plans showing a proposed drainage layout and the location of surface water sewers in the area.

Further details of these requirements were submitted to the Surrey CC drainage and flooding team. In their response dated 23/06/2020, they state that they have considered the following submitted information:

- Drainage Strategy Report, VKHP Consulting, October 2019, revision -, document reference: 415119;
- Maintenance Plan for Surface Water Drainage, VKHP Consulting, October 2019, revision -, document reference: 415119;
- Exceedance Flows, VKHP Consulting, October 2019, revision -, document reference: 415119/101;

They state that they are not satisfied that the proposed drainage scheme meets the requirements set out in the aforementioned documents because significant issues have been identified. To overcome this, the following changes are required:

- The proposed drainage design appears to have little regard for SuDS design. The proposed drainage is a traditional piped system which has consideration for volume control only.
- Additional SuDS elements could be included within the design (such as porous paving, rainwater harvesting, rain gardens etc.), these could help improve water quality, biodiversity and amenity as well as volume control.
- Pre-development Greenfield runoff rates have not been established.
- Surrey County Council as Lead Local Flood Authority do not have a practical minimum for discharge off-site. If pre-development Greenfield runoff rates cannot be matched, then evidence should be submitted as to why.

- The proposed connection to the Thames Water infrastructure appears to go through 3rd party land. Agreements in principle (as a minimum) should be submitted to confirm that the route is appropriate.

They go on to state that in the event that planning permission is granted, suitably worded conditions should be applied to ensure that the SuDS Scheme is properly implemented and maintained throughout the lifetime of the development.

Surrey Police: State that they are unable to find reference to security or the creation of a safe and secure environment within the submitted application and consider that it would have been prudent for the applicant to consult the local Designing Out Crime officer prior to this submission to ensure clarity for security design compliance. Without this detail it is stated that they are unable to make an informed decision so at this time must side with caution and oppose the application.

Surrey CC Minerals and Waste team – No comments.

Reigate Society – Support for Conservation officers comments.

Representations:

Letters were sent to neighbouring properties on 19th September 2019, a site notice was posted 25th September 2019. Neighbours were re-notified on the revised plans for a 14 day period commencing 23rd April 2020 and again on 28th May 2020.

A single response has been received which raises the issue of the maintenance of a tree and a hedge at the rear of the site (see paragraphs 6.31 – 6.39) and the possibility of crime raised by the proposals (see paragraph 6.44).

1.0 Site and Character Appraisal

- 1.1 The site's frontage is occupied by a single storey detached dwelling to the rear of which are single storey workshops. The site lies on the western side of the A23, Horley Road in the southern part of South Earlswood. The site has been used as a haulage yard and agricultural machinery repair garage which has since relocated to a more accessible site.
- 1.2 This site is in the urban area immediately to the north of the Metropolitan Green Belt (MGB) and forms part of the setting of the neighbouring 18th century locally listed building to the south, the former Prince Albert public house (now McDonalds). Beyond the front building line of the McDonalds restaurant on the east side is open land, which has the same open landscape characteristics as Petridgewood Common to the south, having historically been part of that common land and therefore of unregistered common land status. To the north is a predominantly residential neighbourhood comprising mainly two storey semi-detached properties.
- 1.3 The Local Distinctiveness Guide defines the area around the site as being within the 1930s to 1950s suburbia. This period was the most extensive in terms of both public and private sector housing development. This type of

development is characterised by street-by-street uniformity in style with more affluent housing providing more space and designs embellished with greater detail, often a debased 'Arts and Craft' style.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: The applicant entered into pre-application discussions with the Council (PA/18/00161) for a proposal comprising of 14 flats in two blocks. The applicants were advised that the form of development would not provide an appropriate transition to the MGB, would be much higher than surrounding two storey development and was hard on the south edge of the plot. The proposed mansard roof was considered a bulky roof form uncharacteristic of the surrounding development. Concerns were also raised with regards to the loss of trees beyond the southern boundary and on the site.
- 2.2 Improvements secured during the course of the application: The application has been amended from its original submission to reduce the number of units proposed from 10 x 2 storey terraced houses, to 6 detached, semi-detached and terraced houses. Further improvements have been secured following discussions with the Highways Authority which have resulted in the access road being relocated to the northern side of the site and the containment of all parking within the site.
- 2.3 Further improvements could be secured through the use of conditions relating to materials, site de-contamination, tree protection and landscaping and highways matters.

3.0 Relevant Planning and Enforcement History

None.

4.0 Proposal and Design Approach

- 4.1 This is a full application for the demolition of existing buildings on the site and for the erection of 6 detached, semi-detached and terraced houses with a new access, car parking and amenity areas for each house. The dwellings would be of a traditional design with brick elevations and concrete files to the roofs.
- 4.2 The proposed layout shows a pair of semi-detached houses at the front of the site, a single detached house in the central portion and a short terrace of three houses at the rear. Parking for the units is spread throughout the site, although none is now proposed with direct access to Horley Road. A total of 13 parking spaces are proposed, equating to 2 spaces per unit with 1 visitor space. The proposed layout also allows for the entry and exist of a fire tender, but a refuse collection vehicle is likely to stop at the site entrance from Horley Road and pick up waste material from a collection point.

- 4.3 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:
Assessment;
Involvement;
Evaluation; and
Design.
- 4.4 Evidence of the applicant's design approach is set out below:

Assessment	The character of the surrounding area is assessed as suburban residential development of one and two storey high residential properties with a variety of pitched roof forms. The metropolitan green belt extends to the south with a locally listed 2 storey restaurant.
	No site features worthy of retention were identified.
Involvement	No community consultation took place.
Evaluation	The other development options considered were a scheme of 14 flats in 2 blocks and as originally submitted, a scheme for 10 x 2 storey dwellings. In both cases, the Council considered the proposals unacceptable. Continuing an employment use has been considered but the location makes the land inappropriate for commercial uses.
Design	The applicant's reasons for choosing the proposal from the available options were to make efficient use of the site whilst ensuring a viable contribution towards housing supply.

- 4.5 Further details of the development are as follows:

Site area	0.14ha
Existing use	Mixed residential and commercial workshops
Proposed use	Residential
Existing parking spaces	2
Proposed parking spaces	15
Parking standard	15
Net increase in dwellings	5
Proposed site density	43 dpha

Density of the surrounding area	25 dpha
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5.0 Policy Context

5.1 Designation

Urban area
Adjacent to metropolitan green belt
Adjacent to locally listed building

5.2 Reigate and Banstead Core Strategy

CS1 (Sustainable Development)
CS5 (Valued People/Economic Development),
CS10 (Sustainable Development),
CS11 (Sustainable Construction),
CS12 (Infrastructure Delivery),
CS14 (Housing Needs)
CS15 (Affordable Housing)
CS17 (Travel Options and accessibility)

5.3 Reigate and Banstead Development Management Plan 2019

DES1 (Design of New development)
DES8 (Construction Management)
DES9 (Pollution and Contaminated Land)
TAP1 (Access, Parking and Servicing)
CCF1 (Climate Change Mitigation)
NHE3 (Protecting trees, woodland areas and natural habitats)
INF3 (Electronic communication networks)

5.4 Other Material Considerations

National Planning Policy Framework
National Planning Practice Guidance
Supplementary Planning Guidance

Surrey Design
Local Distinctiveness Design Guide
Vehicle and Cycle Parking
Guidance 2018
Householder Extensions and
Alterations
Affordable Housing
Outdoor Playing Space Provision

Other

Human Rights Act 1998
Community Infrastructure Levy
Regulations 2010

6.0 Assessment

6.1 The application site is situated within the urban area where there is a presumption in favour of sustainable development and where the principle of such residential development is acceptable in land use terms.

6.2 The main issues to consider are:

- Safeguarding of Employment land
- Design appraisal
- Neighbour amenity
- Highway matters
- Impact on trees
- Ecological issues
- Sustainable Construction
- Community Infrastructure Levy

Safeguarding of Employment Land

6.3 The existing use of the site is a mixed use residential and employment site, albeit of limited employment use. The requirements of DMP Policy EMP4 is therefore relevant. Policy EMP4 states as follows:

Development of existing employment land and premises must comply with the following criteria:

1. *The loss of employment land and premises will only be permitted if:*
 - a. *it can be clearly demonstrated that there is no reasonable prospect of (or demand for) the retention or redevelopment of the site for employment use (see Annex 3 for information on what will be required to demonstrate this); or*
 - b. *the loss of employment floorspace is necessary to enable a demonstrable improvement in the quality and suitability of employment accommodation; or*
 - c. *the proposal would provide a public benefit which would outweigh the loss of the employment floorspace.*
2. *Where loss is justified under (1) above, proposals for non-employment uses will only be permitted if they would not adversely affect the efficient operation or economic function of other employment uses or businesses in the locality.*

6.4 In support of the proposals, the applicants state that historically the site has been used as a small haulage / vehicle repair garage for a self-employed haulier / mechanic. They state that the residential nature of the site / location is not suitable for the noisy and dirty industrial work undertaken by the business. More significantly the size of the farm machinery that is being worked on has greatly increased in size over the years and the site is too small for the storage required. They go on to state that the size of the site

makes it impractical for a larger haulage business and the proximity to adjoining housing and the green belt makes this and alternative commercial uses inappropriate.

- 6.5 It is noted that the business formerly on the site has moved to a new location so there has been no loss of employment as a result of these proposals.
- 6.6 The applicants have not provided any marketing evidence in accordance with the requirements of DMP Policy EMP4 but put forward the case that the site is no longer suitable for employment use due to its size, due to the increase in the size of the equipment that was being stored and serviced on the site and due to the location of the site within a residential area which, due to the type of work that was undertaken on the site, resulted in noise and disturbance to adjoining residents.
- 6.7 The site is in a mixed residential and employment use with a small bungalow at the front of the site. The loss of employment use is limited to the collection of buildings at the rear of the site. The replacement of the collection of outdated and derelict employment buildings with high quality modern housing, in a mix of unit sizes provides a public benefit which would outweigh the loss of the limited amount of low quality of employment floorspace on the site, and also replaces the existing outdated bungalow with new accommodation. In this regard, it is considered that the proposals accord with the first part of DMP Policy EMP4.
- 6.8 With regards to the second part of the policy, the site is isolated from any other employment uses and adjoins residential properties to the north and west, with residential development on the eastern side of Horley Road and open land to the south. In these circumstances, the proposed residential development would not adversely affect the efficient operation or economic function of other employment uses or businesses in the locality and would, therefore, accord with the requirements of DMP Policy EMP4.

Design appraisal

- 6.9 DMP Policy DES1 relates to the Design of New Development and requires new development to be of a high quality design that makes a positive contribution to the character and appearance of its surroundings. New development should promote and reinforce local distinctiveness and should respect the character of the surrounding area. The policy states that new development will be expected to use high quality materials, landscaping and building detailing and have due regard to the layout, density, plot sizes, building siting, scale, massing, height, and roofscapes of the surrounding area, the relationship to neighbouring buildings, and important views into and out of the site.
- 6.10 The site comprises a mixed use residential and commercial site located on the western side of Horley Road on the edge of the built up area. The site adjoins residential development to the north and west, with two storey semi-detached and terraced properties in the vicinity. The form and scale of

development proposed in this case would be similar with a mixture of two storey detached, semi-detached and terraced properties.

- 6.11 The proposed layout shows a pair of semi-detached dwellings at the front of the site, on the same building line as the neighbouring properties to the north, with the proposed access road in a similar location to the existing vehicular access point. The access would lead into the site, with a terrace of three two storey properties at the western end and a single two storey detached house in the central section. Plot sizes are relatively small compared with some in the area, but there is a range of plot sizes adjoining and close to the site and the proposed plots in this case would not be dissimilar to others in the area.
- 6.12 The proposed dwellings would be of a traditional design with a brick and tile clad elevations and pitched roofs finished with tiles. No details of the materials have been provided at this stage and if permission is granted, it is suggested that further details are provided by condition.
- 6.13 To the south of the site is the Macdonald's drive thru restaurant, formerly the Prince Albert public house, a locally listed building to the south, which is set on a common setting with hedge boundaries. The Council's conservation officer was consulted on the original proposals for 10 dwellings and noted that it was important that the hedge and trees are retained, therefore acceptability of the scheme in terms of the setting would be partly dependent on the tree officer's assessment of the impact on trees and shrubs. He also stated that the density of the scheme, which is quite high, would be a matter of judgement for the planning officer, but the elevational treatment needs more consideration in terms of local distinctiveness. He suggested that tile hanging would help to soften the scheme and attention to such matters as roof materials and avoid such detailing as soldier brick arches.
- 6.14 In response, the revised plans for 6 units show a scheme of a lower density and with tile hanging to the elevations. The conservation officer has reviewed the revised plans and considers that the amendments have resolved the issues of setting of the locally listed building. Given the setting, he considers that a reasonable standard of detail and materials would be required and recommends that conditions be imposed which would require all rooflights to be black painted conservation rooflights with a single vertical glazing bar, that the bargeboards and gutter fascias shall be no more than 150mm height, to reduce the excessive size of the gutter fascia and bargeboards shown on the elevations, that tile hanging and roofs shall be of sandfaced plain tiles, that all windows should have a casement in each opening to ensure equal sightlines. And that details of all materials, and boundary enclosures should be submitted to and approved in writing by LPA. He also recommends withdrawal of permitted development rights for further extensions and means of enclosure.
- 6.15 The application has been revised since its original submission as a scheme for 10 units. It is considered that the proposal for 6 units makes full use of the site, whilst providing an acceptable layout and form of development which would be compatible with the character of the surrounding area. It is

considered therefore that the proposals comply with the provisions of DMP Policy DES1.

- 6.16 DMP Policy DES4 relates to Housing Mix and states that all new residential developments should provide homes of an appropriate type, size and tenure to meet the needs of the local community. The proposed housing mix must on sites of up to 20 homes, at least 20% of market housing should be provided as smaller (one and two bedroom) homes. In this case, one of the 6 units would be a two bedroom house with the others provided with 3 or 4 bedrooms. This equates to a 17% provision of smaller units, which given the form and layout of development proposed is considered acceptable.
- 6.17 DMP Policy DES5 relates to the delivery of high quality homes and requires, *inter alia*, that as a minimum, all new residential development (including conversions) must meet the relevant nationally described space standard for each individual units except where the Council accepts that an exception to this should be made in order to provide an innovative type of affordable housing that does not meet these standards. In addition, the policy also requires all new development to be arranged to ensure primary habitable rooms have an acceptable outlook and where possible receive direct sunlight.
- 6.18 Each dwelling would have a floor area which accords with the relevant standard in the Nationally Described Space Standards. Each dwelling would also be provided with appropriate levels of south or west facing amenity areas. In this regards the proposal would accord with DMP Policy DES6.

Neighbour amenity

- 6.19 In addition to the comments noted above DMP Policy DES1 also requires new development to provide an appropriate environment for future occupants whilst not adversely impacting upon the amenity of occupants of existing nearby buildings, including by way of overbearing, obtrusiveness, overshadowing, overlooking and loss of privacy.
- 6.20 The proposed dwellings would possess a sufficient level of separation from dwellings neighbouring the site so as to not appear overbearing or cause significant overshadowing. At the front of the site, plots 1 and 2 would benefit from good separation to its neighbours to either side with a gap of at least 10m to no.100, Horley Road. At the rear of the site, the flank wall of the proposed dwelling on plot 4 would be located approximately 10.5m from the rear elevation of no. 5, Tollgate Avenue. The design of the proposed dwelling on plot 4 also takes account of this relationship with lowered eaves and a lower overall height, sufficient to avoid an overbearing impact on the neighbouring dwelling to the north. Plot 3, in the central section of the site, would be orientated with its principal elevations facing north and south. The design of the dwelling includes windows to principal rooms at first floor level facing north. Which would serve bedrooms. The separation distance to the northern boundary exceeds 8m, but with landscaping on the northern boundary of the site between, there would be limited overlooking of the rear garden of the neighbouring property.

- 6.21 The separation distances, together with the provision of landscaping retained vegetation on the boundary would ensure that the amenities of residents in neighbouring properties are not significantly impacted by reason of overlooking, an overbearing impact or a loss of privacy.
- 6.22 The additional vehicles that would result from the development and access road are of a sufficient distance from existing and proposed dwellings so as to not cause a significant level of noise and disturbance to those properties. The type of vehicles accessing the rear of the site would be different to those that formerly used the site and is likely to lead to less noise and disturbance to neighbouring residents
- 6.23 In conclusion, the proposal would not have a significant adverse effect upon existing neighbouring properties and would accord with the provisions of DMP Policy DES1.

Highway matters

- 6.24 The proposed development has been reviewed by the County Highway Authority on a number of occasions and amendments have been made to the position of the access road and to the layout of the proposed development.
- 6.25 With regards to the original submission for 10 units the CHA raised concerns with regards to the provision of visibility splays either side of the access road and also raised concerns with regards to the intensification of the use of the southernmost access into the site which they considered would introduce additional possible conflicts between vehicles, particularly if vehicles exiting the site were attempting to turn right to use an existing gap in the central reservation in Horley Road. They also requested traffic generation data for the existing and proposed uses of the site.
- 6.26 The application was subsequently amended to a scheme for 6 dwellings and the CHA offered further comments as follows. They stated that it had not been demonstrated that the proposed access arrangements were compatible with the surrounding highway infrastructure at a point in the highway where there would be conflicting turning movements at the Horley Road junction with Prince Albert Road which is also shared with the neighbouring McDonald site to the south and where the proposed four car parking spaces at the site's eastern frontage onto Horley Road would introduce even more conflict at the junction contrary to National Planning Policy Framework 2019 and Policy TAP1 Parking, access, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.
- 6.27 They also suggested that the above objection maybe overcome if the applicant were to move the access to the northern side of the site or they were to extend the central reservation south to prevent right turn manoeuvres from the proposed access, without preventing right turn manoeuvres from Prince Albert Road. The objection would also be overcome if all car parking for the development were located within the site as opposed to on the edge of

the site with the highway. They stated that accident data shows there is a history of accidents at the Horley Road junction with Prince Albert Road. The applicant was informed early on in the application process that the highway authority is concerned about a further development at the junction introducing further movements. The applicant is proposing a sign to advise against right turn manoeuvres, as is the case at the McDonalds access, but neither is enforceable.

- 6.28 In response, a revised layout has been submitted which has the access on the northern side of the site and relocates all of the parking within the site. The revised layout is considered acceptable by the CHA who confirm that the developer is proposing two parking spaces for each of the proposed 6 dwellings, and one visitor parking space. According to Reigate and Banstead Parking Standards the proposed development should include 13 parking spaces for the dwellings and two visitor parking spaces. The proposed development is located within 400 metres of bus stops that serve buses going to Epsom, Crawley and Redhill. In addition, the development is located in a location which has on street parking at sensitive locations. It is unlikely that drivers would park on Horley Road, but if they did this is unlikely to cause a highway safety problem where the carriageway is straight with good forward visibility.
- 6.29 They also consider that the site includes adequate turning space for a fire appliance to enter and leave the site in forward gear. Clearly a car would be able to enter and leave the site in forward gear. There is unlikely to be space for a refuse vehicle to enter and leave the site in forward gear but there is space for a refuse collection point with 25 metres of the highway for refuse personal to collect waste. The existing properties along Horley Road are also serviced directly from the highway so the same happening at 102 Horley Road would not be an issue.
- 6.30 As a result, it is considered that the proposals are acceptable from a highway point of view and accord with the provisions of DMP Policy TAP1

Trees

- 6.31 The Council's tree officer has reviewed the proposals and notes that the surrounding trees and hedging that border this site are important and extensive efforts were made in their retention during the redevelopment of the adjoining site.
- 6.32 With regards to the original submission, he noted that the application was supported by detailed arboricultural information in the form of a Tree Protection Plan, Arboricultural Method Statement and an Arboricultural Impact Assessment. The arboricultural information has been compiled adopting the guidance and methodology set out within British Standard 5837:2012. The AIA deals with the potential impact from the development the existing trees and vegetation stock with three trees being removed, current layout and design also result in incursions into root protection areas of

retained trees and hedging, incursion into the RPAs of tree number T4 T5 and both hedge section H1 and H2 are expected from this layout.

- 6.33 The AIA set out the tree loss as a direct result of the proposed development and involves the removal of T1 T2 and T3 with the exception T1 plum which is 'C' category the two other trees are both oaks of reasonable size with trunk diameters in excess measured at 1.5m from ground level of 750mm. T3 despite its growing position has been categorised 'B' with T2 suffering from compaction from vehicles as a result of the former use of the site. He noted that whilst the loss of these trees may very well be arboriculturally justified they do make a contribution as components of the surrounding landscape. The retention of T3 may be possible due to redesign and layout and should be considered in any further revisions to design and layout that may be required by the Council. The protection of existing hedge rows is extremely important, particularly H2 where the loss involves a relatively minor section and is detailed at just short of 4m. H2 provides significant separation between the existing site and the setting of the listed building located on land to the south.
- 6.34 The tree officer also noted that incursions will involve some hard surfacing and foundations which would require being of specialist design, if long lasting and adverse effects on future tree health and vigour are to be avoided. Whilst many areas of the AMS are site specific, equally much of the AMS is generic. The general information in respect of the supervision and monitoring of the site, impact etc. is considered to be broadly acceptable.
- 6.35 He went on to state that the existing use of the application site may also produce challenges from the demolition and groundwork preparation stages, I believe that the use of the site has been mainly storage of machinery etc., however land contamination could not be ruled out and remedial works in respect of land contamination can have devastating effects on soil levels resulting in damage and disturbance to rooting environments of retained trees and vegetation.
- 6.36 It was also noted that the arboricultural information does make mention of underground services, but no precise information is supplied on the detail of these services at this time which will more than likely have to be upgraded from current services to facilitate the proposed future usage and development of the site. The use of specialist hard surfacing such as a multi-dimensional cellular structure has been mentioned, however the design of such a system requires collaboration between the retained arboricultural consultant and the structural engineer at an early stage to ensure that it is fit for purpose, also temporary surfaces would be required to facilitate construction activity and processes; these engineering solutions can often result in changes of levels affecting root protection areas.
- 6.37 The tree officer also noted an absence of landscape information and mitigation planting for the potential tree and partial hedge losses and requested that further information be submitted with regards to the design of hard surfaces, underground services and the management of existing trees, hedge rows both on and off site. The submission of at least an illustrative

landscape design to demonstrate how the impact and loss of trees and hedges will be mitigated and how the existing landscape will be improved and enhance in line with the requirements of the relevant Policies contained within the Council's Local Plan.

- 6.38 Following the submission of the revised scheme for 6 units, the tree officer has stated that the proposed development shows the retention of most of the existing hedges both on and adjoining the site, it also shows the mature oak tree detailed 5 in the survey details retained subject to tree protection measures. The revised layout appears to have been designed without the collaboration of the arboricultural consultant in respect of incursions into root protection areas and possible conflict in the future between occupants of plots 1 and 2 and the oak tree detailed T5 which is located off site. T5 may require some facilitation pruning to accommodate the proposed development relating to plots 1 and 2. Three trees are lost to the development tree numbers T1 T2 and T3. Tree T2 is a young mid aged oak which has been categorised 'B' whilst every effort should be made to retain B category trees in line with Council policy, T2 is in such close proximity to plots 5 and 6 that a tenable future relationship between tree, occupants and structures could not be achieved and this conflict would only increase as the tree matures.
- 6.39 In order to mitigate the loss of the category 'B' tree it will be necessary to secure large replacement planting.
- 6.40 If consent is granted, the tree officer states that it would be essential to seek tree protection measures which will need to include supervision at key stages of the development and monitoring by a suitably qualified arboricultural consultant and high levels of tree protection measures some specialist construction methods may be required in respect of hard surfaces. In the event that planning permission is granted, conditions would be imposed to secure the required tree protection measures and landscaping.

Ecological Issues

- 6.41 The application is supported a Preliminary Ecological Assessment which concluded that there was no evidence of bat activity in the buildings on the site, and that there was moderate bat activity in the area. The report also concludes that there the site does not contain evidence of other protected species. A number of recommendations are made with regards to external lighting and the provision of bat and bird boxes on trees around the site. In the event that planning permission is granted a condition is recommended which will ensure that these measures are implemented within the development.

Sustainable Construction

- 6.42 DMP Policy CCF1 relates to climate change mitigation and requires new development to meet the national water efficiency standard of 110litres/person/day and to achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations. No evidence has been submitted to demonstrate that that the proposed development can achieve

either of the two requirements. However, in the event that planning permission was to be granted, a condition could be imposed to seek such information prior to the commencement of development. In this regard, there would be no conflict with DMP Policy CCF1.

Community Infrastructure Levy (CIL)

- 6.43 The Community Infrastructure Levy (CIL) is a fixed charge which the Council will be collecting from some new developments from 1 April 2016. It will raise money to help pay for a wide range of infrastructure including schools, road, public transport and community facilities which are needed to support new development. This development would be CIL liable and the exact amount would be determined and collected after the grant of planning permission.

Other Issues

- 6.44 Concern has been raised from a neighbouring properties regarding fear of crime. The proposal would result in the redevelopment of a site adjacent to rear gardens. A new boundary treatment is proposed, and the development is not considered to cause crime issues.

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
Location Plan	4005 BPG XX-XX DR A 1001		20/08/2019
Existing site plan	4005 BPG XX-XX DR A 1101	PL2	05/09/2019
Existing elevations	4005 BPG XX-XX DR A 3313		05/09/2019
Site layout plan	4005 BPG XX-XX DR A 3313	PL10	18/06/2020
Roof layout	4005 BPG XX-XX DR A 1310	PL3	18/06/2020
Block A	4005 BPG XX-XX DR A 1315	PL3	18/06/2020
Block B	4005 BPG XX-XX DR A 1316	PL7	18/06/2020
Block C	4005 BPG XX-XX DR A 1317	PL4	18/06/2020

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 above slab level until written details of the materials to be used in the construction of the external surfaces, including

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

- 1) All rooflights shall be black painted conservation rooflights with a single vertical glazing bar.
- 2) The bargeboards and gutter fascias shall be no more than 150mm height, to reduce the excessive size of the gutter fascia and bargeboards shown on the elevations.
- 3) The tile hanging and roofs shall be of sandfaced plain tiles.
- 4) All windows to have a casement in each opening to ensure equal sightlines.

Reason: To ensure the Local Planning Authority are satisfied with the details of the proposal and its relationship with adjoining development and to safeguard the visual amenities of the locality with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

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

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

5. No development shall commence on site until a scheme for the landscaping and replacement tree planting of the site including the retention of existing landscape features has been submitted to and approved in writing by the Local Planning Authority. Landscaping schemes shall include details of hard and soft landscaping, including any tree removal/retention, planting plans, written specifications (including cultivation and other operations associated with tree, shrub, and hedge or grass establishment), schedules of plants, noting species, plant sizes and proposed numbers/densities and an implementation and management programme.

All hard and soft landscaping work shall be completed in full accordance with the approved scheme, prior to occupation or within the first planting season

following completion of the development hereby approved or in accordance with a programme agreed in writing with the local planning authority.

All new tree planting shall be positioned in accordance with guidelines and advice contained in the current British Standard 5837. Trees in relation to construction

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

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

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

Reason: To ensure the design meets the national Non-Statutory Technical Standards for SuDS and the final drainage design does not increase flood risk on or off site and Policy CCF2 of the Reigate and Banstead Local Plan Development Management Plan September 2019.

7. Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls).

Reason: To ensure the Drainage System is designed to the National Non-Statutory Technical Standards for SuDS and Policy CCF2 of the Reigate and Banstead Local Plan Development Management Plan September 2019.

8. No part of the development shall be occupied unless and until the proposed vehicular access to Horley Road has been constructed and provided with vehicle sight lines of 43 metres in both directions from a point 2.4 metres back into the access from the near side kerb line in accordance with the approved plan numbered 4005 BPG XX-XX DR A 3313 PL10 and the visibility zones shall be kept permanently clear of any obstruction between 0.6 and 2.0 metres in height 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 of the Reigate and Banstead Local Plan Development Management Plan September 2019.

9. The development hereby approved shall not be commenced unless and until a pedestrian inter-visibility splay measuring 2m by 2m has been provided on each side of the access to Horley Road, the depth measured from the back of the footway (or verge) and the widths outwards from the edges of the access in accordance with a scheme to be submitted to and approved in writing with 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 of the Reigate and Banstead Local Plan Development Management Plan September 2019.

10. No part of the development shall be occupied unless and until the proposed lay by for passing vehicles and the proposed refuse collection point has been constructed in accordance with the approved plan numbered 4005 BPG XX-XX DR A 3313 PL10 with all to be permanently retained.

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.

The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plan numbered 4005 BPG XX-XX DR A 3313 PL10 for 12 cars to be parked in the allocated spaces and for one visitor parking space and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

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.

11. 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 any hoarding behind visibility zones
 - (f) HGV deliveries and hours of operation
 - (g) vehicle routing
 - (h) measures to prevent the deposit of materials on the highway
 - (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
 - (k) on-site turning for construction vehicles
- has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: 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.

12. Prior to commencement of development a written comprehensive environmental desktop study report is required to identify and evaluate possible on and off site sources, pathways and receptors of contamination and enable the presentation of all plausible pollutant linkages in a preliminary conceptual site model. The study shall include relevant regulatory consultations such as with the Contaminated Land Officer and be submitted to the Local Planning Authority and is subject to the approval in writing of the Local Planning Authority and any additional requirements that it may specify. The report shall be prepared in accordance with the Environment Agency's Model Procedures for the Management of Contaminated Land (CLR 11) and British Standard BS 10175.

REASON: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Core Strategy CS10, Reigate and Banstead Development Management Plan Policy DES9 and the provisions of the NPPF

13. Prior to the commencement of development, in follow-up to the environmental desktop study report, a contaminated land site investigation proposal, detailing the extent and methodologies of sampling, analyses and proposed assessment criteria required to enable the characterisation of the plausible pollutant linkages identified in the preliminary conceptual model, shall be submitted to the Local Planning Authority. This is subject to the written approval in writing of the Local Planning Authority, and any additional requirements that it may specify, prior to any site investigation being commenced on site. Following approval, the Local Planning Authority shall be given a minimum of two weeks written notice of the commencement of site investigation works.

REASON: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Core Strategy CS10, Reigate and Banstead Development Management Plan Policy DES9 and the provisions of the NPPF

14. Prior to commencement of the development, a contaminated land site investigation and risk assessment, undertaken in accordance with the site investigation proposal as approved that determines the extent and nature of contamination on site and is reported in accordance with the standards of DEFRA's and the Environment Agency's Model Procedures for the Management of Contaminated Land (CLR 11) and British Standard BS 10175, shall be submitted to the Local Planning Authority and is subject to the approval in writing of the Local Planning Authority and any additional requirements that it may specify. If applicable, ground gas risk assessments should be completed in line with CIRIA C665 guidance.

REASON: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Core Strategy CS10, Reigate and Banstead Development Management Plan Policy DES9 and the provisions of the NPPF

15. A. Prior to commencement of the development a detailed remediation method statement should be produced that details the extent and method(s) by which the site is to be remediated, to ensure that unacceptable risks are not posed to identified receptors at the site and details of the information to be included in a validation report, has been submitted to and approved in writing by the Local Planning Authority, and any additional requirements that it may specify, prior to the remediation being commenced on site. The Local Planning Authority shall then be given a minimum of two weeks written notice of the commencement of remediation works.

B. Prior to occupation, a remediation validation report for the site shall be submitted to the Local Planning Authority in writing. The report shall detail evidence of the remediation, the effectiveness of the remediation carried out and the results of post remediation works, in accordance with the approved remediation method statement and any addenda thereto, so as to enable future interested parties, including regulators, to have a single record of the remediation undertaken at the site. Should specific ground gas mitigation measures be required to be incorporated into a development the testing and verification of such systems should be in accordance with CIRIA C735 guidance document entitled 'Good practice on the testing and verification of protection systems for buildings against hazardous ground gases' and British Standard BS 8285 Code of Practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings.

REASON: To demonstrate remedial works are appropriate and demonstrate the effectiveness of remediation works so that the proposed development will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Core Strategy CS10, Reigate and Banstead Development Management Plan Policy DES9 and the provisions of the NPPF

16. Unexpected ground contamination: Contamination not previously identified by the site investigation, but subsequently found to be present at the site shall be reported to the Local Planning Authority as soon as is practicable. If deemed necessary development shall cease on site until an addendum to the remediation method statement, detailing how the unsuspected contamination is to be dealt with, has been submitted in writing to the Local Planning Authority. The remediation method statement is subject to the written approval of the Local Planning Authority and any additional requirements that it may specify.

Note: Should no further contamination be identified then a brief comment to this effect shall be required to discharge this condition.

REASON: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Core Strategy CS10, Reigate and Banstead Development Management Plan Policy DES9 and the provisions of the NPPF

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

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

18. 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 policy DES1 of the Reigate and Banstead Development Management Plan 2019.

19. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, (or any Order revoking and re-enacting that Order with or without modification), no first floor windows, dormer windows or rooflights other than those expressly authorised by this permission shall be constructed.

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

20. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no extensions permitted by Classes A B and C of Part 1 of the Second Schedule of the 2015 Order shall be constructed.

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

21. 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.

22. 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.

23. The development hereby permitted shall be implemented in accordance with the recommendations, avoidance and mitigation measures identified in the Preliminary Ecological Appraisal (Arbtech dated 31/01/2018 updated 02/210/2018) at section 4.2. Any variation shall be agreed in writing by the Local Planning Authority before such change is made. All ecological enhancement shall be completed prior to first occupation of the development. This condition will be discharged on receipt of a letter from the project ecologist stating that the mitigation has been completed according to the recommendations.

Reason: To ensure that the development would not harm wildlife or protected species and deliver a biodiversity enhancement in accordance with Policy NHE2 of the Development Management Plan, Natural England standing advice and the provisions of the NPPF.

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, to contact the Council's Neighbourhood Services team to confirm the number and specification of recycling and refuse bins that are required to be supplied by the developer. The Council's Neighbourhood Services team can be contacted on 01737 276292 or via the Council's website at <http://www.reigate->

banstead.gov.uk/info/20085/planning_applications/147/recycling_and_waste_developers_guidance

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 applicant is advised that the Borough Council is the street naming and numbering authority and you will need to apply for addresses. This can be done by contacting the Address and Gazetteer Officer prior to construction commencing. You will need to complete the relevant application form and upload supporting documents such as site and floor layout plans in order that official street naming and numbering can be allocated as appropriate. If no application is received the Council has the authority to allocate an address.

This also applies to replacement dwellings. If you are building a scheme of more than 5 units please also supply a CAD file (back saved to 2010) of the development based on OS Grid References. Full details of how to apply for addresses can be found [http://www.reigatebanstead.gov.uk/info/20277/street naming and numbering](http://www.reigatebanstead.gov.uk/info/20277/street_naming_and_numbering).

7. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
8. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice.
9. 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).
10. 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.
11. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.
12. The use of a suitably qualified arboricultural consultant is essential to provide acceptable submissions in respect of the arboricultural tree condition above.

All works shall comply with the recommendations and guidelines contained within British Standard 5837.

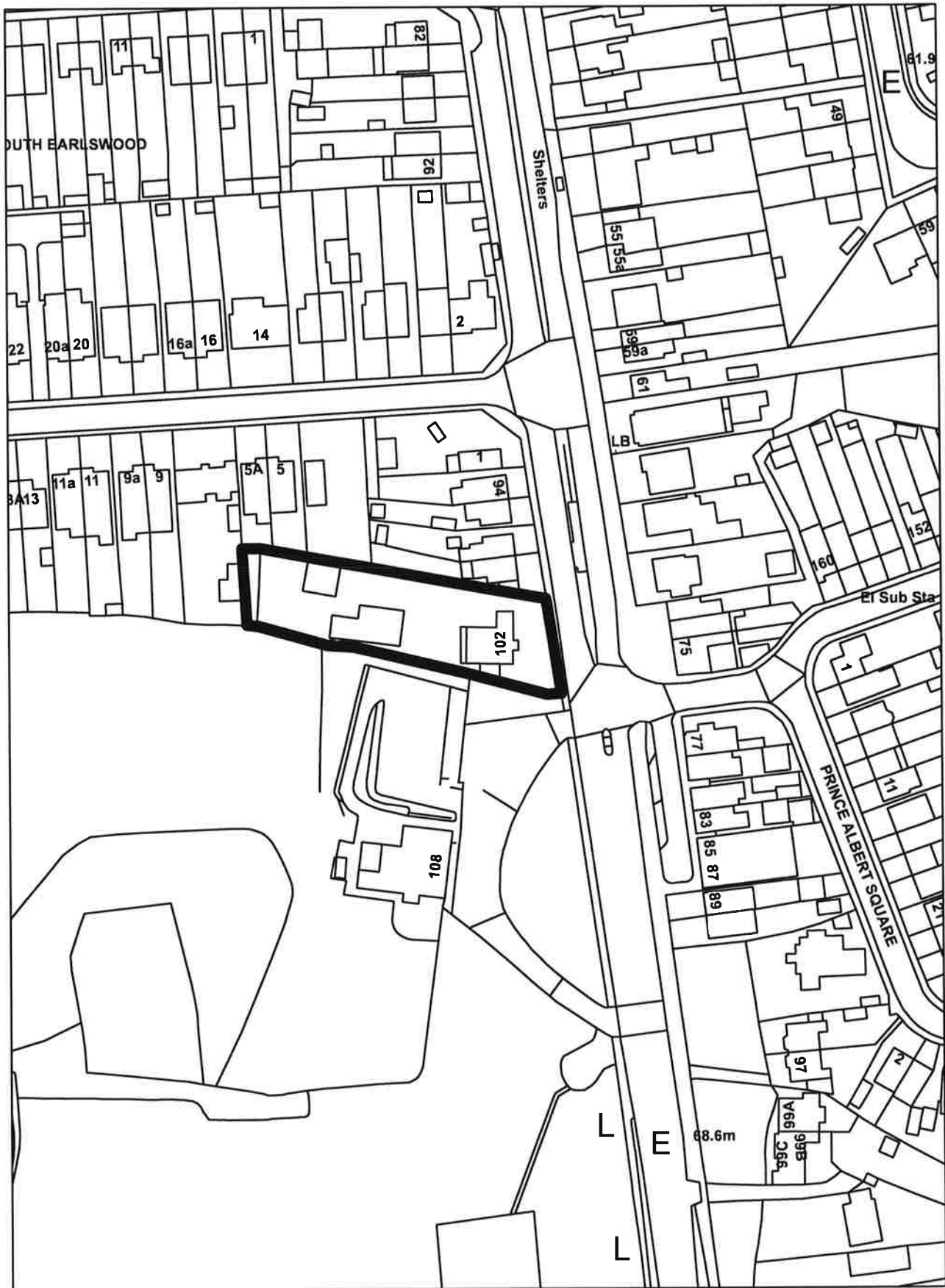
13. The use of landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above relevant conditions. Replacement planting of trees and native hedging shall be in keeping with the character and appearance of the locality. There is an opportunity to incorporate structural landscape trees into the scheme to provide for future amenity and long term continued structural tree cover in this area. It is expected that the replacement structural landscape trees will be of Advanced Nursery Stock sizes with initial planting heights of not less than 4.5m with girth measurements at 1m above ground level in excess of 16/18cm.
14. Environmental Health would like to draw the applicant attention to the specifics of the contaminated land conditional wording such as 'prior to commencement', 'prior to occupation' and 'provide a minimum of two weeks notice'.
15. The submission of information not in accordance with the specifics of the planning conditional wording can lead to delays in discharging conditions, potentially result in conditions being unable to be discharged or even enforcement action should the required level of evidence/information be unable to be supplied. All relevant information should be formally submitted to the Local Planning Authority and not direct to Environmental Health.

REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies CS1, CS5, CS10, CS11, CS12, CS14, CS15, CS17, EMP4, DES1, DES8, DES9, TAP1, CCF1, NHE3, 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.

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

19/01623/F - 102 Horley Road, Redhill



NO.	REVISION	DATE
1	ISSUED FOR PERMITTING	10/20/2023
2	REVISED PER COMMENTS	11/01/2023
3	REVISED PER COMMENTS	11/01/2023
4	REVISED PER COMMENTS	11/01/2023
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92	REVISED PER COMMENTS	11/01/2023
93	REVISED PER COMMENTS	11/01/2023
94	REVISED PER COMMENTS	11/01/2023
95	REVISED PER COMMENTS	11/01/2023
96	REVISED PER COMMENTS	11/01/2023
97	REVISED PER COMMENTS	11/01/2023
98	REVISED PER COMMENTS	11/01/2023
99	REVISED PER COMMENTS	11/01/2023
100	REVISED PER COMMENTS	11/01/2023

- OUTLINE OF ACCESS ROUTE AND TURNING
- ADDITIONAL VEHICLE IMPACTS
- SITE BOUNDARY
- ROOT PROTECTION ZONE
- TREED LOSE CANDY AREA



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 1000 UNIVERSITY DRIVE, SUITE 100
 WILSONVILLE, OR 97150
 TEL: 503.670.1234
 WWW.BPGARCHITECTS.COM

PROJECT	102 HORLEY ROAD, REDHILL	
DATE	11/01/2023	
DESCRIPTION	ONE OAK DEVELOPMENT	
MP	RM	PLANNING
SCALE	1 : 200@A1	
TITLE	6 UNIT LAYOUT OPTION 1	

4005-BPG-XX-DR-A-3313-PL8
 11/01/2023



NO.	DATE	BY	CHKD.	DESCRIPTION
1	10/10/2023	...	...	...
2	10/10/2023	...	...	...
3	10/10/2023	...	...	...
4	10/10/2023	...	...	...
5	10/10/2023	...	...	...
6	10/10/2023	...	...	...
7	10/10/2023	...	...	...
8	10/10/2023	...	...	...
9	10/10/2023	...	...	...
10	10/10/2023	...	...	...

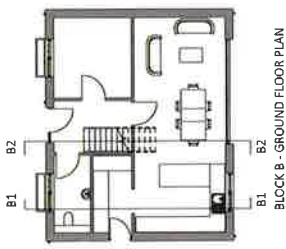
CROSS INTERNAL AREA (GFA) ±
BLOCK B - PLOT 3 - 335P 110 m²
BLOCK B - PLOT 4 - 335P 110 m²



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ARCHITECTS & PLANNERS
 102 HORLEY ROAD, REDHILL
 SURREY CR2 9HX
 TEL: 01883 834444
 WWW.BPGARCHITECTS.CO.UK

102 HORLEY ROAD, REDHILL
 ONE OAK DEVELOPMENT
 DRAWING NO: P/23/001
 DATE: 10/10/2023
 SCALE: 1:100 @ A2

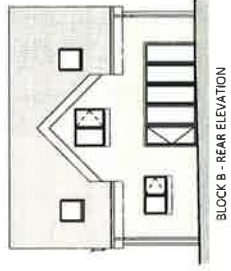
BLOCK B - PLANS, SECTIONS & ELEVATIONS
 DRAWN BY: B. D. & J. S.
 CHECKED BY: B. D. & J. S.



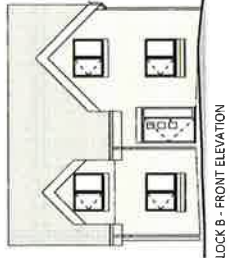
BLOCK B - GROUND FLOOR PLAN



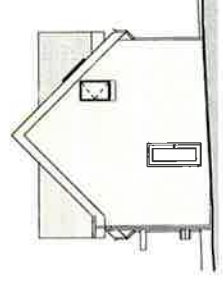
BLOCK B - FIRST FLOOR PLAN



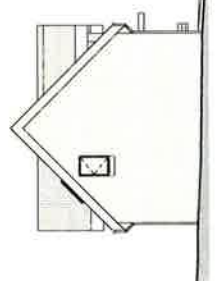
BLOCK B - REAR ELEVATION



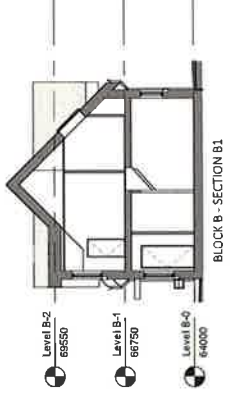
BLOCK B - FRONT ELEVATION



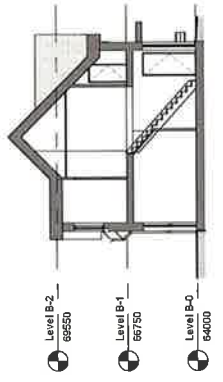
BLOCK B - SIDE WEST ELEVATION
 PERMITTED WINDOW TO HAVE HABITAT GLAZING



BLOCK B - SIDE EAST ELEVATION
 PERMITTED WINDOW TO HAVE HABITAT GLAZING



BLOCK B - SECTION B1



BLOCK B - SECTION B2

NO.	REVISION	DATE
1	ISSUED FOR PERMIT	10/10/2023
2	ISSUED FOR CONSTRUCTION	10/10/2023
3	ISSUED FOR CONSTRUCTION	10/10/2023
4	ISSUED FOR CONSTRUCTION	10/10/2023
5	ISSUED FOR CONSTRUCTION	10/10/2023
6	ISSUED FOR CONSTRUCTION	10/10/2023
7	ISSUED FOR CONSTRUCTION	10/10/2023
8	ISSUED FOR CONSTRUCTION	10/10/2023
9	ISSUED FOR CONSTRUCTION	10/10/2023
10	ISSUED FOR CONSTRUCTION	10/10/2023

GROSS INTERNAL AREAS (GIAs):
 BLOCK C - PLOT 4: 284P: 85 m²
 BLOCK C - PLOT 5: 385P: 96 m²
 BLOCK C - PLOT 6: 385P: 96 m²

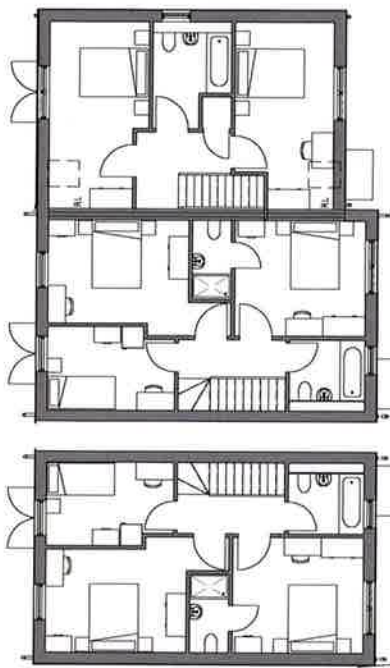


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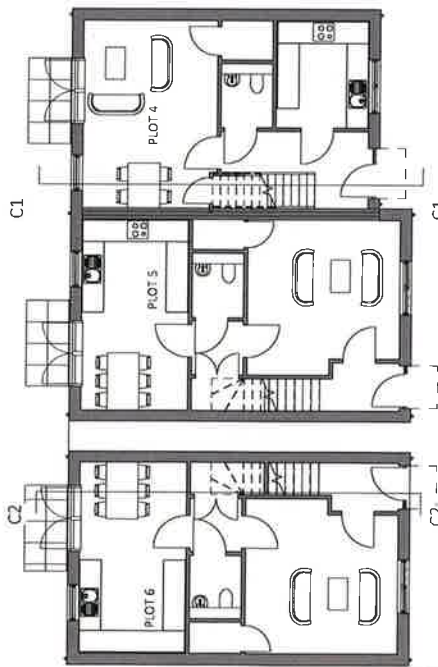
102 HORLEY ROAD,
 REDHILL
 ONE OAK DEVELOPMENT

MP RM PLANNING
 1:100@A2

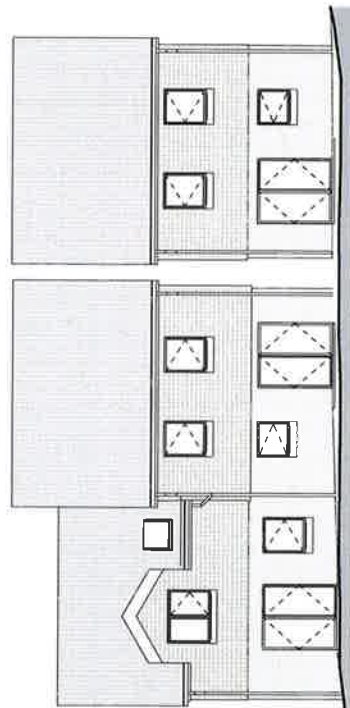
BLOCK C - PLANS, SECTIONS &
 ELEVATIONS
 4005-BPG-XXXX-DR-A-1317 PL4



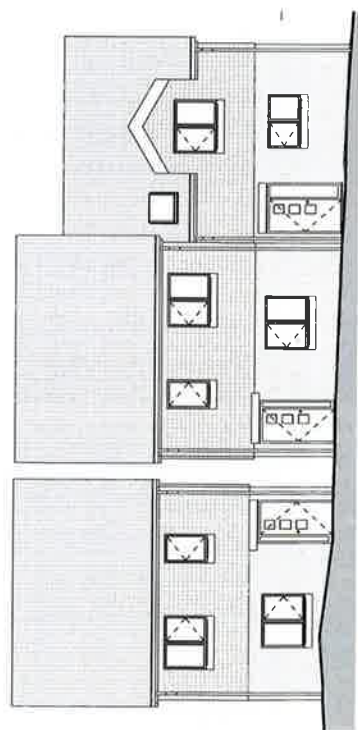
BLOCK C - FIRST FLOOR PLAN



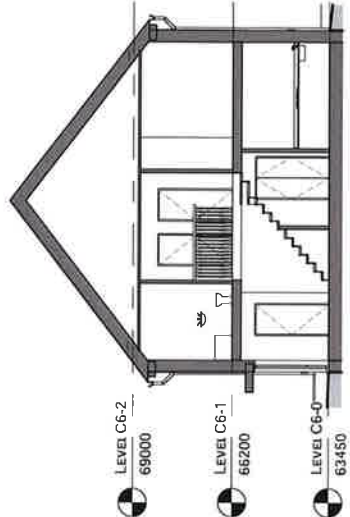
BLOCK C - GROUND FLOOR PLAN



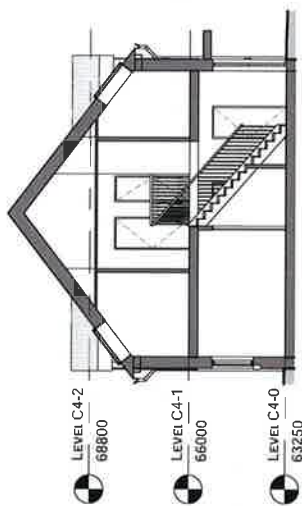
BLOCK C - REAR WEST ELEVATION



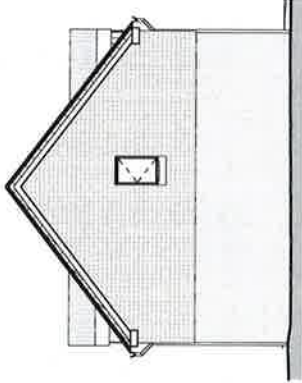
BLOCK C - FRONT EAST ELEVATION



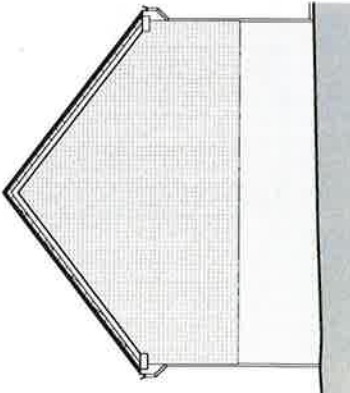
BLOCK C - SECTION C2



BLOCK C - SECTION C1

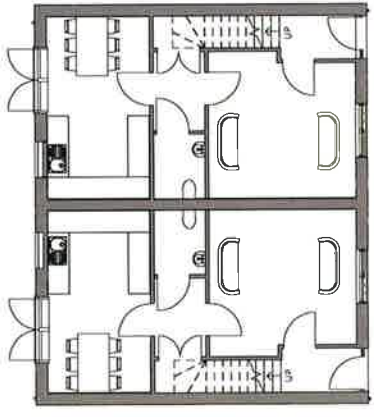


BLOCK C - SIDE NORTH ELEVATION

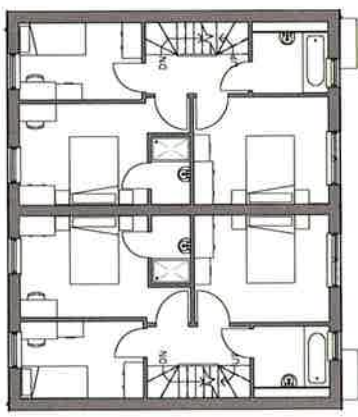


BLOCK C - SIDE SOUTH ELEVATION

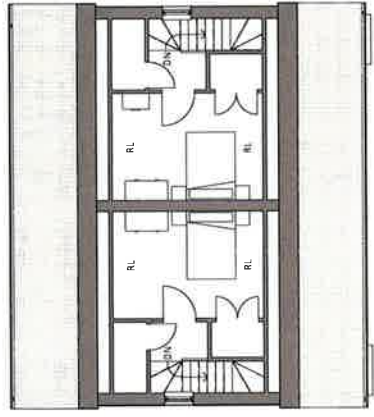
REVISIONS	
NO.	DESCRIPTION
1	ISSUED FOR PERMITTING
2	ISSUED FOR PERMITTING
3	ISSUED FOR PERMITTING
4	ISSUED FOR PERMITTING
5	ISSUED FOR PERMITTING
6	ISSUED FOR PERMITTING
7	ISSUED FOR PERMITTING
8	ISSUED FOR PERMITTING
9	ISSUED FOR PERMITTING
10	ISSUED FOR PERMITTING



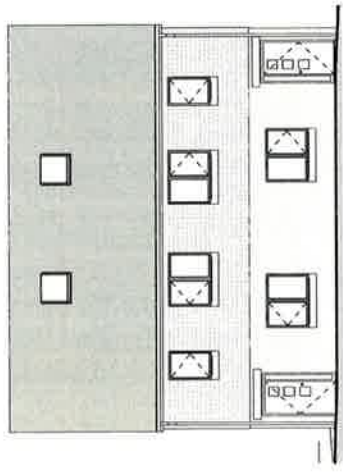
BLOCK A - GROUND FLOOR PLAN



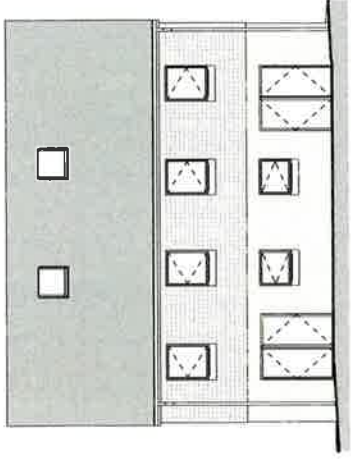
BLOCK A - FIRST FLOOR PLAN



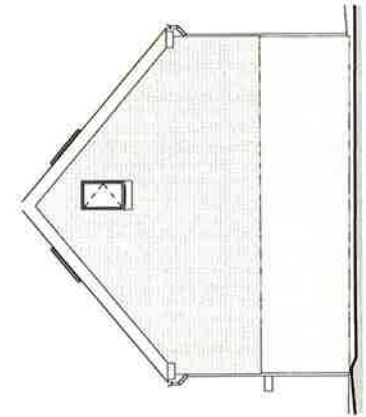
BLOCK A - SECOND FLOOR PLAN



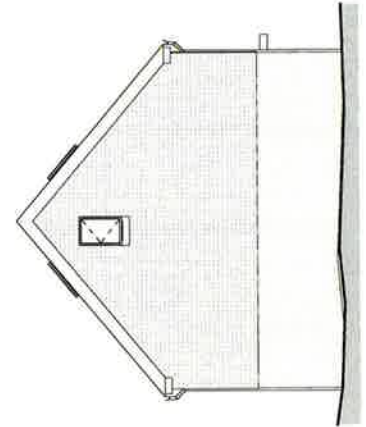
BLOCK B - FRONT EAST ELEVATION



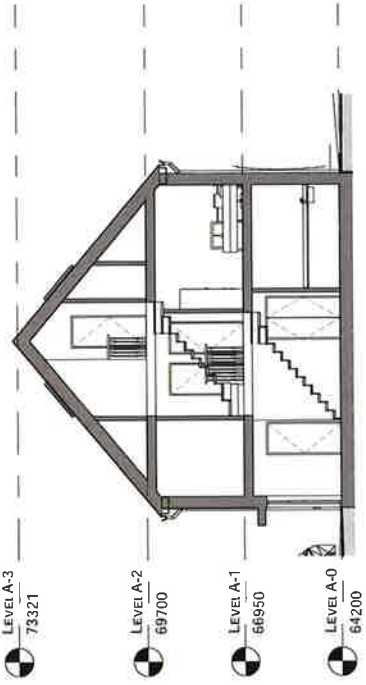
BLOCK A - REAR WEST ELEVATION



BLOCK A - SIDE NORTH ELEVATION



BLOCK A - SIDE SOUTH ELEVATION



BLOCK A - SECTION

GROSS INTERNAL AREAS (GIAs):
 BLOCK A - PLOT 1 - 487P: 112 m²
 BLOCK A - PLOT 2 - 487P: 112 m²



30 A01 SCALE: 10A COVERS: 1/1000



PROFESSIONAL REGISTERED ARCHITECTS
 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

102 HORLEY ROAD,
 REDHILL

ONE OAK DEVELOPMENT

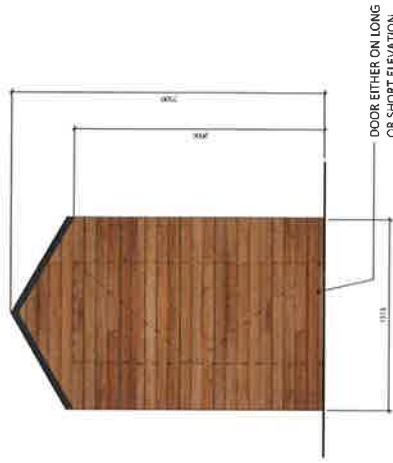
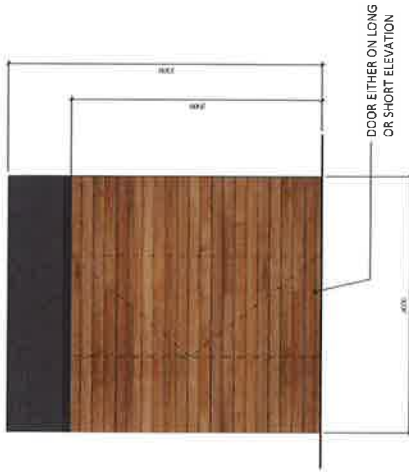
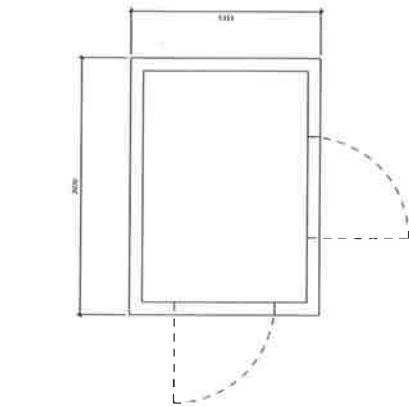
SM | RM | PLANNING

1 : 100 @ A2

BLOCK A - PLANS, SECTION & ELEVATIONS

4005-BPG-XX-DR-A-1315_P13

DATE	NO.	DESCRIPTION



102 HORLEY ROAD, REDHILL

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SURREY, GU20 9JL
TEL: 01883 870000
WWW.BPG.CO.UK

102 HORLEY ROAD, REDHILL

ONE OAK DEVELOPMENT

JS RM PLANNING
1 : 20@A1

GARDEN SHED - PLAN AND ELEVATIONS

4005-BPG-XX-DR-A-3302-P11

DATE	DESCRIPTION

102 HORLEY ROAD - REDHILL

BPG
ARCHITECTS +
SURVEYORS

PROFESSIONAL SURVEYORS
1102 HORLEY ROAD, REDHILL, VIC 3113
TEL: 03 9594 1111
WWW.BPGARCHITECTS.COM.AU



PROJECT
102 HORLEY ROAD, REDHILL

CLIENT
ONE OAK DEVELOPMENT

DATE	DESCRIPTION

PROPOSED ROOF PLAN

4005-BPG-XX-XX-DR-A-1310-PL3



ROOF PLAN - PROPOSED
1:100

SCALE 1:100 @ A1