 <p>Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate</p>	TO:	PLANNING COMMITTEE
	DATE:	5 June 2024
	REPORT OF:	HEAD OF PLANNING
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AGENDA ITEM:	7	WARD: Hooley, Merstham and Netherne

APPLICATION NUMBER:	24/00136/F	VALID:	20/03/2024
APPLICANT:	LPD Consulting Ltd	AGENT:	LPD Consulting Ltd
LOCATION:	STAR SHAW STABLES, WOODPLACE LANE, HOOLEY		
DESCRIPTION:	Demolition and removal of existing stables and sand school. Construction of two No 3 bedroom bungalows with associated car parking and garaging. As amended on 20/03/2024, 17/04/2024, 25/04/2024 and on 08/05/2024		
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This application is referred to Committee in accordance with the Constitution as the application site is for net 2 dwellings.

SUMMARY

This is a full application is for the erection of two detached 3-bedroom dwellings, along with off road car parking, landscaping and associated works to be built following demolition of the existing stables and associated buildings at Star Shaw Stable, Woodplace Lane, Hooley. The existing access will be utilised for the proposed development.

The application site sits alongside the borough boundary with the London Borough of Croydon, within the rural area and the Metropolitan Green Belt and would utilise this previously developed land to create two plots with two single storey dwellings. The design and appearance of the dwellings is proposed to utilise the rural nature of the location by creating dwellings with a stable like appearance. Timber cladded; single storey dwellings are proposed, one with pitched tiled roof and one with a curved metal sheet roof in a Dutch barn style design. The existing sand-school would become part of the adjoining field and the dwelling plot sizes retained at a reasonably small scale.

The principle of development is considered acceptable within the Metropolitan Greenbelt. There is no policy within the Core Strategy or Development Management Plan which specifically resists the loss of equestrian stabling and in this case, the

premises is not considered a community facility. Therefore, the loss of the stabling is not considered objectionable in principle. Furthermore, the applicant has stated that the stabling has not been in use as a commercial facility and is in private ownership. The applicant has also shown that there would not be a shortfall of similar stabling within the surrounding area.

Each property would be provided with a double garage and two additional off-road parking spaces meaning the proposal would comply with the parking standards set out within policy TAP1 and Annexe 4 of the DMP which calls for 2 spaces per (this size of) dwelling in this low accessibility area.

The access is not considered to cause highway safety concerns given the existing would be utilised. The properties would have a two off road car parking spaces per dwelling, together with individual garages bays meaning the proposal would comply with the parking standards set out within policy TAP1 and Annexe 4 of the DMP which calls for 2 spaces per (this size of) dwelling in this low accessibility area. The County Highways Authority (CHA) raise no objection on grounds of highway safety and parking standards.

Objections have been received from the County Highways Authority to this scheme as a result of the introduction of a dwelling into an unsustainable location as it is not easily accessible by modes of transport other than the private car. They consider that it is not located within a reasonable walking distance from key services and facilities such as jobs, shops, schools, health and leisure facilities. It is assumed therefore that residents of the proposed development would be heavily dependant on the private car for access to normal day to day services and facilities.

Notwithstanding this advice however, the CHA acknowledges that there are three dimensions to sustainable development - economic, social and environmental - hence the sustainability of the site should not be assessed purely in terms of transport mode and distance. The Development Management Plan and national policies make specific provision for rural development and whilst sustainably located development is encouraged it is a matter of individual assessment as to whether any scheme would cause such harm to issues of sustainability and other issues as to warrant a refusal of permission. The NPPF acknowledges that "opportunities to maximise sustainable transport solutions will vary between urban and rural areas".

In this instance given varying factors including the similar examples of more isolated residential development within close proximity to the site and the modest scale of development (discussed further within this report) it is not considered that the impacts of this one scheme would be so harmful as to warrant a refusal of permission on sustainability grounds.

The introduction of two additional dwellings and associated alterations and paraphernalia would represent a change in relationship with neighbouring dwellings,

however it is not considered that there would be sufficient harm to their amenity to justify refusal.

The Tree Officer is satisfied that the proposal would not result in a harmful impact on mature trees found within the site and raises no objection subject to condition.

Additional details with regards to issues such as drainage, ecology and electric vehicle charging points can be secured by condition.

In view of the above the application is considered to be acceptable on design, character, neighbour amenity and highway/transport grounds, and is therefore recommended for approval subject to conditions.

RECOMMENDATION(S)

Planning permission is GRANTED subject to conditions.

Consultations:

Highway Authority: Raise objection to the unsustainable location of the development but no objections subject to conditions in regard to the impact on highway safety and parking

Tree Officer: No objections subject to condition

Surrey Wildlife Trust: No objection subject to condition requiring submission of additional Landscape and Ecological Management detail

London Borough of Croydon: No objections raised

Surrey Hills AONB adviser: No objections raised

Natural England: No objections raised

Environment Agency: No objection subject to conditions

Contaminated Land Officer: No objection subject to conditions

Representations:

Letters were sent to neighbouring properties on 12 February 2024 and 21 March 2024. 29 letters of representation from local residents have been received raising the following main concerns:

Issue	Response
Drainage	See paragraphs 6.52 and 6.53
Hazard to highway safety	See paragraphs 6.33-6.41
Inadequate parking	See paragraph 6.40
Inconvenience during construction	See paragraph 6.27
Increase in traffic and congestion	See paragraphs 6.12, and 6.33-6.41
Loss of private view	See paragraphs 6.0-6.3
No need for the development	See paragraph 6.0-6.3
Noise and disturbance	See paragraphs 6.26-6.27
Harm to wildlife habitat	See paragraphs 6.44-6.46
Harm to Conservation Area	See paragraph 6.56
Loss of/harm to trees	See paragraphs 6.42-6.43
Out of character with surrounding area	See paragraphs 6.14-6.22
Overbearing relationship	See paragraphs 6.23-6.28

Overdevelopment	See paragraphs 6.14-6.22
Overlooking and loss of privacy	See paragraphs 6.23-6.28
Overshadowing	See paragraphs 6.23-6.28
Flooding	See paragraph 6.52
Poor design	See paragraphs 6.14-6.22
Harm to Green belt	See paragraphs 6.0-6.3 and 6.5-6.13
Alternative location/ proposal preferred	See paragraphs 6.0-6.3
Health Fears	See paragraph 6.57
Covenant conflict (non planning matter)	See paragraph 6.58
Crime fears	See paragraph 6.57
Harm to Listed Building	See paragraph 6.56
Loss of buildings	See paragraphs 6.0-6.3
Loss of stabling	See paragraphs 6.0-6.3
Precedent for further developments	See paragraph 6.59
Light pollution	See paragraph 6.60

1.0 Site and Character Appraisal

- 1.1 The site comprises an existing stables and sand school that is accessed from Woodplace Lane in Hooley. The stabling is largely in a state of disrepair. This portion of the road features scattered buildings with the surrounding area comprising open fields and unspoilt countryside that make up the Metropolitan Green Belt. The location comprises some residential properties and agricultural buildings. To the northeast is a greater cluster of residential development found within the boundary of The London Borough of Croydon. The site levels fall away from the highway down to the site before levelling off a little within the site itself. The levels then fall away more substantially beyond the rear of the site to the west through open fields and down to an area of Ancient Woodland, also registered as a site of Potential Nature Conservation Importance. The site also falls within an Area of Great Landscape Value and varying trees can be found within the vicinity.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: Pre application advice was sought on the principle of three dwellings in this location. The scheme was reduced to two dwellings with smaller tighter plots to limit the spread of development within the Metropolitan Green Belt. The design varied from the

pre-application advice and significant additional detail was supplied with this application.

- 2.2 Improvements secured during the course of the application: Amendment to the materiality of one dwelling. Changes to the location to ensure the site fell only within Reigate and Banstead borough boundary. Additional information relating to ecology was also supplied.
- 2.3 Further improvements could be secured: Conditions regarding materials, levels, landscaping, tree protection, broadband, water, highways conditions, removal of permitted development rights, drainage, LEMP, CTMP, boundary treatment, contaminated land, garages would be added to a grant of permission.

3.0 Relevant Planning and Enforcement History

PAW/23/00311	Demolition and removal of existing stables, mobile home and sand school. Construction of 3no 3 bedroom bungalows with associated car parking and garaging.	Pre application advice only
17/02218/F	The provision of a sandschool.	Approved with Conditions
17/00913/F	Regarding the demolition of the existing stable block and erection of a replacement building	Approved with Conditions
15/02181/F	Demolition of existing stable block and construction of new modernised block.	Refused
73/0378	Residential development of 18.6 acres at a density of 6 houses per acre	Refused

4.0 Proposal and Design Approach

- 4.1 The proposal is for the erection of two new detached dwellings together with associated landscaping and car parking following the demolition of the existing stabling and associated structures.
- 4.2 The proposed scheme has been amended to ensure it falls entirely within the Borough's boundary.

- 4.3 The design of the two properties is similar but with some variation. They are of a more rural appearance, with timber cladding and single storey in nature to help retain the rural characteristics of the area. The design would include one pitched tile roof dwelling of a rural farmhouse appearance and one with a curved metal roof in a Dutch barn style.
- 4.4 The design would include retained trees and soft landscaping around the site and would allow the existing sand school to reform part of the north-eastern field.
- 4.5 Parking has been provided for each property in the form of two spaces per dwelling and one garage per dwelling.
- 4.6 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.
- 4.7 Evidence of the applicant's design approach is set out below:

Assessment	The Star Shaw stables are located on the western side of Woodplace Lane within the Metropolitan Green Belt and Area of Great Landscape Value (AGLV). The stable yard with three blocks of stabling and a floodlit sandschool are the subject of this application.
Involvement	It is not stated that any community involvement or consultation has taken place.
Evaluation	The initial proposal was for three dwellings at pre applications stage. The statement does not include any evidence of other development options being considered.
Design	The proposed use of vernacular materials with timber cladding to the walls. The roof of the western facing dwelling on the footprint of Stable Block A would be corrugated curved metal sheet to emulate that of an early Dutch barn as used for the hay storage. The proposed dwelling to east of the site on the footprint of stable Block C would have a handmade plain clay tile roof with bonnets to hips. As this building is closer to the road, the roof would appear more like a rural farm house using the vernacular material in a traditional form. Both buildings will naturally weather with age and blend into the tall

	trees and hedging that form a tight curtilage on the level section of this site.
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4.8 Further details of the development are as follows:

Site area	0.15 hectares
Proposed parking spaces	8
Parking standard	Accessibility –low accessibility. Required spaces would be 2 per dwelling (4 in total)
Net increase in dwellings	2

5.0 Policy Context

5.1 Designation

Metropolitan Green Belt

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)
CS2 (Valued landscapes and the natural environment)
CS3 (Green Belt)
CS10 (Sustainable Development)
CS11 (Sustainable Construction)
CS12 (Infrastructure delivery)
CS13 (Housing delivery)
CS14 (Housing Needs)
CS15 (Affordable Housing)
CS17 (Travel Options and Accessibility)

5.3 Reigate & Banstead Development Management Plan 2019

DES1 (Design of New development)
DES4 (Housing Mix)
DES5 (Delivering High Quality Homes)
DES8 (Construction Management)
DES9 (Pollution and contaminated land)
TAP1 (Access, Parking and Servicing)
CCF1 (Climate Change Mitigation)
CCF2 (Flood Risk)
INF2: Community facilities
INF3 (Electronic communication networks)
NHE1: Landscape protection
NHE2 (Protecting and enhancing biodiversity and areas of geological Importance)
NHE3 (Protecting trees, woodland area and natural habitats)
NHE5: (Development within the Green Belt)

5.4 Other Material Considerations

National Planning Policy Framework

Supplementary Planning Guidance

Surrey Design 2002
Local Character & Distinctiveness
Design Guide SPD 2021
Climate Change and Sustainable
Construction SPD 2021
SCC Vehicle and Cycle Parking
Guidance 2018

Other

Human Rights Act 1998
Community Infrastructure
Regulations 2010

6.0 **Assessment**

- 6.1 The application site is within the rural area, on developed land where stables and a sand school can currently be found. The area is comprised of scattered residential and commercial buildings set within wider Green Belt location. The principle of acceptability of new development in this location therefore rests upon a number of factors but most crucially the acceptability of such a proposal within the Green Belt.
- 6.2 It is understood that the stables have been run as private stabling, as a domestic equestrian facility until approximately 1 year ago when the use ceased. The tenant has since moved into the neighbouring site with similar stabling facility. The application site remains in private ownership and has been vacant for approximately 1 year. The information provided on the use of the site is a little limited however it is understood that the site has not been used for horse riding lessons or similar sporting activity in recent history, nor as a commercial facility. It is therefore considered that the existing site cannot reasonably be considered a sporting or community facility. As such, it is considered that the proposed re-development of the site would not result in the loss of a community facility or loss of employment use. There is no policy within the Core Strategy or Development Management Plan which specifically resists the loss of equestrian stabling and in this case, for the above reasons, the premises is not considered to constitute a community facility.
- 6.3 To provide some additional comfort around the loss of the stabling facility the applicant has also provided a map showing nearby stabling facilities are not in short supply. Particularly it is noted that there is a site immediately adjacent (falling within the London Borough of Croydon) which is tenanted by the previous tenant of the application site. Furthermore, it was clear on my visit to site that the stabling was not in a good state of repair and would require some remedial works if they were to be used as stabling facilities once again. The sand school in particular appeared no longer functional without some remedial works. The previous tenant is stated to have moved out due to the poor

condition of the site being no longer fit for purpose. There is therefore no objection to the principle of the loss of the existing use. Consideration of the application therefore rests on whether the application is acceptable with regards to various other issues which are set out below.

6.4 The main issues to consider are:

- Impact on the Metropolitan Green Belt
- Design and Character
- Neighbour amenity
- Amenity of occupiers
- Highway and parking matters
- Trees and landscaping
- Affordable housing and Community Infrastructure Levy
- Sustainability and Climate Change
- Flooding and drainage
- Ecology
- Contaminated land
- Other matters

Impact on Metropolitan Green Belt

6.5 The application site is located within the Metropolitan Green Belt. The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and permanence, para 142, NPPF.

6.6 The NPPF states local planning authorities should regard the construction of new buildings as inappropriate in the green belt. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

6.7 Paragraph 154 sets out examples of exceptions that may apply to the above. These include:

- a) buildings for agriculture and forestry;
- b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;
- c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;

- d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- e) limited infilling in villages;
- f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and
- g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:

- not have a greater impact on the openness of the Green Belt than the existing development; or
- not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

- 6.8 With regards to the impact on openness, the National Planning Practice Guidance published advice on the assessment of openness in the Green Belt in July 2019. It states that " Assessing the impact of a proposal on the openness of the Green Belt, where it is relevant to do so, requires a judgment based on the circumstances of the case. By way of example, the courts have identified a number of matters which may need to be taken into account in making this assessment. These include, but are not limited to:
- openness is capable of having both spatial and visual aspects - in other words, the visual impact of the proposal may be relevant, as could its volume;
 - the duration of the development, and its remediability - taking into account any provisions to return land to its original state or to an equivalent (or improved) state of openness; and
 - the degree of activity likely to be generated, such as traffic generation.
- 6.9 The submitted information shows that the proposal seeks to comply with part (g) of the NPPF as above. Thus, firstly, it should be noted that for the purposes of this consideration that the mobile home would be excluded from the definition of Previously Developed Land (PDL) as PDL is only related to permanent/ fixed surface infrastructure. Therefore, any proposal which seeks to ensure no further harm to the openness would need to consider only the permanent structures on site in respect of what land is considered to fall within the definition of PDL. This exemption allows for a change of use and therefore the proposal is potentially acceptable on these grounds.
- 6.10 The previously developed land would effectively be the stables and associated fixed buildings themselves. The stables are permanent lightweight structures with low ridge heights and are partially open sided. The proposed dwellings have therefore been designed as bungalows with low ridge heights of 5m and 3.75m. The existing structures have varying heights with the tallest being approx. 3.5m in maximum height when measured from the submitted plans. The dwellings would therefore hold slightly greater height than the existing. However, the extent of the footprint of the dwellings when compared to the

existing structures has been reduced from 368sqm to 310sqm (15.8% decrease). The volume of built form would also reduce from 900 cubic meters to 802 cubic meters (10.9% decrease). Furthermore, the built form would hold a similar location to the existing stabling and would not spread the level of built form further into the site. The dwellings would be positioned in the location of the two stables currently nearest the boundary. No new built form would be in the position of the existing central stable. Whilst the additional height may result in some minor increased visibility, it is considered that in visual terms the proposal would create an appearance of more space around the proposed dwellings than exists around the existing stables. The visual impact is therefore likely to be neutral in balancing the impact on the openness of the Greenbelt. Thus, in regard to the scale and form of the development, as well as the visual extent of the development, the impact on the openness of the Greenbelt is considered, on balance, to be no greater than the existing.

- 6.11 The level of hardstanding across the site, is stated to not be increased from the existing and the proposal would introduce some additional soft planting. The dwellings would also retain reasonably small and tight curtilages which further reduces the potential for uncontrolled spread of the site into the wider area. Furthermore, it is not considered that the proposed use of two dwellings would result in a significantly different level of potential comings and goings than the existing use of the site. There is the potential for additional domestic paraphernalia and future occupants to extend the dwellings if built out. However, it is considered that such additional extensions or outbuildings could be restricted by way of the removal of permitted development rights to reduce the future potential of increased built form and the spread of urban sprawl within the Metropolitan Greenbelt. A condition relating to the use of the existing sand school in relation to the adjoining field would equally ensure that the dwellings curtilages would not increase and ensure a reduced potential for urban sprawl.
- 6.12 The issue of traffic and highways impacts is considered further below but it is considered likely that the stables when in full use would have created at least as much traffic as the scheme now proposed. At worst this scheme is likely to have a neutral impact upon the character of the surrounding Green Belt in terms of likely traffic.
- 6.13 In view of the above it is considered that the proposal would comply with exemption g) found within paragraph 154 of the NPPF and therefore the principle of the development is acceptable in Green Belt terms.

Design and Character

- 6.14 The application is for the erection of two detached 3-bedroom dwellings within land currently forming stabling on Woodplace Lane. The proposed dwellings would utilise the existing access from Woodplace Lane.
- 6.15 Policy DES1 of the Development Management Plan (DMP) requires new development to be of a high-quality design that makes a positive contribution to the character and appearance of its surroundings. It must, amongst other things, reinforce local distinctiveness, respect the characteristics of the local

neighbourhood and visual appearance of the immediate streetscene, 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 views into and out of the site.

- 6.16 DMP Policy NHE1 seeks to protect the AONB (now Surrey Hills National Landscape) and the Area of Great Landscape Value (AGLV) and part 4 states that:

Throughout the borough, development proposals must:

- a. Respect the landscape character and landscape features of the locality.
- b. Have particular regard to potential impacts on ridgelines, public views and tranquillity, and the effects of light pollution.
- c. Be of a design, siting and scale that is complementary to the landscape and its surroundings.
- d. Use appropriate external building materials, particularly in terms of type and colour, to avoid the development appearing conspicuous in the landscape.
- e. Demonstrate how opportunities have been taken to enhance the immediate and wider setting of the development.
- f. Seek to protect the best and most versatile agricultural land. which relates to development of residential garden land seeks to ensure that backland developments are of high-quality.

- 6.17 The principle of new dwellings in this location is considered reasonable in Green Belt terms as discussed above. The resultant dwelling and plot sizes are also considered to retain a scale sufficiently commensurate with the surrounding mixed and scattered residential examples. The dwellings would face toward one another but would hold approximately 14m spacing between the two and some spacing to the side boundaries. Surrounding properties vary significantly in scale and plot size due to the rural location. Those proposed are considered sufficiently in keeping so as to not appear overly cramped.

- 6.18 The design of the dwellings would be reasonably traditional for a rural location, utilising a more rural design character and material finish. A timber cladding is proposed to the walls and the roof of the dwelling nearest the road would have a plain clay tile roof resulting in a rural farmhouse design. The dwelling set further into the site would be most visible from the valley to the northeast. It would have a Dutch barn style roof of metal sheeting and timber clad walls. The design from the valley could easily be taken for an agricultural barn building and the style of roof reduces the overall height and in turn the visual prominence of the building. As such, the materiality and design of the dwellings is considered to reflect the rural character of this location. There is a mixture of buildings in the immediate area, varying from farm buildings, residential dwellings of varying design and stabling. Thus, in this location there is not necessarily a predominance of any design or materiality. The design proposed is considered an acceptable approach given this mixed characteristic. Full material details would be required by condition to ensure the quality of the materials would be acceptable and would not look out of place in this location.

- 6.19 The dwellings would be well screened from most views through a mix of retained soft landscaping and that proposed. The site also sits below road level and the low form of development (bungalows) ensures that any views when travelling along the road would be more fleeting. Some views of the countryside beyond would still be visible as with the current situation. Clearly the dwellings would hold some visibility from the valley below. However, this would not be particularly above the views of the existing stable buildings, particularly with regard to the dwelling to this side of the site with a ridge height of just 3.75m. As above, the design of this dwelling would equally not look wholly out of place in a rural location such as this. Therefore, those views which would be possible are not considered to result in unacceptable harm to the character of the area.
- 6.20 The site layout would include the retention of numerous mature trees and the introduction of soft landscaping particularly around the edges of the site and in dividing up into two plots. Furthermore, the existing sand school would be given over to further soft landscaping. The design statement suggests this would include herbal leys and indigenous hedging. The exact details and balance of hard and soft landscaping has not been fully provided but it is considered an acceptable balance could easily be retained and that retained would be an improvement on the existing site. It is notable that the existing site includes significant hardstanding leading down to and around the stabling. A better balance than currently exists would be achieved with the reduced footprint of built form and introduction of additional hedging. The spacing around the dwellings and planting between the dwellings would ensure that the site would not appear overly cramped. Full details of the landscaping can be secured by condition to ensure such a balance and to ensure that the site would not become overly hard landscape dominated.
- 6.21 The application site falls within an Area of Great Landscape Value (AGLV) as set out above. The low-level ridgelines, reasonably small scale of development, material palette and introduction of additional hedging help to ensure that no significant harm would arise to the AGLV.
- 6.22 The proposed dwellings and associated works are considered an acceptable reflection of development within this locale, taking account of the varying factors set out above. The dwellings would be set in reasonable plots, would be of a design in keeping with the rural character of the area and would be served by sufficient off-street parking whilst balancing acceptable levels of soft landscaping. It is considered therefore that the quantum of development and the design of the dwelling and associated works is appropriate on this site and that the proposal complies with both policies DES1 and NHE1 of the Development Management Plan.

Neighbour amenity

- 6.23 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.

- 6.24 In this instance the site is reasonably isolated within its rural location. There are no buildings immediately to the northeast of the site and those to the southwest hold separation distances of over 15m and are set at a higher ground level. Together with the single storey nature of the dwellings proposed and the level of tree cover these factors ensure no harm would arise here. Equally, whilst there are some buildings to the southwest behind the existing sand school these would be approx. 34m from any part of either new dwelling. Given the low scale of development proposed such separation is more than sufficient to bring about no particular concern.
- 6.25 To the northeast, with access adjacent to the access here, is another set of stabling. This falls outside the Borough Boundary within the boundary of London Borough of Croydon. It is therefore notable that Croydon raised no objection to the application. Croydon did request that views of any of their residents would be taken into account and such views will be discussed further within this report. However, the Council presumably considered that no harm worthy of objection would arise to the neighbouring stables. Neither of the proposed dwellings would be within 11m of any part of the structures within this stable site and would be much further separated from the main block of stable buildings. The site also sits at a slightly lower land level and the dwellings would be of bungalow design with low overall heights. As such, it is not considered that any loss of light or outlook would arise, nor the potential for an overbearing relationship. Whilst there would be some windows which would face towards this stabling site, they would be at ground floor level and together with the site level changes and separation distances, ensure no harmful overlooking would arise either.
- 6.26 The proposal would bring about a change in use and therefore the potential for differing noise and disturbance. However, the application only calls for two new dwellings meaning the level of activity would be reasonably low on a domestic scale. Further, there are plenty of examples of either clustered or individual dwellings nearby and along Woodplace Lane. It is not considered that the introduction of two additional dwellings would result in a harmful impact in these regards.
- 6.27 Objection has been raised from neighbouring properties regarding a number of concerns including inconvenience during construction. Some inconvenience may occur during the construction of the proposal; however, this is part and parcel of development and would not form a sustainable reason for refusal and would cease upon the completion of the construction. Statutory nuisance legislation does however exist to control any significant harm that may occur from unacceptable noise or other pollution.
- 6.28 Consequently, it is considered that the proposal would not cause significant or material harm to the amenity of neighbouring properties and therefore, the proposal complies in this regard with policy DES1.

Amenity of occupiers

- 6.29 Policy DES5 requires that all new residential development must provide high quality adaptable accommodation and provide good living conditions for future occupants. It further advises that new accommodation must meet the relevant nationally prescribed internal space standard (NDSS) for each individual unit unless the Council considers that an exception should be made.
- 6.30 The proposed residential units would be 3-bed, 6-person dwellings and have a gross internal floor area (GIA) of 106 and 110 square metres, excluding the additional garaging. This would meet the minimum NDSS requirement of 95sqm for such dwellings. The bedrooms would equally be of sufficient size to meet the requirements of the NDSS and would have adequate built-in storage. A sectional drawing through the building has not been provided, but based on the elevations, a 2.3m ceiling height for 75% of the floor area looks easily achievable. Each bedroom and the main living rooms would have sufficient window size to allow for acceptable levels of light and outlook.
- 6.31 The resultant plot sizes are considered to create an adequate level of amenity for future occupants with acceptable private outdoor amenity space.
- 6.32 It is considered therefore that the proposal complies in this regard with Policy DES5.

Highway and Parking Matters

- 6.33 Policy TAP1 states that, all types of development across the borough is required to provide safe and convenient access for all road users, taking account of cumulative impacts, in a way which would not unnecessarily impede the free flow of traffic on the public highway, or compromise pedestrians or any other transport mode, including public transport and cycling.
- 6.34 Surrey County Highways, as the County Highway Authority (CHA) has been consulted in respect of the scheme and have raised no objection in regard to the safety of the site and the parking provision subject to conditions.
- 6.35 Many contributors raised concern with highway safety at this location, highlighting the narrow road, speed at which cars often travel down the road and the impact of such a development in this regard. The main access would utilise the existing access and therefore there would be no significant change in the potential for road users to cause highway safety concerns when entering and exiting the site. Further the introduction of two dwellings would not result in significant car movements above and beyond what might be possible for the existing use of the site. The CHA equally did not raise any concerns from a highway safety perspective, nor did London Borough of Croydon as the neighbouring authority.
- 6.36 Whilst no objections were raised on these points from the County Highway Authority, objections have been received, from them, to this scheme as a result of the introduction of dwellings into an unsustainable location as it is not easily

accessible by modes of transport other than the private car. They set out that the site is not located within a reasonable walking distance from key services and facilities such as jobs, shops, schools, health and leisure facilities. It is assumed therefore that residents of the proposed development would be heavily dependant on the private car for access to normal day to day services and facilities.

- 6.37 Notwithstanding this advice however, the CHA acknowledges that there are three dimensions to sustainable development - economic, social and environmental - hence the sustainability of the site should not be assessed purely in terms of transport mode and distance. The Development Management Plan and national policies make specific provision for rural development and whilst sustainably located development is encouraged it is a matter of individual assessment as to whether any scheme would cause such harm to issues of sustainability and other issues as to warrant a refusal of permission. The NPPF acknowledges that "opportunities to maximise sustainable transport solutions will vary between urban and rural areas".
- 6.38 In this instance the site would comprise previously developed land and paragraph 154 of the NPPF opens up the opportunity for new development that is not predicated upon the location of the site. There is no evidence to suggest that it would cause any adverse highways impacts, it would relate to two modest scaled houses that are not considered to vary significantly from many other rural schemes involving for instance the conversion or change of use of agricultural buildings for residential use, or small private stable blocks, in rural areas, that inevitably result in some additional traffic and similar dependency on the private car. Further, numerous varying residential dwellings are found in close proximity to this site. In view of these points, it is not considered that the impacts of this one scheme would be so harmful as to warrant a refusal of permission on sustainability grounds.
- 6.39 Many comments from neighbouring properties related to the potential issue of delivering lorries etc during the building process. Such issues are understandable given the size of the access road, which is quite narrow. As such, a condition requiring submission of a Construction Transport Management Plan would be added to any grant of permission to ensure that these potential issues can be managed.
- 6.40 The site is located in an area which is assessed as having a low accessibility rating. In such areas, Annex 4 of the Council's Development Management Plan sets out the minimum parking standard of 2 spaces for the proposed size of dwelling. The proposed dwellings would benefit from two parking spaces each (though the exact positioning has not been defined on the plans and would need to be identified within a landscaping scheme to be submitted) and a two-bay car garage. The double garage would be 6m in width. The DMP notes 'garages will only be counted as car parking spaces if they are a minimum of 3.5m by 6m. The minimum standard of a 3.5m wide garage would allow for 0.75m either side for door opening and circulation. 2 cars (2m x 2) + 0.75m to each side wall (0.75m x 2) + a minimum of 1m circulation between the cars would require a

minimum of 6.5m in width for a garage to be considered to provide 2 parking spaces. In this instance the garage is therefore counted as 1 additional space. The resultant parking spaces would still however easily exceed the requirements of the additional dwellings as set out within Annex 4 of the DMP.

- 6.41 In light of the above considerations the scheme is considered to comply with Policy TAP1 of the DMP 2019 with regard to highway safety, capacity and policy grounds and would therefore be acceptable.

Trees and Landscaping

- 6.42 The application site and some surrounding sites host a number of mature trees. Some of the trees would potentially be impacted by the proposed development. Information in this regard was submitted with the application. The Tree Officer has reviewed this and commented:

'My comments are based on a desk top review of the arboricultural report submitted with this application. Whilst none of the existing trees are key components they are part of the landscape and any proposed development must take this into account. With this in mind the arboricultural report demonstrates the scheme has been designed to ensure they can be incorporated and continue to be part of the landscape.'

- 6.43 The Tree Officer has recommended a condition is added to any permission in order to facilitate this tree protection. Coupled with a landscaping condition it is considered that the soft landscaping on this site can be managed and improved to a suitable standard and will enhance the character of the area. Subject to these conditions being complied with, it is considered that the proposal complies in this regard with policy NHE3.

Ecology

- 6.44 The application site includes varying mature trees and is nearby to an area of Ancient Woodland, also registered as a site of Potential Nature Conservation Importance. The site also falls within an Area of Great Landscape Value. Policy NHE2 of the DMP expects that development proposals be designed, wherever possible, to achieve a net gain in biodiversity and retain and enhance other valued priority habitats and features of biodiversity importance.
- 6.45 Following consultation to Surrey Wildlife Trust and in light of the above a Preliminary Ecological Appraisal was submitted. The reports recommend a number of measures to be taken should the development go ahead. Whilst it notes that some scrub will be lost with the development the introduction of new planting will balance the ecological impact. The removal of the sand school area and additional planting in particular will enhance the ecological value of this part of the site.
- 6.46 Surrey Wildlife Trust have reviewed these reports and have raised no objection

to the scheme subject to a condition. In conjunction with this condition a landscaping scheme is also recommended. Therefore, subject to such conditions, it is considered that the proposal is acceptable in regard to its ecological impact.

Affordable Housing and Community Infrastructure Levy

- 6.47 Development Management Plan DES6 states that on developments providing 11 or more homes, 30% of the homes on site should provide affordable housing. This supersedes the Core Strategy policy CS15 in its entirety.
- 6.48 In view of this, the Council is not presently requiring financial contributions from applications such as this resulting in a net gain of 10 units or less.
- 6.49 The Community Infrastructure Levy (CIL) is a fixed charge which the Council has been collecting from some new developments since 1 April 2016. It will raise money to help pay for a wide range of infrastructure including schools, roads, public transport and community facilities which are needed to support new development. This development would be CIL liable although the exact amount would be determined and collected after the grant of planning permission.

Sustainability and Climate Change

- 6.50 Policy CCF1 of the Councils Development Management Plan 2019 seeks to ensure that all new development contributes to reducing carbon emissions and improving water efficiency. Following the recent changes to building regulations energy efficiency measures are now in excess of the 19% requirement. Therefore, it is not considered reasonable or necessary to include a condition requiring the 19% improvement. The water efficiency measures are still however required. Therefore, in the event that planning permission were to be granted, a condition requiring demonstration that it will meet the national water efficiency standard of 110litres/person/day would be attached.
- 6.51 A condition would also be recommended to ensure that each dwelling is fitted with access to fast broadband services in accordance with policy INF3 of the DMP should permission have been granted.

Flooding and Drainage

- 6.52 Numerous objections raised concerns with drainage and flooding in regard to this application. The site does not fall within flood zones 2 or 3 nor within an area at risk of surface water flooding. The submitted documentation indicates that existing soakaways will be utilised on site together with permeable paving and rainwater harvesting. In this instance given the site is within Flood Zone 1 and outside an area at risk of surface water flooding, it is not considered that these issues would warrant refusal. The documentation is silent on foul drainage and the exact details of the surface water drainage are absent. Furthermore, the Environment Agency raised no objection subject to conditions relating to drainage. As such, whilst there is no objection in principle it is

recommended conditions relating to surface water and foul drainage is added to any grant of consent. Subject to such conditions, there is no objection in respect to potential issues with the new development on flooding and drainage. The proposal is therefore considered to be in accordance with policy CCF2 of the DMP.

Contaminated Land

- 6.53 The Contaminated Land Officer and Natural England both reviewed the application. There was a potential for ground contamination to be present identified on and/or in close proximity to the site. As such conditions were recommended to ensure that ground contamination was taken into consideration within the building process. The conditions would require the submission of further information prior to commencement and prior to occupation. Natural England also recommended conditions relating to drainage (discussed elsewhere) and in relation to the type of foundation used within the building process. Natural England's recommended contaminated land condition has been omitted as it is sufficiently covered by the various conditions recommended by the contaminated land officer. Subject to such conditions however it is considered that the proposal would be acceptable with regard to contaminated land considerations in regard to policy NHE9 of the DMP and the provisions of the NPPF.

Other Matters

- 6.54 As set out above representations were received from a number of local residents. These raised a number of concerns with the proposal including in regard to a number of items not considered above. These are therefore considered here. Issues already covered have not been repeated.
- 6.55 Comments in regard to loss of private view are not considered to be reason to refuse such an application. The siting of the dwellings would be such that views would be minimal for all surrounding properties. Equally, the separation distances between dwellings are considered acceptable and there is no right to a view under planning policy or guidance. All surrounding dwellings would retain acceptable light and outlook in line with policy as set out above.
- 6.56 The application site does not fall within or in close proximity to a Conservation Area or Listed Building and therefore this is not a material consideration of this application.
- 6.57 Representations have also been received regarding health fears and crime fears; however it is considered that the nature of the proposed development would not give rise to any health or crime issues.
- 6.58 Representations also comment in regard to restrictive covenants. No evidence has been provided that the proposal would be in conflict with any restrictive covenants. Furthermore, such issues are not a material consideration of a planning application.

- 6.59 Many comments related to the site setting a precedent for further Green Belt development. Any application must be considered on its own merits and against both national and local policies. Refusing such an application on these grounds would be unreasonable, as this application must be considered on its own merits alone. Any further applications for nearby development would similarly be subject to such scrutiny.
- 6.60 The proposal would inevitably bring about the potential for additional light pollution. However, the development is reasonably small scale with only two dwellings and the existing lighting for the sand school would be removed. The condition proposed by Surrey Wildlife Trust would also require a Sensitive Lighting Management Plan. On balance, it is not considered that there would be a significantly greater increase in light pollution as a result of the proposed development and any lighting would be managed by such a condition.

CONDITIONS

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

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.

Note: Should alterations or amendments be required to the approved plans, it will be necessary to apply either under Section 96A of the Town and Country Planning Act 1990 for non-material alterations or Section 73 of the Act for minor material alterations. An application must be made using the standard application forms and you should consult with us, to establish the correct type of application to be made.

Plan Type	Reference	Version	Date Received
Existing Plans	2415-02		05.02.2024
Location Plan	UNNUMBERED		20.03.2024
Block Plan	01	A	20.03.2024
Proposed Plans	02	A	20.03.2024
Proposed Plans	03	A	20.03.2024
Survey Plan	2415		23.01.2024

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

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

3. No development shall take place above slab level until written details of the

materials to be used in the construction of the external surfaces, including fenestration and roof, have been submitted to and approved in writing by the Local Planning Authority, and on development shall be carried out in accordance with the approved details.

Reason: To ensure that a satisfactory external appearance is achieved of the development with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

4. 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 Development Management Plan 2019 Policy DES1.

5. 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 - 7kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason: In recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2023 to accord with the National Planning Policy Framework 2023 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

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

Reason: In recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2023 to accord with the National Planning Policy Framework 2023 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

7. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with a scheme to be submitted to and approved in writing by the LPA 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 condition is required in order that the development should

not prejudice highway safety nor cause inconvenience to other highway users and to accord with the NPPF and Reigate and Banstead Development Management Plan policy TAP1.

8. No drainage systems infiltration of surface water drainage into the ground is permitted other than with the written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants in line with paragraph 180 of the National Planning Policy Framework.

9. Development hereby approved shall not commence until a foul drainage strategy, detailing how the developer intends to ensure that appropriate foul drainage is implemented with a connection to foul sewer, has been submitted to and approved by, the local planning authority in consultation with the water undertaker and Environment Agency. The development shall be constructed in line with the agreed detailed design and recommendations of the strategy.

Reason To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution in line with paragraph 180 of the National Planning Policy Framework.

10. 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 outbuildings, extensions or roof enlargements permitted by Classes A, B or E of Part 1 of the Second Schedule of the 2015 Order (as amended) shall be constructed without the prior approval of the Local Planning Authority.

Reason: To control any subsequent enlargements in the interests of the visual and residential amenities of the locality and to ensure that the development does not result in inappropriate development within the Metropolitan Green Belt with regard to Reigate and Banstead Development Management Plan 2019 policies DES1 and NHE5 and the provisions of the National Planning Policy Framework 2023.

11. No development shall commence until a Landscape and Ecological Management Plan (LEMP), which includes a Sensitive Lighting Management Plan, has been submitted to and approved in writing by the local planning authority (LPA). The LEMP should be based upon the recommendations in the Preliminary Ecological Appraisal (by Ecology Partnership dated April 2024), should be prepared by a suitably qualified and experienced ecologist. and should include, but not be limited to the following:

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.

- d) Appropriate management options for achieving aims and objectives.
- e) Details for implementation of the plan
- f) Ongoing monitoring and remedial measures
- g) Sensitive Lighting Management Plan
- h) Monitoring strategy, including details of how contingencies and/or remedial action will be identified, agreed, and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.
- i) Ecological Enhancement Plan for Species and Habitats.
- j) Evidence of providing net gains for biodiversity.

Reason: To ensure that any potential impact to protected species is adequately mitigated and the proposal will provide net gains for biodiversity in accordance with the provisions of the National Planning Policy Framework and policy NHE2 of the Development Management Plan 2019.

12. No development shall commence on site until a scheme for the soft and hard landscaping (including hard surfacing and any street furniture), including details of existing landscape features to be retained or pruned, has been submitted and approved in writing by the local planning authority. The landscaping scheme shall include details of hard and soft landscaping, including any tree removal/retention planting plans, written specifications (including cultivation and other operations associated with tree, shrub, and hedge or grass establishment), schedules of plants, noting species, plant sizes and proposed numbers/densities and an implementation and management programme. The scheme shall also include full details of the landscaping proposed within the existing sand school.

All hard and soft landscaping work shall be completed in full accordance with the approved scheme, prior to first occupation of the approved development 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 or any existing plants/hedging retained in accordance with this condition which are removed, die or become damaged or become diseased within five years of planting shall be replaced within the next planting season by trees, and shrubs of the same size and species.

Reason: To ensure good 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 Borough Development Management Plan 2019 policies NHE3 and DES1, British Standards including BS8545:2014 and British Standard 5837:2012.

13. No development shall commence including groundworks preparation and demolition until all related arboricultural matters, including arboricultural supervision, monitoring and tree protection measures are implemented in strict accordance with the approved details contained in the arboricultural report by ACS (Trees) Ltd dated 6/12/23, reference aiams1/Starshaw/2023

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

14. 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,

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.

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

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

16. No development shall commence until a Construction Transport Management Plan, to include details of:
- (a) parking for vehicles of site personnel, operatives and visitors
(b) loading and unloading of plant and materials
(c) storage of plant and materials
(d) programme of works (including measures for traffic management)
(e) provision of boundary hoarding behind any visibility zones
(f) vehicle routing

- (g) measures to prevent the deposit of materials on the highway
- (h) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
- (i) 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: 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, Reigate and Banstead Core Strategy 2014 Policy CS17 and Reigate and Banstead Development Management Plan 2019 policies TAP1 and DES8.

17. The garages to serve the dwellings hereby approved shall be constructed prior to first occupation of the dwellings, shall be retained and maintained for their designated purposes in perpetuity and shall not be converted to habitable accommodation without the prior consent in writing of the Local Planning Authority.

Reason: To ensure that the proposed development provides adequate parking provision and in the interests of residential amenities in accordance with Policies DES1, TAP1 and Annex 4 of the Reigate & Banstead Development Management Plan 2019.

18. Prior to commencement of development a written comprehensive environmental desktop study report (preliminary risk assessment) 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 Land Contamination: Risk Management Guidance (2020) 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 the Reigate and Banstead Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

19. Prior to commencement of development, in follow-up to the environmental desktop study (preliminary assessment), 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. Please note this means a proposal is required to

be submitted and approved prior to actually undertaking a Site Investigation.

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 the Reigate and Banstead Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

20. 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 Land Contamination: Risk Management Guidance (2020) 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 inline 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 the Reigate and Banstead Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

21. 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 have regard to 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 the Reigate and Banstead Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

22. 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 the Reigate and Banstead Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

23. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated by a piling risk assessment that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants in line with paragraph 180 of the National Planning Policy Framework.

24. The existing sand school shall be landscaped in accordance with the details submitted under condition 12 of this permission, once approved, and shall thereafter be maintained and retained in association with the neighbouring field as defined within the submitted Design and Access Statement and shall not form part of the curtilages of the dwellings hereby approved.

Reason: The above condition is required in the interests of the visual amenities of the locality and to ensure that the development does not result in inappropriate development within the Metropolitan Green Belt with regard to Reigate and Banstead Development Management Plan 2019 policies DES1 and NHE5 and the provisions of the National Planning Policy Framework 2023.

INFORMATIVES

1. 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. Electric Vehicle Charging Points shall be provided in accordance with the Surrey County Council Vehicular, Cycle and Electric Vehicle Parking Guidance for New Development 2022. Where undercover parking areas (multi-storey car parks, basement or

undercroft parking) are proposed, the developer and LPA should liaise with Building Control Teams and the Local Fire Service to understand any additional requirements. If an active connection costs on average more than £3600 to install, the developer must provide cabling (defined as a 'cabled route' within the 2022 Building Regulations) and two formal quotes from the distribution network operator showing this.

2. 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).
3. The applicant is expected to ensure the safe operation of all construction traffic to prevent unnecessary disturbance, obstruction or inconvenience to other highway users. Care should be taken to ensure that the waiting, parking, loading and unloading of construction vehicles does not hinder the free flow of any carriageway, footway, bridleway, footpath, cycle route, right of way or private driveway or entrance. The developer is also expected to require their contractors to sign up to the "Considerate Constructors Scheme" Code of Practice, (www.ccscheme.org.uk) and to follow this throughout the period of construction within the site, and within adjacent areas such as on the adjoining public highway and other areas of public realm.
4. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.
5. It is the responsibility of the developer to provide e-bike charging points with socket timers to prevent them constantly drawing a current over night or for longer than required. Signage should be considered regarding damaged or shock impacted batteries, indicating that these should not be used/charged. The design of communal bike areas should consider fire spread and there should be detection in areas where charging takes place. With regard to an e-bike socket in a domestic dwelling, the residence should have detection, and an official e-bike charger should be used. Guidance on detection can be found in BS 5839-6 for fire detection and fire alarm systems in both new and existing domestic premises and BS 5839-1 the code of practice for designing, installing, commissioning, and maintaining fire detection and alarm systems in non-domestic buildings.
6. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at <https://firesprinklers.org.uk/>
7. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions. Further information can be found on the Council website at: Climate Change Information.
8. 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. All developer enquires on recycling and refuse bin ordering, collections and discussing waste matters is via our department email address RC@reigate-banstead.gov.uk . Please also note our website area for developers https://www.reigate-banstead.gov.uk/info/20062/recycling_and_refuse/392/fees_for_recycling_and_refuse_services/3.

9. The applicant is advised that the Borough Council is the street naming and numbering authority and you will need to apply for addresses. This can be done by contacting the Address and Gazetteer Officer prior to construction commencing. You will need to complete the relevant application form and upload supporting documents such as site and floor layout plans in order that official street naming and numbering can be allocated as appropriate. If no application is received the Council has the authority to allocate an address. This also applies to replacement dwellings. If you are building a scheme of more than 5 units please also supply a CAD file (back saved to 2010) of the development based on OS Grid References. Full details of how to apply for addresses can be found http://www.reigate-banstead.gov.uk/info/20277/street_naming_and_numbering
10. The use of a suitably qualified arboricultural consultant is essential to provide acceptable supervision and monitoring in respect of the arboricultural issues in respect of the above condition. All works shall comply with the recommendations and guidelines contained within British Standard 5837.
11. 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.

12. 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'.

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.

13. Only clean uncontaminated water should drain to the surface water system. Roof drainage shall drain directly to the surface water system (entering after the pollution prevention measures). Appropriate pollution control methods (such as trapped gullies and interceptors) should be used for drainage from access roads and car parking areas to prevent hydrocarbons from entering the surface water system. There should be no discharge into land impacted by contamination or land previously identified as being contaminated. There should be no discharge to made ground. There must be no direct discharge to groundwater, a controlled water.
14. You should discharge your waste water to the public foul sewer whenever it's reasonable to do so. You do not need an environmental permit to do this. To find out if there is a public foul sewer near your property, contact your local water company. You may also need to ask your neighbours if their properties are connected to the public foul sewer, as water companies' maps may not show all their sewers near you. You must check with your sewerage undertaker (usually your local water company) before you:
 - make a new connection to the public sewer
 - discharge anything other than domestic sewage
15. Piling can result in risks to groundwater quality by mobilising contamination when boring through different bedrock layers and creating preferential pathways. Thus it should be demonstrated that any proposed piling will not result in contamination of groundwater. If Piling is proposed, a Piling Risk Assessment must be submitted, written in accordance with EA guidance document "Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination: Guidance on Pollution Prevention. National Groundwater & Contaminated Land Centre report NC/99/73".

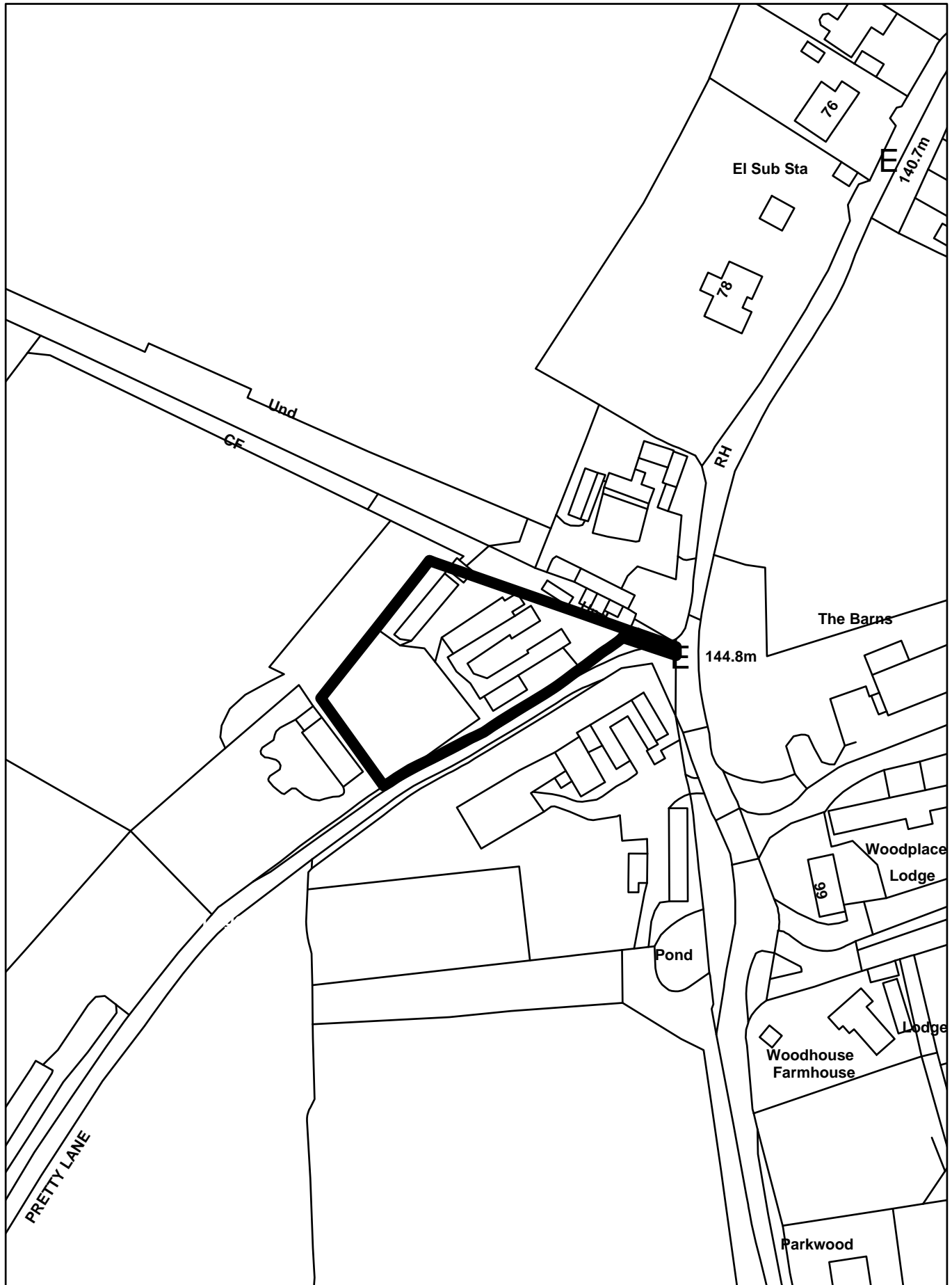
REASON FOR PERMISSION

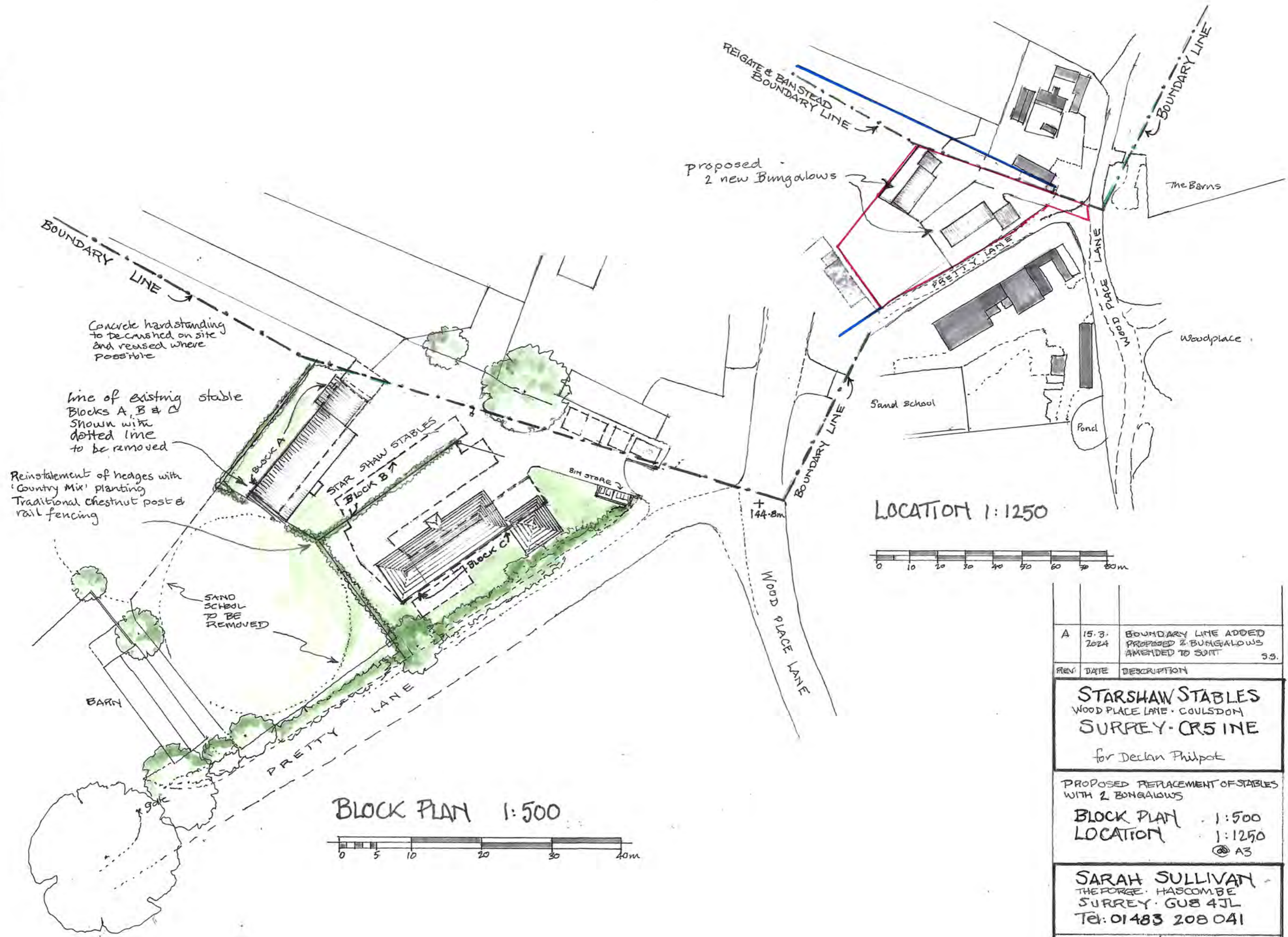
The development hereby permitted has been assessed against development plan policies DES1, DES4, DES5, DES8, DES9, TAP1, CCF1, CCF2, INF2, INF3, NHE1, NHE2, NHE3, NHE5 and material considerations, including third party representations. It has been concluded that the development is in accordance with 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.

24/00136/F - Star Shaw Stables, Woodplace Lane, Hooley





Concrete hardstanding to be crushed on site and reused where possible

line of existing stable Blocks A, B & C shown with dotted line to be removed

Reinstatement of hedges with 'Country Mix' planting
Traditional Chestnut post & rail fencing

SAND SCHOOL TO BE REMOVED

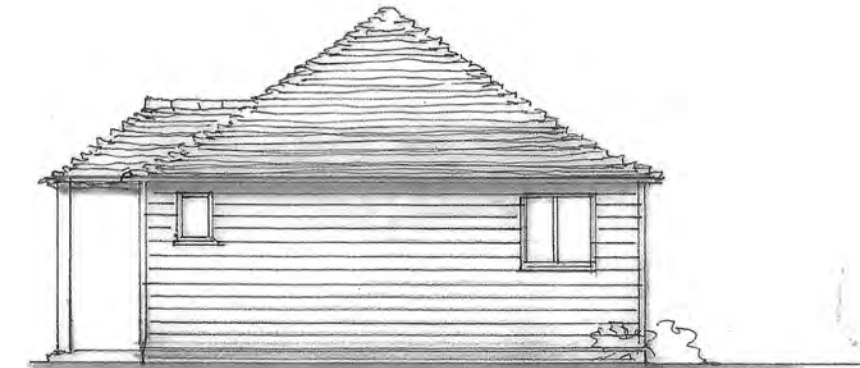
BLOCK PLAN 1:500
0 5 10 20 30 40m

LOCATION 1:1250
0 10 20 30 40 50 60 70 80m

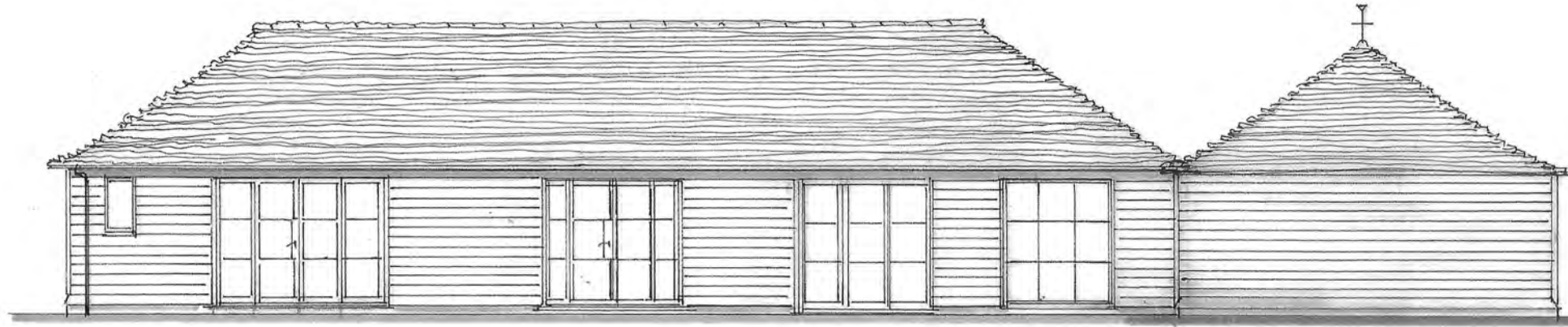
REV	DATE	DESCRIPTION
A	15.3.2024	BOUNDARY LINE ADDED PROPOSED 2 BUNGALOWS AMENDED TO SUIT
		S.S.
STARSHAW STABLES WOOD PLACE LANE • COULSDON SURREY • CR5 1NE for Declan Philpot		
PROPOSED REPLACEMENT OF STABLES WITH 2 BUNGALOWS BLOCK PLAN 1:500 LOCATION 1:1250 © A3		
SARAH SULLIVAN THE PORGE • HASCOMBE SURREY • GU8 4JL Tel: 01483 208 041		
DATE: JAN. 2024	DWG# 2308 01A	



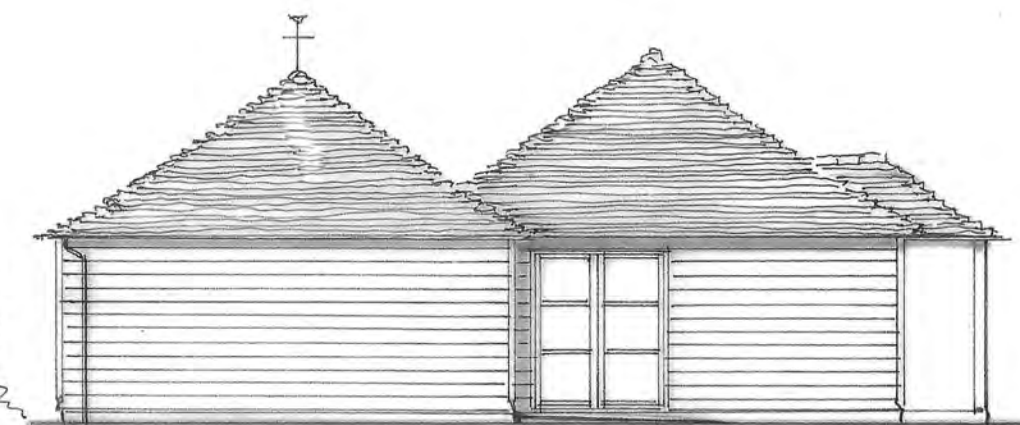
NORTH-WEST ELEVATION



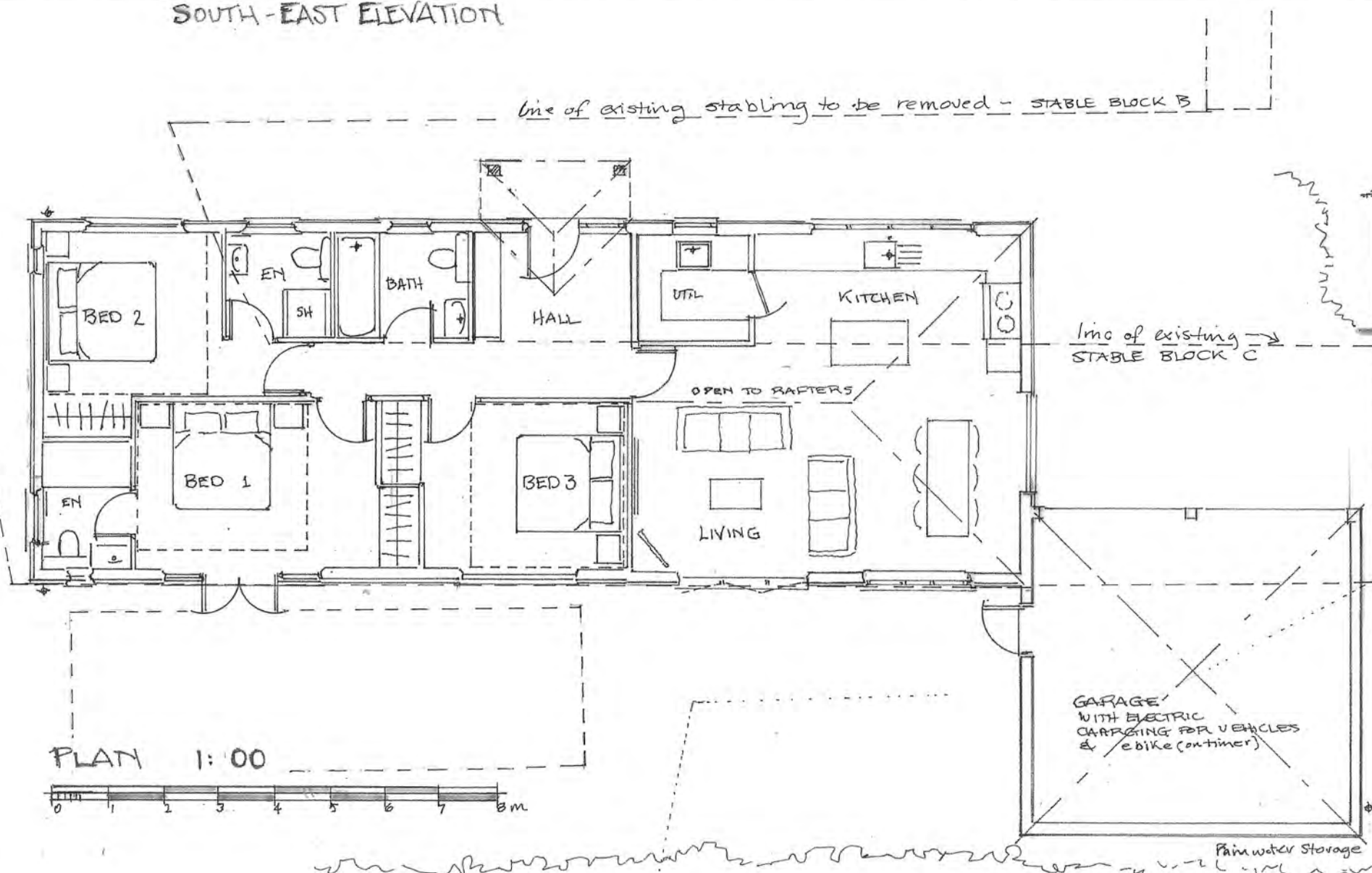
SOUTH WEST END ELEVATION



SOUTH-EAST ELEVATION



NORTH EAST END ELEVATION



REV	DATE	DESCRIPTION
A	15.3.2024	LINE OF EXISTING STABLE BLOCKS B & C SHOWN DOTTED

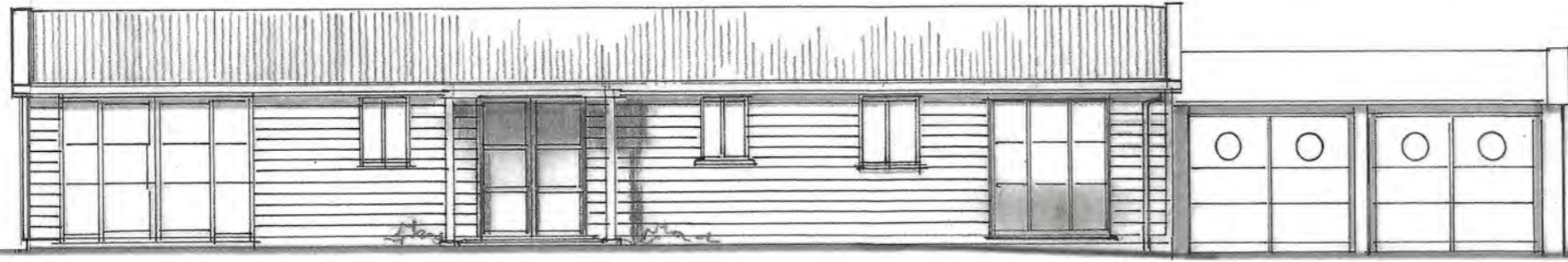
STARSHAW STABLES
WOODPLACE LANE · COULSDON
SURREY · CR5 1NE
for Declan Philpot

PROPOSED REPLACEMENT OF STABLES WITH 2 BUNGALOWS

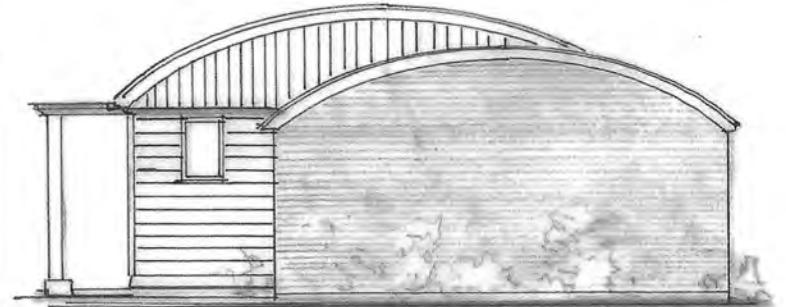
GROUND FLOOR
PLAN & ELEVATIONS 1:100

SARAH SULLIVAN
THE FORGE · HASCOMBE
SURREY · GU8 4JL
Tel: 01483 208 041

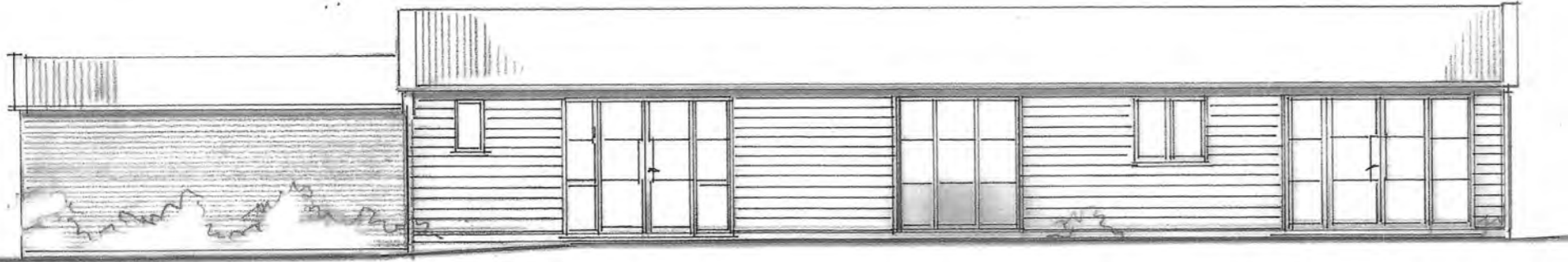
DATE: JAN 2024 DWG# 2308 03A



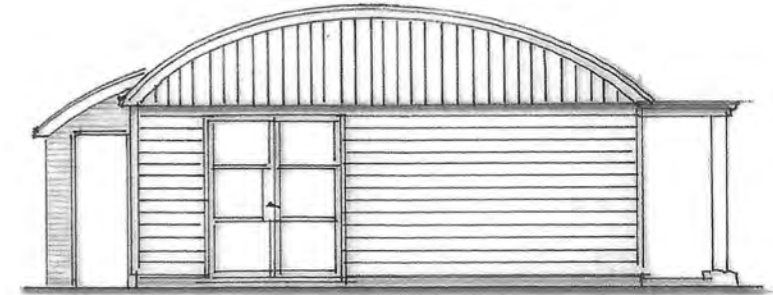
YARD SIDE ELEVATION



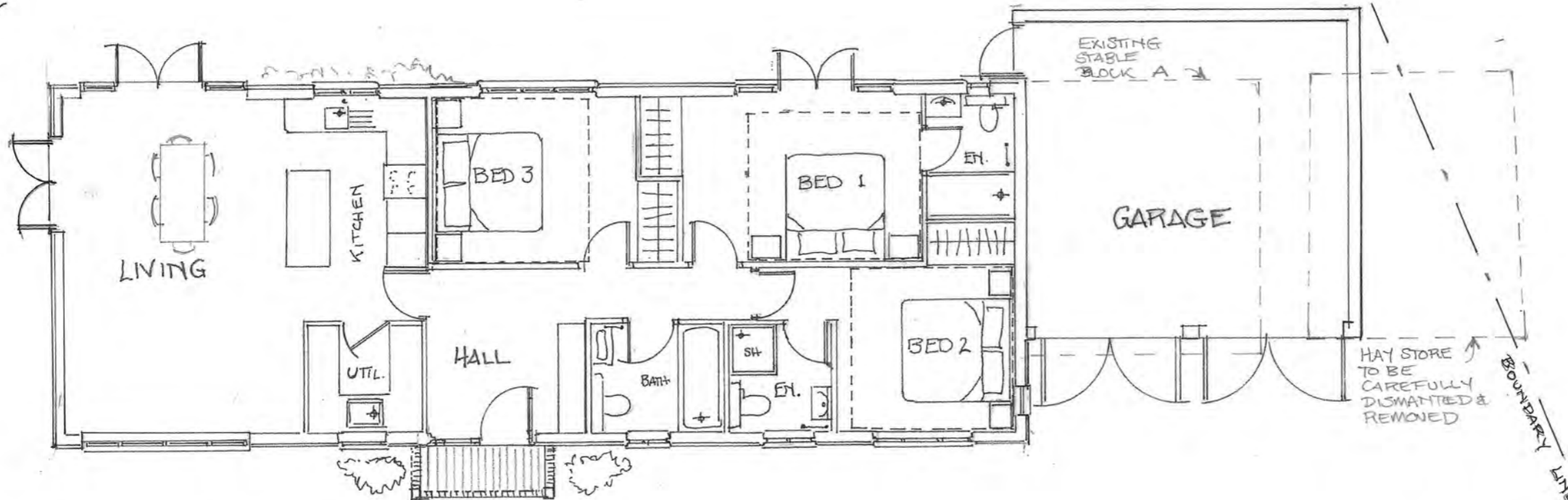
NORTH END



FIELD SIDE ELEVATION



SOUTH END



PLAN 1:100



REV	DATE	DESCRIPTION
A	15.3.2024	BUNGALOW REDUCED IN LENGTH & REALIGNED TO TAKE INTO ACCOUNT BOUNDARY LINE S.S
STARSHAW STABLES WOODPLACE LANE · COULSDON SURREY · CR5 1NE for Declan Philpot		
PROPOSED REPLACEMENT OF STABLES WITH 2 BUNGALOWS GROUND FLOOR PLAN & ELEVATIONS		
		1:100 @ A3
SARAH SULLIVAN - THE FORGE · HASCOMBE SURREY · GUB 4JL TEL: 01483 208 041		
DATE: JAN 2024		DWG#: 2308 02A