 <b>Reigate &amp; Banstead</b> BOROUGH COUNCIL Banstead   Horley   Redhill   Reigate	<b>TO:</b>	PLANNING COMMITTEE
	<b>DATE:</b>	16 May 2018
	<b>REPORT OF:</b>	HEAD OF PLACES & PLANNING
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<b>AGENDA ITEM:</b>	10	<b>WARD:</b> South Park and Woodhatch

<b>APPLICATION NUMBER:</b>	17/02905/F	<b>VALID:</b>	<b>3/1/2018</b>
<b>APPLICANT:</b>	One Oak Development	<b>AGENT:</b>	Think Curious Ltd
<b>LOCATION:</b>	<b>GARAGE BLOCK, KINGSLEY GROVE, REIGATE</b>		
<b>DESCRIPTION:</b>	<p>The development of land off Kingsley Grove. Currently the site has 44 disused garages, with the rear section vacant. The development proposes the demolition of the garages and creation of 6 new dwellings. (Comprising of 4 x 3 bed and 2 x 2 bed, 2 storey semi detached houses). A total of 13 no. parking spaces have been provided and the existing access route in and out of the site has been retained. As amended on 14/03/2018</p>		
<p><b>All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.</b></p>			

## SUMMARY

The development proposes to infill an existing dilapidated garage site, demolishing the 44 garages that are currently located on the site and providing six residential units with associated car parking and landscape works.

The 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 in land use terms.

The application proposes 13 parking spaces, which exceeds the Council's parking standard. The loss of parking is considered acceptable. A parking survey was submitted with the application confirming that the garages are utilised primarily for storage with a number empty and based on the address of where the lessee lives only 4 of those 44 garages are potentially used for car storage. A usage survey was undertaken which recorded no trips from the site by garage users on the date surveyed. The application is therefore not considered likely to give rise to displacement parking on local roads and the loss of parking is considered acceptable.

The development proposes three pairs of semi-detached properties, arranged to front the internal access road. The site is severely constrained by an easement relating to a 950mm trunk sewer and water main that crosses the site from NNE to SSW, its triangular shape and protected trees on the site, which has influenced the design approach and subsequent development layout including the curtilage arrangements.

The dwellings would comprise 4 x 3 bed and 2 x 2 bed, two storey semi-detached houses with hipped roofs. Amended plans have been received following officer feedback to deliver improvements to the layout including; the amended siting and reorientation of plots to reduce neighbour amenity impacts, improve plot sizes and curtilage arrangements and ensure properties face the street. In addition the parking layout was revised to reduce the impact on streetscene, a reduction in the quantum of hardstanding proposed and an increase in landscape provided, together with a revised architectural design to improve the elevations and detailing. Whilst of a traditional design in terms of roof form, design and scale, the houses would have a more modern appearance, which is considered acceptable noting the enclosed nature of the site. The layout and design is now considered to better reflect the positive architectural elements within the streetscene, contributing to the character of the local area and sharing many of the same features and proportions of the existing buildings within the wider streetscene.

Protected trees on the site would be retained and a landscape scheme is proposed, including 3 trees, to compensate for the replacement planting required by 09/00558/TPO, and provide an appropriate soft landscape setting for the development. The details of which would be subject to condition.

Whilst concern has been raised by residents regarding the proposed access, parking arrangements and highway safety matters these aspects have been considered by the County Highway Authority and considered acceptable.

The proposal is considered to have an acceptable impact on the character of the surrounding area and amenity of neighbouring properties and will provide a welcome contribution to housing provision on an existing largely derelict site with associated social, economic and environmental benefits to the borough.

## **RECOMMENDATION**

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

## **Consultations:**

Highway Authority: No objection subject to condition.

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

Environmental Health (Contaminated Land): There is some potential for contamination to be present associated with the historic garage use, as such an informative to provide guidance in this respect.

Reigate Society: No objection in principle, appearance considered austere.

Neighbourhood Services: Refuse collection would be required from a presentation point adjacent to the highway on Kingsley Grove, refuse lorries would not drive into the development.

## **Representations:**

Letters were sent to neighbouring properties on 5<sup>th</sup> January 2018. Neighbours were re-notified on the revised plans for a 14 day period commencing 22<sup>nd</sup> March 2018.

53 responses have been received raising the following issues:

<b>Issue</b>	<b>Response</b>
Inadequate parking	See paragraph 6.19 – 6.23
Increase in traffic and congestion, hazard to highway safety	See paragraph 6.6, 6.19 – 6.23
Inconvenience during construction	See paragraph 6.14
Noise & disturbance	See paragraph 6.13 – 6.14
Out of character with surrounding area, overdevelopment, poor design	See paragraph 6.3- 6.6
Overlooking and loss of privacy, overshadowing, overbearing relationship	See paragraph 6.10 – 6.13
Loss of/ harm to trees	See paragraph 6.8 – 6.9
Loss of buildings	The existing buildings on site are not protected and are not of historic value and their loss is accepted.
Crime fears, health fears	See paragraph 6.15
Flooding; Drainage / sewerage capacity	See paragraph 6.15

Harm to wildlife habitat	See paragraph 6.16
Support – Economic growth / jobs	
Harm to green belt / countryside	The application is not located within the green belt or open countryside
Harm to conservation area	The site is not located within a conservation area
No need for the development / Alternative location or proposal preferred	Each application must be assessed on its own merits
Property devaluation	This is not a material planning consideration
Conflict with a covenant	This is not a material planning consideration
Loss of a private view	This is not a material planning consideration

## **1.0 Site and Character Appraisal**

- 1.1 The site currently contains 44 lockable flat roof single garages arranged in linear lines, accessed from between 37 and 39 Kingsley Grove in Woodhatch, south of Reigate. The site is relatively flat and enclosed by fencing. It is currently segregated, with the rear of the site fenced off and used for the storage of caravans, and an area to the west separated by a close boarded fence comprising undeveloped backland. An electricity sub-station (proposed for retention) is located at the end of the access road and an easement crosses the site from NNE to SSW relating to a 950mm trunk sewer and water main. There are a number of trees on the site, including protected trees (TPO RE 438).
- 1.2 The site is located in a residential area comprising predominantly two storey, semi-detached residential housing. Traditional hipped roofed 1930s semi-detached properties are dominant on Kingsley Grove and the surrounding roads of Orchard Way and Meadow Way with bungalows prevalent on the eastern side of Meadow Way. The surrounding architecture is typified by clay tiled pitched hipped roofs; wall materials are typically facing brick, predominantly in red, mixed with render. The Council's Local Distinctiveness Guide identifies the area as 1930-1950s Suburbia.

## **2.0 Added Value**

- 2.1 Improvements secured at the pre-application stage: The applicant entered into pre-application discussions with the applicant (PAM/17/00498). Advice was provided regarding the principle of development. The pre-application scheme for 10 units was considered a significant overdevelopment of the site. A reduction in units has been achieved to 6, together with associated

improvements to plot sizes and spaciousness, the parking layout, landscaping and residential amenity. Improvements to the design of the houses were also secured. Advice was also provided with respect to trees and the applicant was advised to contact the County Highway Authority with regards to access and highway impacts.

- 2.2 Improvements secured during the course of the application: Further improvements to the layout were secured including; the amended siting and reorientation of plots to reduce neighbour amenity impacts, improve plot sizes and ensure properties face the street; revised parking layout to reduce impact on streetscene, reduction in quantum of hardstanding proposed and increased landscape provision. In addition a revised architectural design was submitted.
- 2.3 Further improvements could be secured through the use of conditions as outlined within the report and list of conditions.

### **3.0 Relevant Planning and Enforcement History**

- 3.1 09/00558/TPO Amended description Fell two oak and one ash(T3) Approved with conditions subject to replacement planting.  
10.07.2009

### **4.0 Proposal and Design Approach**

- 4.1 This is a full application for the demolition of 44 disused garages at Kingsley Grove and the erection of 6 dwellings. The proposal would utilise the existing access to the site, albeit works to it are proposed. A total of 13 parking spaces are proposed, 2 per dwelling with on additional visitor space. All units would have access to private gardens and additional landscape planting is proposed to the front of dwellings and within the wider site to soften the appearance of the development and create a satisfactory residential environment.
- 4.2 The houses are arranged to front the access road with a pair opposite each other and a further semi-detached property at the end of the access road. The site is severely constrained by an easement relating to a 950mm trunk sewer and water main that crosses the site from NNE to SSW, its triangular shape and protected trees on the site, which has influenced the design approach and subsequent development layout.
- 4.3 The dwellings would comprise 4 x 3 bed and 2 x 2 bed, two storey semi-detached houses with hipped roofs. Whilst of traditional design in terms of roof form, design and scale, the houses would have a more modern appearance.
- 4.4 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by

demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:

Assessment;  
Involvement;  
Evaluation; and  
Design.

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

Assessment	The character of the surrounding area is assessed as 1930s residential comprising 2 storey semi-detached houses with gardens, a number of which particularly on Meadow Way are flatted with 4 homes per block. Typical materials are brick, render and clay roof tiles.
	Site features meriting retention are listed as utility easement, electricity substation and protected trees.
Involvement	No community consultation took place.
Evaluation	The other development options considered were increased residential provision as per the pre-application scheme, revised layouts and architectural approaches
Design	The applicant's reasons for choosing the proposal from the available options were it responds to planning policy and the site context whilst mitigating constraints and maximising opportunities of the site, particularly around the below ground utilities and maintaining appropriate distances to neighbouring properties, gardens and trees.

4.6 Further details of the development are as follows:

Site area	0.25 ha
Existing use	Garage site (44 garages)
Proposed use	Housing
Proposed parking spaces	13
Parking standard	12 (maximum)
Number of affordable units	0
Net increase in dwellings	6
Existing site density	0 dph
Proposed site density	24 dph
Density of the surrounding area	34.5 dph [3 – 37 Orchard Way- odd nos only]

## 5.0 Policy Context

### 5.1 Designation

Urban Area  
Tree Preservation Order RE 438

### 5.2 Reigate and Banstead Core Strategy

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

### 5.3 Reigate & Banstead Borough Local Plan 2005

Landscape & Nature Conservation	Pc4
Housing	Ho9, Ho13, Ho14, Ho16
Utilities	Ut4
Movement	Mo5, Mo6, Mo7

### 5.4 Other Material Considerations

National Planning Policy Framework	
National Planning Practice Guidance	
Supplementary Planning Guidance	Surrey Design Local Distinctiveness Design Guide A Parking Strategy for Surrey Parking Standards for Development Affordable Housing
Other	Human Rights Act 1998 Community Infrastructure Levy Regulations 2010

## 6.0 Assessment

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

6.2 The main issues to consider are:

- Design appraisal
- Neighbour amenity
- Highway matters

- Contaminated land
- Affordable Housing
- Community Infrastructure Levy

### Design appraisal

- 6.3 The properties follow a similar domestic scale, massing, and layout as the existing two storey houses in the immediate surroundings, which are of similar style, with pitched hipped roofs. Whilst those in adjacent streets typically have simple brick facing elevations, the new dwellings are proposed with a grey brick base with black weatherboarding at upper level. Whilst presenting a more modern appearance I do not consider that the proposed materials would result in harm to the character of the area, noting the enclosed nature of the site and that the use of weatherboarding is supported in the Horley Design Guide SPD as being a vernacular feature of that area, a location that is not so distant from this site. A materials condition is proposed to secure the details.
- 6.4 Design improvements achieved, including the revised siting and orientation of the houses are welcomed. Previously plots 3 and 4 were awkwardly sited against the access road presenting a stark and dominant flank elevation in close proximity to existing neighbouring properties. The revised design moves the building further from this property and the re-orientation enables the building to front the access road, presenting a more welcoming and appropriate entrance to the development. Other properties have been re-sited to regularise curtilage boundaries to the extent that the line of the easement allows. The revised footprint of the properties (wider and shallower), improved fenestration and revised roof form and detailing design of the properties has also improved the design and appearance of the properties, such that they better reflect the existing character of the street and improve the amenity of future occupiers.
- 6.5 The revised layout is considered acceptable, providing an appropriate balance of development and amenity space, and reflecting the density of the surrounding area. The extent of hardstanding has been reduced and more space provided for landscaping to ensure an appropriate setting for the development. The parking court at the front of the site has been removed from the scheme with parking now distributed around the site adjacent to plots. Gardens are generally a good size, whilst the development frontages are considered to balance the needs of parking against retaining a meaningful green frontage to the development. Whilst gardens are irregularly sized (given the constraints of the utilities easement and shape of the site) and some located to the side, all provide acceptable levels of usable private amenity space.
- 6.6 The proposed access road is 3.6m wide with a passing point half way down where the road would be a width of 4.6m, the road then widens within the development site. The access road is proposed as a shared surface, albeit a verge / pathway of 1.16m has also been included for pedestrian comfort. It is noted this is broken in the location of the vehicular passing point. There is no



objection to the access from a highway safety perspective see highways section of the report.

- 6.7 Tracking has been provided to show how a 15 tonne refuse vehicle would enter, turn and leave the site. Emergency vehicles such as fire engines would also be able to access the site. The refuse team has updated their response to confirm the development would be serviced for refuse and waste purposes via a 15 tonne lorry with bin collection from the front of each property as opposed to a presentation point on Kingsley Grove as previously indicated.
- 6.8 The landscape officer has commented on the application as follows:

*“Rosie I am familiar with this site from my previous involvements. The application has been supported by qualified arboricultural information in the form of a Tree protection plan and tree survey, unfortunately the applicant has not provided an Arboricultural Method Statement or further information on the impact assessment. However the supplied TPP provide sufficient information to allow an informed and balanced decision to be reached on the potential impact from the proposed development on the existing retained trees and vegetation some of which are subject to the formal protection of a Tree Preservation Order.*

*A previous tree work application which gained consent a number of years ago for the removal of some trees which was considered to be arboriculturally justified contained a statutory replacement planting condition which is a legally binding condition which runs with the land and the current owner rather than the applicant responsible for the submission of the application originally. From memory I recall that replacement trees were planted, but have since failed and have been the subject of a recent complaint.*

*The retention of existing trees suitable for long term retention within the development is acceptable. The previous use as garages and the extensive hard surfacing and foundations for the garages will have placed a constraint on the development of the rooting systems of the existing trees. Subject to high levels of supervision and monitoring along with tree protection measures there should be no long lasting impact on retained trees from the construction activity and processes.*

*The Council will require a full Arboricultural Method Statement (AMS) and a finalised Tree Protection Plan (TPP) the statutory replacement planting can be controlled and secure via a full landscape and tree replacement condition. Please see attached conditions, it is essential that the informatives for the above conditions are contained on the decision notice, please check quoted policies.”*

- 6.9 In accordance with the landscape officer's comments it is considered a scheme for replacement planting can be achieved that compensates for the replacement planting required by 09/00558/TPO (3 x ash trees), and provides an appropriate soft landscape setting for the development. The applicant has indicatively shown how 3 new trees could be incorporated within the existing

layout 2 within the garden of plot 6 and a further within the communal area. As identified by the landscape officer in his informative the landscape scheme will be required to provide structural trees in addition to hedging and other landscape planting. Subject to condition and informative the application is considered to comply with Local Plan policy Pc4.

#### Neighbour amenity

- 6.10 The site is amidst a residential area comprising dwellings of similar height and design. Main habitable room windows would be confined to front and rear elevations for plots 1, 2, 5 and 6 with flank walls pierced at the first floor level by only bathroom windows, which are proposed as obscure glazed. Properties in Orchard Way to the north of the development have gardens in excess of 22m, with a minimum rear wall to rear wall distance of 29m.
- 6.11 Windows to the rear at first floor on plots 3 and 4 are limited to obscure glazed bathroom windows, with windows otherwise to the front and side. The plots have been moved further from the boundary with existing residential properties to south-east on Meadow Way and the width of the built form facing neighbours on Meadow Way has been reduced. The separation distance to the boundary is a minimum of 3.4m. Properties in Meadow Way to the south of the development have gardens in excess of 27m, with a minimum rear wall to rear wall distance of 30m.
- 6.12 Whilst a degree of overlooking is likely to occur between the proposed dwellings and existing properties in Orchard Way and Meadow Way, due to the proposed window arrangements, use of conditions to require obscure glazing, boundary treatments, existing tree screening and building separation distances, although there would be a degree of greater presence, overlooking and change in outlook the impact would not be so harmful to warrant refusal of the application on amenity grounds. The proposal is not considered to result in loss of light or harm by reason of overshadowing.
- 6.13 The access road is considered unlikely to cause undue noise and disturbance to the neighbouring properties at 37 and 39 Kingsley Grove given the site's historic use to serve 44 garages. Whilst representing a change from the current situation the activity associated with traffic movements from 6 dwellings is not considered to result in a level of harm by reason of noise and disturbance or pollutants that would warrant refusal of the application. Notwithstanding this I would advise that the applicant enters into discussion with these properties such that the existing fencing to their side boundaries that abut the access road can be replaced with more appropriate 6ft fencing to mitigate harm to residential amenity by reason of overlooking, loss of privacy and noise and disturbance.
- 6.14 Objection was raised on the grounds of inconvenience during the construction period. The construction phase is an inevitable consequence of any development, and whilst it is acknowledged there would be a degree of disruption during the construction phase, the proposal would not warrant refusal on this basis and statutory nuisance legislation exists to protect

neighbours from unacceptable levels of noise and disturbance. A construction method statement would be secured by planning condition.

- 6.15 Objections have been received due to the loss of private views, conflict with a covenant and property devaluation but these are not material planning considerations. Concern has been raised from neighbouring properties regarding health fears / fear of crime, flooding and drainage/sewage. The proposal would result in the redevelopment of an existing garage site, new boundary treatment is proposed and the development is not considered to cause crime or health issues. The site is located within flood zone 1 and sewage capacity would be assessed at building control stage. The proposal is considered to have a satisfactory impact with regards flooding and drainage/sewerage capacity. It is noted a condition could be applied to a grant of permission to ensure that sustainable drainage is present on the site and an appropriate surface water drainage scheme implemented.
- 6.16 Concern has been raised regarding the potential for harm to wildlife. Bats and their roosts are protected by law and the protected species legislation applies independently of planning permission. The site does not form part of a protected wildlife habitat.
- 6.17 Living standards: The proposed dwelling in terms of its layout, size, accessibility and access to facilities is considered acceptable. The proposed dwelling has an acceptable floor space and the unit would have access to private amenity space. When judged from a living standard perspective the proposal is considered acceptable.
- 6.18 In conclusion whilst giving rise to a degree of change in the relationship between buildings, the proposed scheme subject to conditions would not unacceptably affect the amenity of neighbouring properties, and complies with policy Ho9.

#### Highway matters

- 6.19 The County Highway Authority has assessed the application on safety, capacity and policy grounds and is satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway with respect of access, net additional traffic generation and parking. The County Highway Authority (CHA) therefore has no highway requirements subject to conditions relating to provision of a construction management plan and details of the layout of the proposed bellmouth access to include dropped kerbs and tactile paving at the pedestrian crossing points of the access.
- 6.20 The applicant has carried out a traffic and usage survey and provided a list of tenants and addresses such that it can be determined how many garages are likely to be used for car parking. Only 4 of the tenants live within walking distance of the site and whilst the traffic survey is limited in its methodology it states finds that traffic movement on a regular, daily basis does not occur on the site any longer. The applicant states that the current tenants are largely not from local streets, which is corroborated by the evidence provided and the

common usage of the garages is for storage rather than for the parking of vehicles, with the garages too small for most modern cars to fit into. This assessment aligns with the findings of my site visit, with the garages being small units of dilapidated appearance with very limited evidence of regular comings and goings, and is further supported by the fact the gates of the site are kept padlocked shut. On this basis and noting the CHA's comments above there is no objection on the basis of parking loss or impact of any displacement parking.

- 6.21 In its response to the application the CHA confirmed "*We are satisfied with the parking and turning within the site. However, it hasn't been demonstrated by turning overlays that a refuse vehicle can get into the access drive with the existing verge/path in the access drive. If refuse vehicles were unable to enter the site, we would not have any concerns about refuse collection taking place from Kingsley Grove.*" Similarly comments from Neighbourhood Services confirm refuse collection should be from the pavement edge of Kingsley Grove, a condition to secure appropriate serving arrangements is proposed.
- 6.22 The County Highway Authority notes the high level of objections received from local residents, and in response to concerns about inadequate parking, and increase in traffic and congestion comments as follows:

*"(a) Inadequate parking*

*The applicant is proposing 13 parking spaces which is acceptable for this size of development, according to the Reigate and Banstead Parking Standards.*

*(b) Increase in traffic and congestion*

*If there is an existing problem of traffic and congestion in Kingsley Drive, unfortunately it cannot be tackled within the planning system. It is considered unreasonable to require developers to address existing deficiencies. I do not consider that replacing 44 garages with 6 dwellings will result in a significant or severe impact on the local highway network (as per NPPF guidance)."*

- 6.23 In light of the above and subject to the conditions proposed the application is considered to comply with policies Mo5 and Mo7 of the Local Plan and is acceptable in this regard.

Affordable Housing

- 6.24 Core Strategy Policy CS15 and the Council's Affordable Housing SPD require financial contributions towards affordable housing to be provided on housing developments of 1-9 units. However, in November 2014, the Government introduced policy changes through a Written Ministerial Statement and changes to the national Planning Practice Guidance which restrict the use of planning obligations to secure affordable housing contributions from developments of 10 units or less. These changes were given legal effect following the Court of Appeal judgement in May 2016.
- 6.25 In view of this, and subsequent local appeal decisions which have afforded greater weight to the Written Ministerial Statement than the Council's adopted

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

### Community Infrastructure Levy (CIL)

- 6.26 The Community Infrastructure Levy (CIL) is a fixed charge which the Council will be collecting from some new developments from 1 April 2016. It will raise money to help pay for a wide range of infrastructure including schools, road, public transport and community facilities which are needed to support new development. This development would be CIL liable and, although the exact amount would be determined and collected after the grant of planning permission. An informal calculation shows a CIL liability of around £79,618 plus indexation totalling £94,307.67. This could be reduced if existing plans are provided that match the figure on the submitted CIL form of 532 sqm of existing floorspace to approx £5,138.00 plus indexation totalling £6,085.97.

## **CONDITIONS**

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

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

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

<b>Plan Type</b>	<b>Reference</b>	<b>Version</b>	<b>Date Received</b>
Arb / Tree Protection Plan	TPP 01		03.01.2018
Survey Plan	DAA/1709050		12.12.2017
Site layout Plan	1711013-TK01	A	02.05.2018
Location Plan	P001		12.12.2017
Site Layout Plan	P002		12.12.2017
Site Layout Plan	P004	C	14.03.2018
Block Plan	P003	D	14.03.2018
Floor Plan	P005	A	14.03.2018
Elevation Plan	P006	B	02.05.2018
Section Plan	P007	A	14.03.2018
Floor Plan	P008	A	14.03.2018
Elevation Plan	P009	A	14.03.2018

Reason: To define the permission and ensure the development is carried out in accord with the approved plans and in accordance with National Planning Practice Guidance.

3. No development shall take place until the developer obtains the Local Planning Authority's written approval of details of both existing and proposed ground levels and the proposed finished ground floor levels of the buildings. The development shall be carried out in accordance with the approved levels.

Reason: To ensure the Local Planning Authority are satisfied with the details of the proposal and its relationship with adjoining development and to safeguard the visual amenities of the locality with regard to Reigate and Banstead Borough Local Plan 2005 policy Ho9.

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

Reason: To ensure that a satisfactory external appearance is achieved of the development with regard to Reigate and Banstead Borough Local Plan 2005 policies Ho9 and Ho13.

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

Reason: To ensure good arboricultural practice in the interests of the maintenance of the character and appearance of the area and to comply with British Standard 5837:2012 'Trees in Relation to Design, demolition and Construction – Recommendations' and policies Pc4 and Ho9 of the Reigate and Banstead Borough Local Plan

Informative:

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

6. No development including demolition 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 landscaping, 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 programme.

All hard and soft landscaping work shall be completed in full accordance with the approved scheme, prior to occupation 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 policies Pc4, Ho9 of the Reigate and Banstead Borough Local Plan 2005 and the recommendations within British Standard 5837.

Informative:

The use of a landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above relevant condition. The planting of trees and shrubs shall be in keeping with the character and appearance of the locality. 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 20/25cm and 16/18cm.

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

Reason: The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005 and the objectives of the NPPF 2012.

8. Notwithstanding the submitted plan (P003) the development hereby approved shall not be first occupied unless and until the proposed bellmouth access to Kingsley Grove has been provided with dropped kerbs and tactile paving at the pedestrian crossing points of the access in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority.

Reason: The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005 and the objectives of the NPPF 2012.

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

Reason: The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005 and the objectives of the NPPF 2012.

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

Reason: To preserve the visual amenity of the area and protect neighbouring residential amenities with regard to the Reigate and Banstead Borough Local Plan 2005 policies Ho9 and Pc4.

11. The first floor windows in the south-west side elevation of plot 1, north-east side elevation of plot 2, south-east rear elevations of plot 3 and 4, north-west side elevation of plot 5 and south-east side elevation of plot 6 hereby permitted shall be glazed with obscured glass which shall be fixed shut, apart from a top hung opening fanlight whose cill height shall not be less than 1.7 metres above internal floor level, 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 Borough Local Plan 2005 policy Ho9.

12. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, (or any Order revoking and re-enacting that Order with or without modification), no first floor windows, dormer



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

Reason: To ensure that the development does not affect the amenity of the neighbouring property by overlooking and to protect the visual amenities of the area in accordance with Reigate and Banstead Borough Local Plan 2005 policy Ho9.

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

Reason: To control any subsequent enlargements in the interests of the visual and residential amenities of the locality with regard to Reigate and Banstead Borough Local Plan 2005 policies Ho9, Ho13, and Ho16

## INFORMATIVES

1. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at [www.firesprinklers.info](http://www.firesprinklers.info).
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions.
3. The applicant site is situated on or in close proximity to land that could be potentially contaminated by virtue of previous historical uses of the land. As a result there is the potential for a degree of ground contamination to be present beneath part(s) of the site. Groundworkers should be made aware of this so suitable mitigation measures and personal protective equipment measures (if required) are put in place and used. Should significant ground contamination be identified the Local Planning Authority should be contacted promptly for further guidance
4. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, a 140 litre wheeled bin conforming to British Standard BSEN840 and a 60 litre recycling box should be provided for the exclusive use of the occupants of that dwelling. Prior to the initial occupation of any communal dwellings or flats, wheeled refuse bins conforming to British Standard BSEN840, separate recycling bins for paper/card and mixed cans, and storage facilities for the bins should be installed by the developer prior to the initial occupation of any dwelling hereby permitted. Further details on the required number and specification of wheeled bins and recycling boxes is available from the Council's Neighbourhood Services on 01737 276501 or 01737 276097, or on the Council's website at [www.reigate-banstead.gov.uk](http://www.reigate-banstead.gov.uk). Bins and boxes meeting the specification may be purchased from any appropriate source, including the Council's Neighbourhood Services Unit on 01737 276775.

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

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

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

6. 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.
7. The permission hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a permit and mini Section 278 Agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge or any 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>.

8. 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).

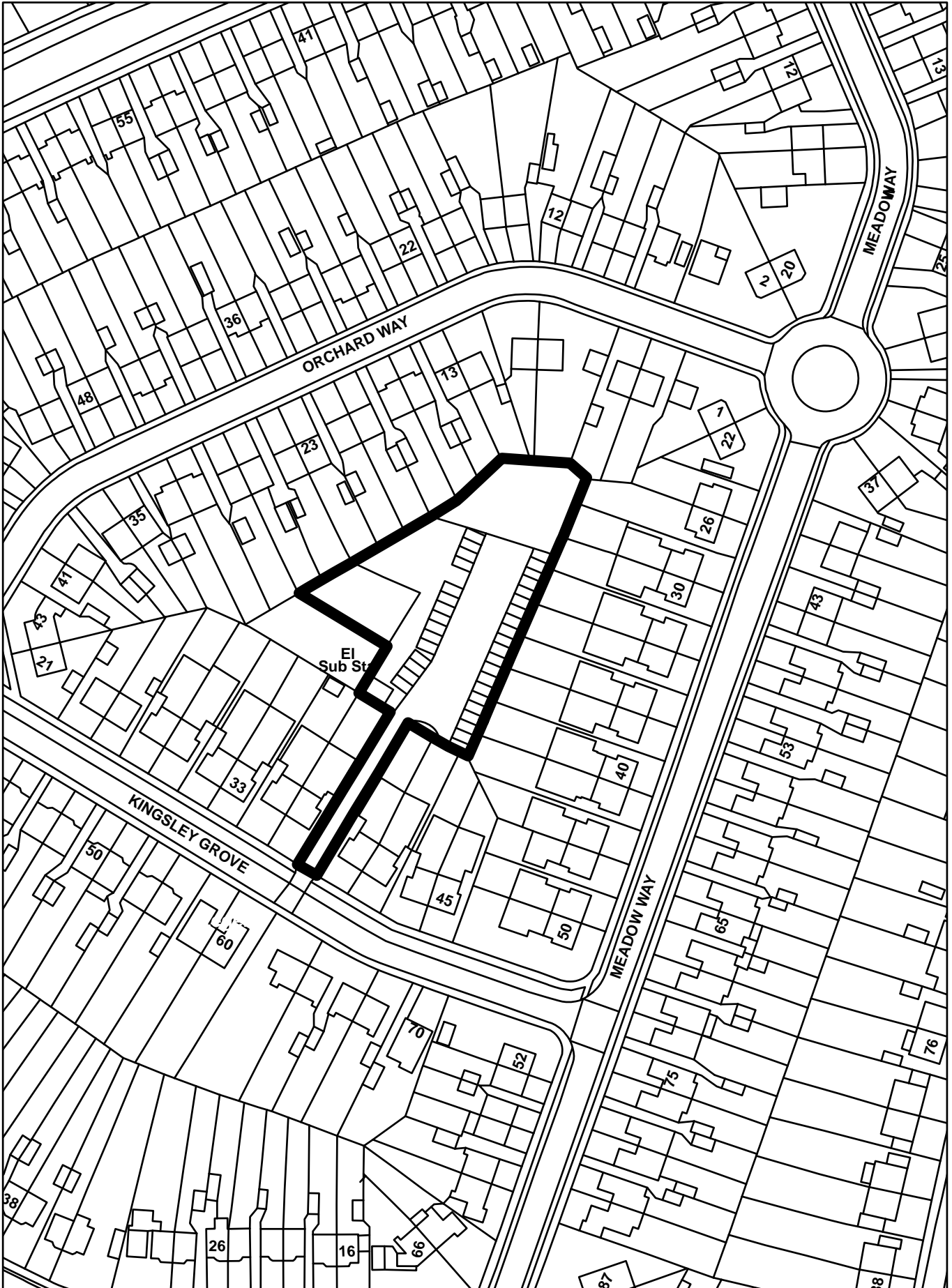
## **REASON FOR PERMISSION**

The development hereby permitted has been assessed against development plan policies CS1, CS4, CS10, CS11, CS14, CS15, CS17 and Pc4, Ho9, Ho13, Ho14, Ho16 and Ut4 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.

# 17/02905/F - Garage Block, Kingsley Grove, Reigate





**Notes**

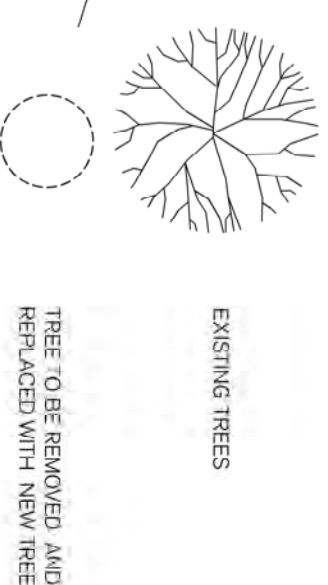
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**ACCOMMODATION:**

- 4 no. 3 bed / 5 person semi detached houses
  - 2 storeys
  - 2 no. 2 bed / 4 person semi detached houses
  - 2 storeys
  - 12 no. allocated car parking spaces
  - 1 no visitor car parking space
- Secure cycle storage in garden sheds

**EXISTING TREES**



rev.	date	description	des.	chk.	appd.
C	09/03/2018	amended layout in line with licenses comments		CW	
B	19/02/2018	access road / visitor parking / parking layout 3 and 4 amended		CW	
A	07/12/2017	parking amended		CW	

client: **One Oak Developments**

project: **Land off Kingsley Avenue  
Reigate**

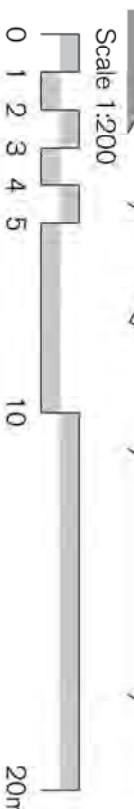
title: **Site Layout** stage: **3**

scale	1:200	first issue	drawn	checked	approved
project no.	A2	31/10/2017			
project no.	P004				
rev.	25121				C

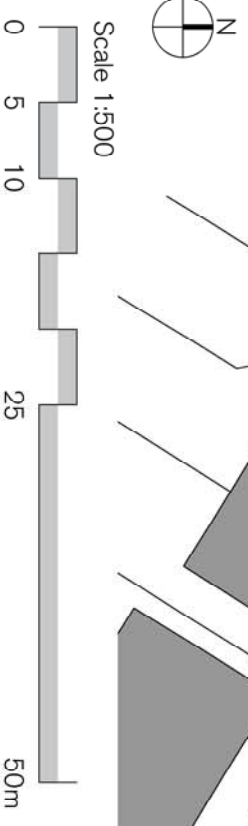


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- ACCOMMODATION:**
- 6 no. 2 storey family houses
  - 12 no. allocated car parking spaces
  - 1 no visitor car parking space
  - Secure cycle storage in garden sheds

--- Proposed sewer connection

○ Trees to be removed and replaced with new trees

rev.	date:	description:	dm:	chk:	appt:
0	12/03/2018	amended layout and added detail in access road			CW

client: **One Oak Development**

project: **Land off Kingsley Grove Reigate and Banstead**

PLANNING		stage:
title:	<b>Block plan of proposal</b>	<b>3</b>
scale:	1:500	
project no:	25121	
drawing no:	P003	
rev:	D	

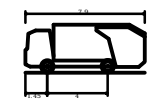
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DB32 Refuse Vehicle  
 Overall Length 7.900m  
 Overall Width 2.400m  
 Overall Body Height 3.183m  
 Min Body Ground Clearance 0.388m  
 Max Track Width 2.400m  
 Lock-to-lock time 6.00s  
 Curb to Curb Turning Radius 9.625m

L:\Projects\kgoade 1711013\Drawings\1711013-TK01A.dwg

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84 North Street  
 Guildford  
 Surrey  
 GU1 4AU  
 T: 01483 531 300

Golden Cross House  
 8 Duncannon Street  
 London  
 WC2N 4JF  
 T: 020 7031 8141

www.motion.co.uk

Project:  
**Kingsley Grove, Redhill**

Title:  
**Swept Path Analysis  
 Refuse Vehicle**

Scale: 1:500 (@ A3)

Drawing: **1711013-TK01**      Revision: **A**



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upper level window with frosted glass

**Materials:**

- 1. Brick - dark blue/grey
- 2. Black stained timber
- 3. Windows - grey
- 4. Roof - clay plain tiles



Front Elevation



Rear Elevation

Plots 3 and 4



Side Elevation  
plot 3 garden elevation



Side Elevation  
plot 4 garden elevation

rev.	date	descriptions	dmr	chk	apd
A	08/03/2018	Design amended in line with planners comments		CW	

client: One Oak Development

project: Land off Kingsley Grove  
Reigate and Banstead

PLANNING	stage: 3
----------	-------------

title: House Type 2  
Elevations

scale:	first issue:	drawn:	checked:	approved:
1:100	A3 03/08/2017	CW		
project no:	drawing no:	rev:		
25121	P009	A		

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Scale 1:100





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**Materials:**

1. Brick: dark grey
2. Timber cladding: black
3. Windows – grey
4. Roof – clay plain tiles

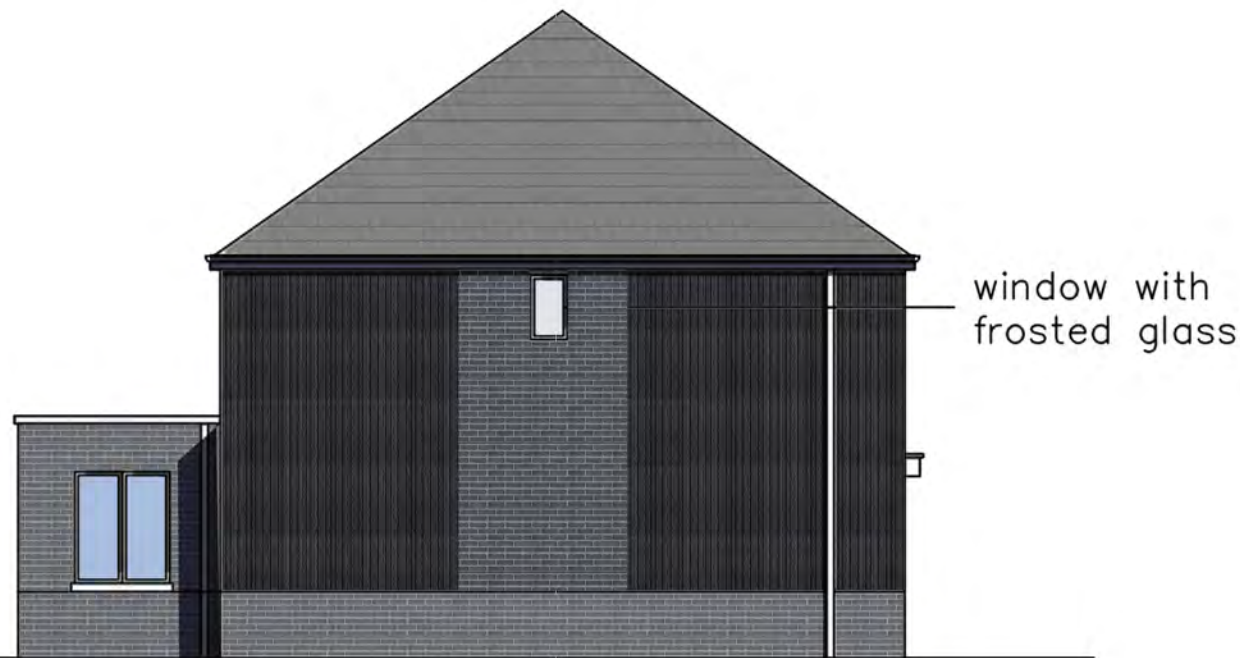


Front Elevation



Rear Elevation

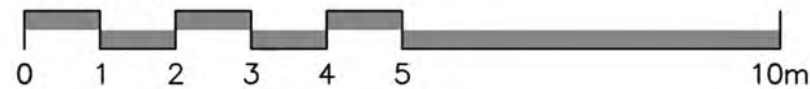
Plots 1, 2, 5 and 6



Side Elevation



Scale 1:100



rev.	date	description	dm:	chk:	apd:
B	02/05/2018	Note on timber cladding amended			
A	03/03/2018	Design amended in line with planner's comments			

client: One Oak Development

project: Land off Kingsley Grove  
Reigate and Banstead

PLANNING	stage: 3
----------	-------------

title: House Type 1  
Elevations

scale: 1:100	first issue: A3 03/08/2017	drawn: cw	checked:	approved:
project no: 25121	drawing no: P006	rev: B		

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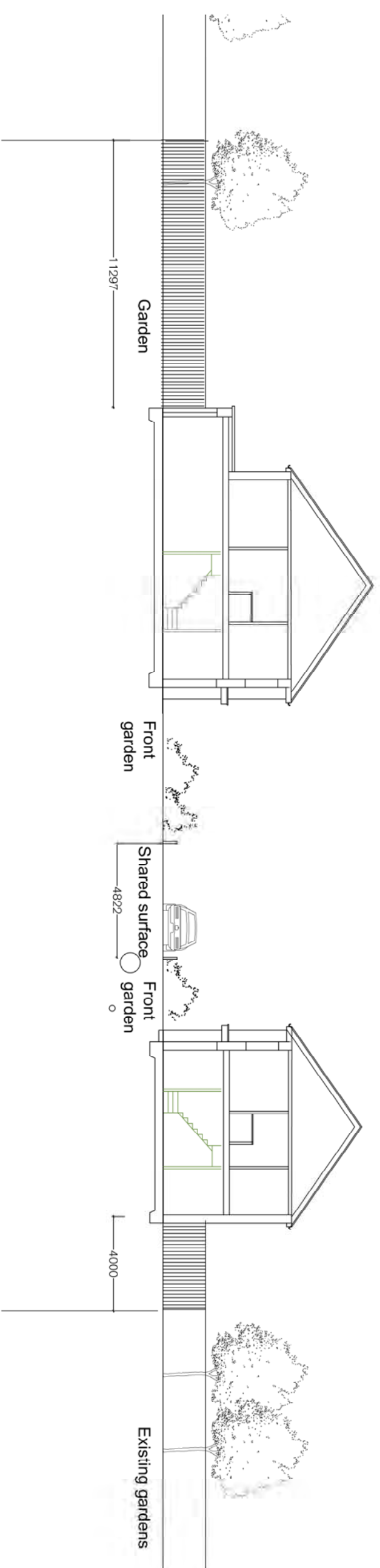
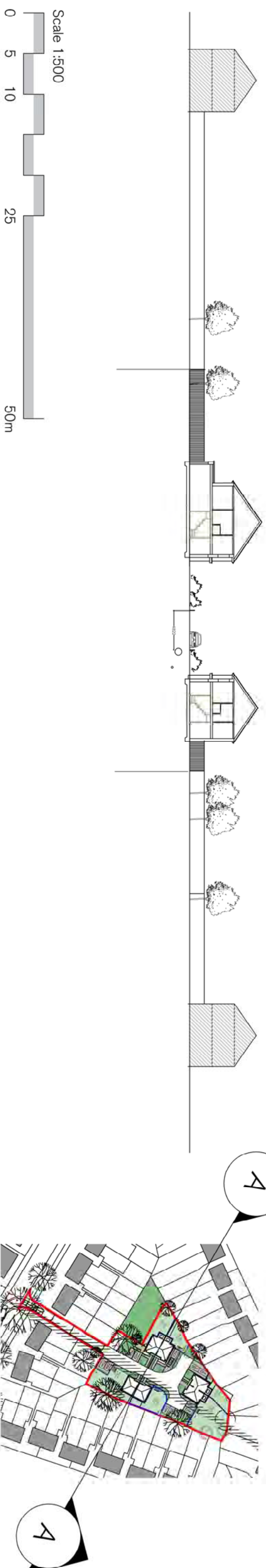
64 Waterloo Street Glasgow G2 7DA  
44 0141 465 09044  
Fitzhardinge Street Unit 204, Tower 3 London W1H 8EG  
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ACCOMMODATION:  
 6 no. 3 bed / 5 person semi detached houses  
 2 storeys

12 no. allocated car parking spaces  
 1 no visitor car parking space

Secure cycle storage in garden sheds



no.	date	description	des.	chk.	appd.
1	20/10/2018	intended to suit revised layout			CW

client: One Oak Development  
 project: Land off Kingsley Grove  
 Reigate and Banstead

PLANNING		stage:
name:	Site Section AA	3
date:	31.10.2017	
author:		
checked:		
approved:		
drawing no:	P007	
ref:	A	

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