

ITEM 5.3

Application: 2021/1922

Location: Land to the rear of The Parade Westmore Green Tatsfield TN16 2AQ

Proposal: Demolition of existing buildings Erection of 2x duplex flats, parking & landscaping.

Ward: Tatsfield and Titsey

Constraints -, ASAC, AWOOD, Biggin Hill Safeguarding, DIVGB, TDC Land Terrier, Local Roads, D, T and X, SPZ 3.

RECOMMENDATION:

REFUSE

1. This application is reported to Committee following a Member request.

Summary

2. The application site is in the Defined Village in the Green Belt of Tatsfield, and as a Green Belt settlement, as defined by Core Strategy Policy CSP1 small scale redevelopment and infilling would be required to be of a high standard of design in order to protect the character of the settlement.
3. The site is also considered to be a 'brownfield' site which has been previously developed and as such the partial or complete redevelopment of previously developed land is permitted, provided it is in character with the village and subject to Development Plan Policies.
4. The proposal would entail the redevelopment of land and the provision of a pair of 2-bed duplex flats, with parking and amenity. The land currently accommodates ramshackle single storey buildings for storage/garaging purposes on Westmore Green Tatsfield.
5. The proposal follows on from the earlier refusal in 2020, refused for 6 reasons. The reasons included a cramped overdeveloped scheme significantly detrimental to and out of keeping with the area resulting in poor quality of accommodation for future occupiers due lack of adequate amenity space; also noise and disturbance from the car park; undue detrimental impact on neighbouring amenity by reason of overbearing impact and overlooking and loss of privacy to neighbours. Further that it would compromise the space allocated for refuse and cycle storage and parking and turning for the occupiers of 1-3 The Parade and failed to demonstrate implementation of renewable technologies to achieve 10% reduction in Co2 emissions. The biodiversity and ecology matters had not been satisfied and finally it failed to demonstrate that vehicles could enter and leave in forward gear.
6. The subject scheme, has been reduced in height from three storey dwellings with attached garage to two storey residential units and the design and scale have been amended. The supporting statement affirms it is a barn type structure with a low pitched roof, using grey roof tiles and with timber cladding and flint stone at ground floor seeks to overcome the reasons for refusal and has been accompanied by Design and Access statement, a Preliminary Bat Roost Assessment, a Sustainability an energy statement, a Noise Assessment, also latterly a heat recovery ventilation system and a traffic survey.

7. However, although the site is in a sustainable location, and as noted above, the height of the development has been reduced, and the design changed, nevertheless it is considered that the development does not represent good design. It is considered that it would result in an overdeveloped and cramped development, at odds with and harmful to the character of the area. The use of timber cladding and flint walls would also appear out of place in the locality.
8. It is also considered that the submitted scheme would result in an adverse impact upon neighbouring amenity by reason of its proximity and overbearing impact, and overshadowing, and would also compromise the space allocated for refuse and cycle storage, parking and turning space associated with the adjoining occupiers of nos.1-3 The Parade.
9. In respect of quality of accommodation for future occupiers, it is considered that the development would fail to provide satisfactory accommodation; the amenities for the south plot would be 9m² on a raised platform overlooked by the flats at Westmore Green and the users of the Working Mens Club Car park, whilst the amenity at the north plot would be 8m² in total shadow surrounded by four walls with a poor outlook. The quality of accommodation would be impacted by the inability to have a free flow of ventilation via the rear windows and the reliance on mechanical ventilation which would be oppressive.
10. Regarding reduction of CO² emissions, having carried out research the placing of solar panels on the west elevation, would reduce the efficacy of the panels by 20% thereby the development would not achieve the stated reduction. Moreover, given that the mechanical ventilation system would have to be used to overcome concerns raised by Environmental Health, this would increase the running costs and further reduce any savings on carbon emissions.
11. In addition to the above, the proposal was submitted including works to take place that are outside of the red edged line, these include alterations to the steps at The Parade and alterations and repositioning of the approved parking location and bicycle store at the Parade, approved under TA/2018/280. The permission was subject to adherence to plans (condition 2) and for approved parking and bicycle store (condition 5 parking and bicycle store to be maintained and thereafter retained). If planning permission were granted this would be in breach of planning conditions pertaining to conditions 2 and 5 of TA/2018/280.
12. Consequently, it is considered that the proposal represents inappropriate development as it would fail to accord with the requirements of the NPPF and in approving this proposal it would be in breach of the conditions pertaining to the conditions 2 and 5 of TA/2018/280 and with the policies contained in the Development Plan. Accordingly, refusal of planning permission is recommended

Site Description

13. The application site is located on the west side of Westmore Road and to the rear of no.3 The Parade which is located on the northern side of The Parade in the village of Tatsfield.
14. It is in a village centre, close to shops and services, it currently includes single storey buildings with corrugated roofs and concrete walls and timber doors- used for garaging and storage, adjacent to the buildings there is an area of hardstanding used for parking for the flats and for the bins. The main building is located abutting the west boundary and is in a ramshackle condition with ivy

having overgrown part of the roof. The smaller building is on the east side facing the larger building, close to the access.

15. The site is flanked on the north and north west boundaries by two storey residential properties; to the south east there is a Restaurant, to the south there are flats and a Post Office and retail units and to the rear at the west is the Working Mens Club and car park. In the locality the residential properties have varied plot sizes and the buildings generally vary in character, form and design.
16. The land levels within the site are level, however as the drawings indicate the Working Men's club to the rear (west) of the site is approximately 1m higher than the land level in the site.

Relevant History and Key Issues

17. The subject application follows on from a previous refused scheme TA/2020/1656 for the demolition of outbuilding and garage. Erection of two semi-detached dwellings with integral garages. As noted above this was refused for 6 reasons in December 2020, as listed below. No Appeal was submitted.

1. The proposal would result in the inappropriate sub-division and intensification of the plot and would result in a cramped and overdeveloped site which would be unduly out of keeping and significantly detrimental to the character and appearance of the surrounding area, contrary to Policy CSP18 of the Tandridge District Core Strategy (2008) and Policies DP7 and DP12 of the Tandridge Local Plan: Part 2 – Detailed Policies (2014).

2. The development would result in a poor quality of accommodation for future occupiers by reason of noise and disturbance from the adjacent car park with no details of any noise mitigation being provided and the unsatisfactory external amenity space, contrary to Policy CSP18 of the Tandridge District Core Strategy (2008) and Policies DP7 and DP22 of the Tandridge Local Plan: Part 2 – Detailed Policies (2014).

3. The development would result in undue detrimental impact upon neighbouring amenity by reason of overbearing impact, overshadowing, overlooking and loss of privacy and would also compromise the space allocated for refuse and cycle storage, parking and turning space associated with the adjoining occupiers of nos.1-3 The Parade, contrary to Policies CSP12 and CSP18 of the Tandridge District Core Strategy (2008) and Policies DP5 and DP7 of the Tandridge Local Plan: Part 2 – Detailed Policies (2014).

4. It has not been demonstrated that carbon emissions are to be reduced through the use of renewable energy technologies to meet the Council's target of a 10% carbon emission reduction, contrary to Policy CSP14 of the Tandridge District Core Strategy (2008).

5. It has not been demonstrated that biodiversity and ecology matters have been fully considered in relation this development, contrary to Policies CSP17 of the Tandridge District Core Strategy (2008) and Policies DP19 of the Tandridge Local Plan: Part 2 – Detailed Policies (2014).

6. It has not been demonstrated to the satisfaction of the Local Planning Authority that vehicles are able to turn within the site and exit onto the public highway in a forward gear. In addition, the garage spaces would fail to provide sufficient space to serve as parking facilities for future occupiers, contrary to the objectives of the NPPF (2019), Policy CSP12 of the Tandridge District Core Strategy 2008, Policy DP5 of the Tandridge Local Plan: Part 2 – Detailed Policies 2014 and the Council's adopted Parking Standards SPD (2012).

18. The other application which is relevant to this development is Development at 'nos.1-3 The Parade': 2018/280 for – 'Conversion of two shop units into one shop unit and external changes to the shop front. Change of use of rear store rooms and part of one shop to form 1 new flat (Class C3 use). Internal layout changes to existing first floor flats and changes to windows and doors. Formation of new external staircase to rear elevation, new parking and associated works.' – Permission granted 26/04/2018. This was subject to 6 conditions as below:

1.The development hereby permitted shall start not later than the expiration of 3 years from the date of this permission.

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

2.This decision refers to the red-edged site plan scanned on 12th February 2018, drawings numbered PLN 01 and PLN 04 scanned on 23rd February 2018 and drawings numbered PLN 02, PLN 03 and PLN 05 scanned on 24th April 2018. The development shall be carried out in accordance with these approved drawings. There shall be no variations from these approved drawings.

Reason: To ensure that the scheme proceeds as set out in the planning application and therefore remains in accordance with the Development Plan.

3.The new ground floor dwelling hereby approved shall not be occupied until details demonstrating how the development would satisfy the 10% reduction of carbon emissions through renewable resources have been submitted to and approved in writing by the District Planning Authority. The renewable energy provision shall thereafter be implemented and retained in accordance with the approved details.

Reason: To ensure on-site renewable energy provision to enable the development to actively contribute to the reduction of carbon dioxide emissions in accordance with Policy CSP14 of the Tandridge District Core Strategy 2008.

4.The materials to be used on the external faces of the proposed development shall be in accordance with the details shown on the submitted application particulars.

Reason: To ensure that the new works harmonise with the existing building to accord with Policy CSP18 of the Tandridge District Core Strategy 2008 and Policy DP7 of the Tandridge Local Plan: Part 2 – Detailed Policies 2014.

5.The new ground floor dwelling 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/cycles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking areas shall be used and retained exclusively for its designated purpose, retained and maintained for the designated purposes.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users, and to ensure that parking is provided and maintained in accordance with the Council's adopted standards, in accordance with Policy CSP12 of the Tandridge District Core Strategy 2008 and Policies DP5 and DP7 of the Tandridge Local Plan: Part 2 - Detailed Policies 2014.

6.The ground floor premises shall be used for Class A1 use and for no other purpose (including any other purpose in Class A of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: To ensure that the District Planning Authority retains strict control over the use of the premises as applied for in accordance with Policy CSP22 of the Tandridge District Core Strategy 2008 and Policy DP3 of the Tandridge Local Plan: Part 2 – Detailed Policies 2014.

19. The key issues are the principal of development, housing provision, impact on character and appearance, residential amenity, amenities of future occupiers, highway safety, parking provision, renewable energy, landscaping and biodiversity and flooding. The other consideration is the above planning permission and conditions.

Proposal

20. The proposal seeks planning permission for the demolition of existing garages, erection of 2 x 2 bedroomed duplex flats with associated parking, landscaping and access. The properties would be two storey, each property would have 2 bedrooms; amenity space is shown for each unit in the form of 9m² as a raised balcony/platform for the unit to the south and 8m² for the unit to the north, located behind the car parking space. The eaves height would be approximately 4.38 metres with the ridge height approximately 6.5metres; the residential units would be set in from the site boundaries by approximately 3.19m to the north, 2.25m to the shared boundary to the south and 0.070m to the west with the Working Men's Club wall.
21. The design would include a hipped roof with roof lights to front (east) and rear (west) elevations; on the rear elevation solar pv panels are indicated. On the east (front) elevation at first floor there would be four full length windows, three of which would have fixed shutters, the fourth would have openable shutters nearest the north boundary. Below these there would be a full length patio door and glazed units with one as top opening only. On the south elevation the design would include a timber balcony with a 1.7m timber privacy screen. On the north elevation the first floor is blank, below this there are a set of glazed doors opening out to the area indicated as amenity.

22. The materials would include slate effect/slate roof tiles with conservation roof windows, at first floor the walls would have feather edged timber cladding with a single brick course below, at ground floor the walls would have flint/stone; the windows would be dark grey/brown aluminium with timber slatted shutters, the guttering and fascias would also be dark grey.
23. The layout at ground floor shows an open plan format with the kitchen, living and dining rooms accessed via the entrance hallway and w.c. and is the result of two sets of amendments to the original design and layout, reducing the bulk and massing at roof height and the loss of the side projections and dormer windows.
24. The plans show each residential unit would have 1 parking space located to the sides of the units. The refuse stores are shown opposite on the driveway. The cycle store is not shown within the curtilage but is adjacent to the rear of The Parade.
25. To the front of the plots there would be the access driveway; to the rear there would be the retaining wall and car park.

Development Plan Policy

26. Tandridge District Core Strategy 2008– Policies CSP1, CSP2, CSP7, CSP12, CSP14, CSP15, CSP17, CSP18, CSP19
27. Tandridge Local Plan Part 2 Local Plan: Part 2 – Detailed Policies 2014 – Policies DP1, DP3, DP5, DP7, DP9, DP12, DP19, DP21, DP22
28. Caterham Chaldon and Whyteleafe Neighbourhood Development Plan 2021- not applicable
29. Emerging Tandridge Local Plan 2033 - Policies TLP01, TLP02, TLP18, TLP19, TLP35, TLP37, TLP45, TLP47, TLP48, TLP49, TLP50,

Supplementary Planning Documents (SPDs), Supplementary Planning Guidance (SPGs) and non-statutory guidance

30. Tandridge parking standards SPD (2012)
31. Tandridge Trees and Soft Landscaping SPD (2017)
32. Warlingham Village Design Statement (advisory only) not adopted

Tatsfield Neighbourhood Plan (TNP) - this is being prepared, however, at present given that it is not adopted by the Council it does not carry weight. The TNP does not contain any housing allocations although the site is identified as a site for possible development subject to appropriate planning considerations.

National Advice

33. National Planning Policy Framework (NPPF) (2021)
34. Planning Practice Guidance (PPG)

Statutory Consultation Responses

35. County Highway Authority summarised comments - The County Highway Authority has assessed the proposal in terms of highway safety, capacity and policy. No objections were raised, conditions and informatives recommended in the event of permission being granted- to include provision of parking for vehicles to be laid out within the site so that they enter and leave in forward gear and that thereafter the parking and turning areas shall be retained and maintained for designated purposes, units to have a fast charging socket each, dwellings to have secure parking of 2 bicycles within the application site to be retained and maintained thereafter.
36. Tatsfield Parish Council – summarised comments recommend that TDC officers check that the applicants have addressed the sustainability and environmental issues raised on previous application. If this is satisfactory then the Parish Council has no further comments.

Non statutory Consultation Responses (summarised below)

37. Surrey Wildlife Trust -note that the report submitted is acceptable in scope and methodology and identifies key absence of bats. However, as bats are mobile would therefore recommend precautionary approach under supervision of ecologist. If the LPA are minded to approve then this would need a detailed landscape and ecological management plan (LEMP) to be submitted.

TDC advice

38. Chief Community Services Officer (Refuse and recycling) – Concerns re surface for site as it appears to be gravel which is not appropriate to move wheelie bins over. Other points are that bin collection point will need to be at the edge of the property in front of garage on Westmore Road. Residents will need to wheel bins to this point on collection day. Bin store will need to be big enough to contain 2 x 240l recycling bins 2 x 180l refuse bins and 2 x 23 l food caddies. Residents can purchase larger refuse bins and have unlimited number of recycling bins if required. These would be from the Council.
39. Environmental Health – initial summarised comments – Concerns re this proposal as acoustic report notes sound level would exceed the guideline values in BS8233:2014 and from the WHO at night. As applicant is relying on closed windows to meet guide values the report proposed use of trickle vents which are unlikely to adequately ventilate the units in the summer. In order to get over the concerns raised, the applicant needs to agree to install a mechanical ventilation system which allows for summer ventilation without reliance on opening of windows.
40. Environmental Health – later comments following ventilation scheme – providing applicant installs the mechanical ventilation as per the latest documents no objections.
41. Third Party Comments – none received

Assessment

Principle of development

42. At the heart of the NPPF is a presumption in favour of sustainable development. The Council cannot demonstrate a 5 year housing Land Supply and as such, the policies in the Development Plan relating to housing land supply are to be regarded as out of date. Planning permission should be granted in such circumstances unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits when there is a clear reason for refusing development because of a conflict with policies in the NPPF that protect areas or assets of importance such as Green Belts, an Area of Outstanding natural Beauty and Conservation Areas(which is the case for this application site).
43. In assessing the benefits, the proposal would contribute two residential units to the housing market and the District's wider housing supply.
44. The emerging Neighbourhood Plan – the NPPF paragraph 48 states 'Local Planning Authorities may give weight to relevant policies in emerging plans according to: a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that can be given)'
45. As noted in the report the Tatsfield Neighbourhood Plan is being prepared. It has not yet been submitted to the Council for Examination. Whilst an emerging Neighbourhood Plan is capable of being a material consideration in determining relevant applications, given the stage the Tatsfield Neighbourhood Plan has reached it can be given little weight at this stage.
46. During the course of the application the views of the Neighbourhood Development Plan officer were sought. The Neighbourhood Development Plan officer confirmed that the NP does not include residential allocations.
47. In terms of Local Development Plan policies, CSP1 of the Tandridge District Core Strategy 2008 states that, in order to promote sustainable patterns of travel and make the best use of previously developed land, development will take place within the existing built up area of the District. The site is in the Green Belt Village Settlement and is close to shops and other local services. In regard to public transport the site is in excess of 1.5miles from a bus stop and approximately 3 miles from the nearest railway station. Policy DP1 of the Tandridge District Local Plan Part 2: Detailed Policies 2014 outlines that when considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development as contained in the NPPF.
48. Given the above it is considered that there is no in principle objection to this location of development in respect of Policy CSP1 of the Core Strategy 2008 and Policy DP1 of the Local Plan Part 2: Detailed Policies 2014.

Density and Housing Mix

49. Policy CSP19 of the Core Strategy sets out that for new development within built-up areas schemes within the range of 30 to 55 dpha will be expected unless the design solution for such a density would be in conflict with the local character and distinctiveness of an area where a lower density would instead be more appropriate.

50. The total application site is small with an area of 0.03ha. The proposed development would have 2 units and would have a residential density of approximately 66 dph which would fall outside of the range of Policy CSP19.
51. As a two-unit scheme, the proposal does not meet the threshold of five units in Policy CSP7 of the Core Strategy where the Council will require an appropriate mix of dwelling sizes as set out in Housing Need Surveys and Strategic Housing Market Assessments.
52. The site is within an area which has a mixed character, with some residential units also a restaurant and shops, however these are typical of a village setting. Thus the principle of appropriately designed residential accommodation in this location would not be at odds with the surroundings.

Character and Appearance

53. In regard to design the NPPF paragraph 130 advises that planning policies and decisions should ensure that developments 'will function well and add to the overall quality of the area' are visually attractive as a result of good architecture, layout and appropriate and effective landscaping'. In regards to the grain of development it sets out 'not preventing or discouraging appropriate innovation or change (such as increased densities). It continues in paragraph 134 to state ' development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design'.
54. At local level, Policy CSP18 of the Core Strategy requires that new development should be of a high standard of design that must reflect and respect the character, setting and local context, including those features that contribute to local distinctiveness. Development must also have regard to the topography of the site, important trees or groups of trees and other important features that need to be retained.
55. Policy DP7 of the Local Plan Part 2: Detailed Policies requires development to, inter alia, respect and contribute to the distinctive character, appearance and amenity of the area in which it is located, have a complementary building design and not result in overdevelopment or unacceptable intensification by reason of scale, form, bulk, height, spacing, density and design.
56. Policy DP9 of the Local Plan relates to gates walls and other means of enclosure, in summary this states that permission is granted where the development would not result in the enclosure of incidental landscaped garden areas or open plan gardens which contribute to the character of a residential area and in rural areas harsh incongruous features are unlikely to be permitted, further that areas covered by SPD or Village Design statement should conform to the guidelines and principles set out.
57. The site is in the Defined Village of Tatsfield in the Green Belt. Policy DP12 of the Local Plan requires that development in the Defined Villages in the Green Belt, including Tatsfield, must be in character with the village.
58. The character of the area is mixed, to the rear (west) is the Tatsfield Working Men's Club and car park, to the south are flats with a shop also the post office and tea room/supply shop; to the south-east at the junction with Westmore Road and the village pond and tea room and buildings is a bar/restaurant. To the north are a row of terraced houses on Westmore Road, to the north-west is a further row of terraced dwellings. The area has a blend of styles, and varying period

properties with an assortment of external materials ranging from gabled roofs with tile hung first floors, more modern detached dwellings of single and double storey height, also older buildings, one or two with slate roofs, although in the main the roofs are clay or concrete tiles. The restaurant building has a rendered finish and beams with a small turret, and as the row of shops is set adjacent to the village pond and green.

59. As the history shows the site comprises single storey buildings used as garages and storage, the buildings are of ramshackle condition and are located to the rear of flats and retail units fronting the green.
60. The previous proposal entailed a development of two three storey dwellings; it had a height of approximately 9m and included gables. The proposal was considered to result in an overdevelopment of the site and the officer report affirms that the *'height and massing of the built form, which at 9 metres high is considered to be substantial in relation to the surrounding built form, would further exacerbate the overdeveloped nature of the proposal.'* Inter alia it failed in terms of its design and layout, resulting in the case officer concluding that the development was an *'inappropriate sub-division and intensification of the plot and there would be significant demonstrable harm that would result to the character and appearance of the area'*.
61. To overcome the reasons for refusal, the subject proposal has been submitted which has reduced the height considerably from 9m to 6.5m and the massing has also been reduced. The provision of parking is shown on the plans with one parking space to either side of the units.
62. In regard to materials, it is noted that the previous case officer report details that no objection was raised *'to a more contemporary approach, particularly given that this is a backland site'*. With the subject proposal the proposal includes feather edged timber with flint/stone walls. However, and though it is accepted that this would also be a backland site, given that the use of timber cladding was not evident in the locality at the site visit it is not considered that the materials would readily blend with the character of the area and that as such the use of more traditional materials would be more acceptable in this village location.
63. Due to the modest size of the site, the plans show the proposed layout to have 'amenity spaces' either above the car parking space on a balcony with 9m² – as is with the south plot, or 8.5m² behind the car parking space – as is with the north plot. Although it is accepted that no 'space standards' exist in policy terms, nevertheless the lack of lateral space and effect of the proposal would result in a cramped form of development which would be harmful in visual terms and would be at odds with the prevailing character and grain of development in the area.
64. Turning to the provision of bin stores, these are shown on the plans as a timber bin enclosure and is on the site of the building as removed. The driveway is shown as resin bond permeable surface and that bin storage. The locality team have commented on the gravel surface which is not suitable for moving wheelie bins and that adequate provision for the storage of bins would need to be provided and for residents to place the bins at the front of the access on the day of collection.

65. However, at the time of the site visit that the access had 4 bins adjacent to the old store building which is to remain, this is adjacent to the entrance; the addition of further bins at the access could compromise the access and visibility splay on to the adjoining highway.
66. Therefore, although the development has been reduced in height, scale and massing from the previous three storey development, nevertheless due to its poor design and layout it is considered that the development would result in a cramped form of development that would be out of character in the area and fail to accord with the requirements of good design in the NPPF. It would not meet the criteria set out in Local Development Plan policies CSP18 and DP7 and DP12 as the 2 storey residential units would appear out of place and not reflect the defined local character and vernacular of the area.

Residential Amenity

67. Policy CSP18 of the Core Strategy advises that development must not significantly harm the amenities of the occupiers of neighbouring properties by reason of overlooking, overshadowing, visual intrusion, noise, traffic and any other adverse effect. Policy DP7 of the Local Plan: Part 2 has the same objectives of protecting neighbouring amenity embodied in criteria 6-9. The policy contains minimum distance relating to new development and existing properties of 14m between principal windows of existing dwellings and the walls of new buildings without windows and 22m where habitable rooms of properties would be in direct alignment.
68. The neighbours to the proposed development are Flat 1 The Parade and an estate agents, No's 3, 3a + 3b The Parade and the tea room/shop to the south, No 3 Westmore Road to the north, No 20 Wedgewoods to the north-west, to the west at the rear is the Tatsfield Working Men's Club. Diagonally opposite is 4 Westmore Road. To the south east is a restaurant.
69. Regarding the impact on adjoining residential properties, from the outlook of Flat 1 The Parade there would be a view of the residential units and the resultant vehicular movements and parking and bin storage. Given the amount of glazing to the front elevations and although the proposal would not include windows which would directly overlook this neighbour, the amount of windows and the balcony on the south elevation would give the impression of being overlooked and of the development being too close. This is considered to have a detrimental impact on the amenity of this flat.
70. Concerning the impact on No's 3-3b the Parade, it is considered that the balcony although screened by a 1.7m high timber screen, would result in a significant impact on the rear amenity space to these properties as it would bring the development in closer proximity to these neighbours such that neither the future occupants or the existing occupants of the above detailed flats would enjoy any private amenity space. The occupants of No's 3-3b would also be regularly overlooked by the future occupants as the rear platform and steps are used by the occupants of No's 3-3b. This is considered to result in significant harm to the amenities to these adjoining neighbours.
71. From the outlook of No 3 Westmore Road, given the separation distance to the shared boundary of approximately 3m, also the height of the proposed residential units, the outlook would be of a tall hipped roof and blank wall. Although no flank windows are proposed, as it would be in such close proximity to the shared boundary it would appear overbearing and result in shadow to the rear garden.

The impact of the development would result in significant harm to the amenities enjoyed by this adjoining neighbour and is contrary to Policy CSP18 and Policy DP7.

72. Concerning the neighbouring dwelling at 20 Wedgewoods, from the outlook of this neighbouring property there would be an oblique view of the roof and rear elevation of the residential units, with the four pairs of double light windows. Given the height and the proximity of the units to the shared boundary – being approximately 0.07m and the height of the proposal it is considered that the development would have an overbearing impact on the amenities and privacy enjoyed by this neighbour. Furthermore, the proposal would result in overshadowing. It is therefore concluded that the impact on this adjoining neighbour would also be contrary to Policy CSP18 and Policy DP7.
73. Amenity of future occupiers - The application documents including the 3 d drawings depict residential units suitable for family living, and the plans also show silhouettes of children with adults. The proposal as located in the village would be close to shops and services and with bus stop being in excess of 1.8 miles, the units would be in the vicinity of the village Hall, the local Primary School and would also be located near to a restaurant which fronts the Green. The site is also near to public footpaths and open spaces. However, it also backs on to the car park for the Tatsfield Working Men's Club.
74. Given its proximity to the Working Men's Club and considering the resultant noise stemming from the use of the car park and the various social events and comings and goings, along with the exhaust and noise from banging doors and vehicle movements, the views of Environmental Health (EH) were sought. The EH officer noted that the design relied on trickle vents in the windows and considered that these would not supply adequate ventilation to the rooms especially in the summer months. As such it was recommended that a ventilation scheme was submitted to the Council. Following on from the submission of the mechanical ventilation scheme no further objections were raised.
75. However, the view of the case officer is that the reliance on mechanical ventilation would be oppressive and expensive in running costs. In order that the use of trickle vents for ventilation to the rear rooms.
76. In terms of layout, the proposed units would be arranged over two levels with the ground floor areas laid to an open plan design with living/dining space and cooking area. The ground floor areas include large areas of glazing to the east (front) and to the north and south aspects. At first floor the two bedrooms are arranged at either end of the units with one bedroom having an en-suite and the other bedroom adjacent to the bathroom. The rooms each have adequate levels of light and exceed the nationally described standards for 2 bed units. The submitted plans also show that the proposed units each have 1 parking space, space for refuse is located opposite in the driveway.
77. The bicycle store is however, located outside of the application site and is within the agreed parking space allocated to the flat under the TA/2018/280 permission.
78. Turning to the provision of amenity space, the amenity spaces shown – for the south unit this would comprise a timber balcony with a privacy screen of 1.7m, this would be located above the parking areas and facing towards the rear of the flats at The Parade. The amenity space shown for this unit is detailed as 9m² and not only would this be a substandard outdoor space it would be immediately adjacent to and within hearing of users of the Working Men's Club car park with

the exhaust fumes, to-ings and fro-ings and noise emanating from the car park and would be close to the parking allocated for the flat at The Parade.

79. Unit to the north - the provision of outdoor space would comprise an 8.5m² area located on the northern aspect of the units and behind the parking space and surrounded on all aspects by walls and a timber frame for the car park space. Given its orientation the amenity space as depicted would be in constant shade and would also fail to provide an adequate level of amenity for the future occupiers.
80. In terms of suitability for family living it is considered that given the small space and lack of any meaningful private amenity space that the proposed residential units would also be unsuitable for family life.
81. Therefore it is considered that the proposal fails to provide a satisfactory living environment for future occupants of the development and would result in a significant impact on the amenities and privacy of existing properties contrary to Policy CSP18 of the Core Strategy 2008 and Policy DP7 of the Local Plan 2014.

Biodiversity

82. The NPPF, paragraph 170 states that 'planning policies and decisions should contribute to and enhance the natural and local environment by: minimising impact on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future prospects' Inter alia paragraph 175 affirms 'opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially when this can secure measurable net gains for biodiversity'.
83. Similarly, Policy CSP17 of the Core Strategy requires development proposals to protect biodiversity and provide for the maintenance, enhancement, restoration and, if possible, expansion of biodiversity, by aiming to restore or create suitable semi-natural habitats and ecological networks to sustain wildlife in accordance with the aims of the Surrey Biodiversity Action Plan.
84. Policy DP19 of the Local Plan Part 2: Detailed Policies advises that planning permission for development directly or indirectly affecting protected or Priority species will only be permitted where it can be demonstrated that the species involved will not be harmed or appropriate mitigation measures can be put in place.
85. In this instance, the proposal is located in the village and given that it comprises redundant garages and storage the sole ecological concerns relate to the garage to be demolished. As such a Preliminary Ecology report was submitted with the proposal. From this the views of Surrey Wildlife Trust (SWT) were sought. It was deemed that the building was of low bat roost suitability however, given that bats are mobile it was recommended that were permission to be granted that the development would require a full Landscape Ecology Report prior to determination.
86. As such this element of the proposal is considered to accord with the NPPF and CSP17 and DP19 therefore no objection is raised in this regard.

Renewable Energy

87. The NPPF paragraph 158 affirms that 'when determining planning applications for renewable and low carbon development, local planning authorities should 'not require applicants to demonstrate the overall need for renewable or low carbon energy, and recognise that even small-scale projects provide a valuable contribution to cutting greenhouse gas emissions; it continues adding ' approve the application if its impacts are (or can be made) acceptable.'
88. Policy CSP14 of the Core Strategy requires new development of 1-9 residential units to achieve a minimum 10% saving in CO₂ emissions through the provision of renewable energy technologies. The development falls within this criterion.
89. A Renewable Energy Statement produced by bluesky unlimited has been submitted with the application. This details that various technologies were considered with the proposal; the design would include the enhancement of the fabric insulation above the minimum requirement. The report goes on to state that in order to reduce the carbon footprint of the development an array of photovoltaic panels for solar water heating would be installed on the west elevation rear pitched roofs of the residential units, the installation of these and combined technologies would reduce the CO₂ by 10.67%. The methodologies would include optimisation of natural lighting, effective heating to each dwelling and low energy lighting; natural ventilation and exposed thermal mass along with high levels of insulation to walls and ceilings and roof.
90. However, having carried out research on the locations and energy efficiency of solar panels the optimum position is on the south elevation, positioning them on other elevations reduces their efficiency. In this case as the pv panels would be located on the west elevation their efficacy would be reduced by therefore the quoted efficiency to comply with Policy CSP14. Consequently it is considered that the development would not meet with the requirement for carbon reduction of 10% as required by CSP14.

Highway Safety and Parking Standards

91. The NPPF states in paragraph 111 that 'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'
92. At local level, Policy CSP12 of the Core Strategy advises that new development proposals should have regard to adopted highway design standards and vehicle/other parking standards. Criterion 3 of Policy DP7 of the Local Plan also requires new development to have regard to adopted parking standards and Policy DP5 seeks to ensure that development does not impact highway safety.
93. The allocation of one parking space to each unit is shown on the plans sited to the outer flanks of both residential units. The layout of the plots shows bicycle storage located outside of the residential units.
94. Surrey County Highways have viewed the proposal and have not raised objections and have requested conditions for layout of parking, fast charging electric point to each dwelling to be maintained and retained and the secure bicycle parking for each dwelling.

95. However, as has been noted, in order to accommodate the parking and turning within the site the subject proposal has included development to another planning unit - The Parade, and as such has affected the imposition of conditions for the plans including works to alter the steps to the rear of The Parade and parking and bicycle store relating to the flat at The Parade under TA/2018/280. Without these alterations to the steps and the repositioning of the car parking space and bicycle store and the placing of the bicycle stores adjacent to the rear of The Parade, also affecting the layout it would not be possible to demonstrate the parking and manoeuvring within the site such that vehicles could enter and depart in a forward gear. Furthermore, it is also considered that the position of the bins on collection day could lead to encroaching on the visibility splay on to the highway. In addition and as referred to later in the report the proposed parking space shown for the south unit is shown within the approved turning for the flat at 3 The Parade.
96. Therefore for the above reasons it is considered that the development would fail to provide sufficient parking space and bicycle storage to serve the development and safe bin collection provision. It would also fail to provide turning space for all vehicles for which there is currently permitted parking – for 3 The Parade. As such, the development would be contrary to Policy CSP12 of the Core Strategy and Policies DP5 and DP7 of the Local Plan.

Flood Risk and SuDS

97. The NPPF, paragraph 159 advises *‘Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future)’*.
98. Policy DP21 of the Tandridge District Local Plan Part 2: Detailed Policies 2014 advises that proposals should seek to secure opportunities to reduce both the cause and impact of flooding.
99. The site is not within an area at risk of surface water flooding and there is potential for the development to incorporate some form of surface water run-off mitigation to be considered acceptable from a flood risk perspective and to accord with Local Plan Policy DP21.

Other matters

100. As noted earlier in the report, the proposal has included development outside of the red edged line and affecting another planning unit, this is The Parade. Although the works are not stated on the application form, the development is clearly shown in the subject application plan – Revision E dated 20/03/21, the works include ‘amendment to the steps of the adjoining planning unit – as per the application TA/2018/280 for ‘The Parade, Westmore Green’.
101. The other development shown on the plans includes the repositioning of the approved car parking space for the flat and the relocation of the bicycle storage space; these are also shown on the submitted plans with the subject application.
102. Alteration to the steps at The Parade – the alteration to the steps would enable the repositioning of the approved car parking space and to facilitate the lateral alignment of parking for the subject proposal such that they would be side by side and in order to achieve this the approved turning space and bicycle store would be moved.

103. Repositioning of the single parking space and bicycle store - the approved parking space for the flat in the 2018 permission was shown perpendicular to the rear of The Parade- the turning as approved was shown with the vehicle reversing towards what is now shown as the proposed parking space for the south residential unit. The bicycle store - given that the approved single parking and turning space for the flat would be moved to accommodate the proposal, this would also necessitate the repositioning of the bicycle storage as it is adjacent to the steps.
104. Therefore the submitted plan erroneously shows the parking space as 'existing parking space for residential unit' being adjacent to the proposed parking space for the south unit. Although the 'existing parking space' for the Parade is located where the 2018 bicycle store is shown on the approved plans. The relocated the bicycle store is adjacent to the amended stairs and bicycle parking for the flats abutting The Parade and in the position of the 2018 allocated and approved parking space.
105. In examining both the TA/2018/280 approved plans it is evident that the turning and parking for the subject proposal and the 2018 approved scheme overlap and that land has been included the subject proposal that is part of another planning unit and subject to conditions relating to the development of that planning unit.
106. However, the location of the parking space and steps and bicycle store are imposed under the plans condition (2) of TA/2018/280. The parking space is further controlled by condition (5) of TA/2018/280. Therefore, it would not be possible to approve the subject application without the current scheme being in breach of the aforementioned conditions and the planning permission TA/2018/280.
107. The above matter was brought to the attention of the applicant and advice was given that the subject proposal could not proceed without the conditions for the 2018 application being varied under a Section 73 proposal, however the options to vary the 2018 conditions and to withdraw this scheme and to submit a pre-application prior to a fresh application were declined by the applicant.

Conclusion

108. The subject site is located in the village settlement and is considered to be 'brownfield' where there is no objection in principle to new development. The residential units however would not be of a design or materials which would readily blend with the character of the area. The development would result in a harmful impact by way of overbearing impact and overshadowing also loss of privacy and amenity to adjoining neighbours. It has not been adequately demonstrated that the development would provide parking and turning for both units within the site such that vehicles could enter and depart in forward gear. The bicycle storage is shown in land which would affect the conditions pertaining to another planning unit. The works shown also include development that would be in breach of conditions pertaining to another planning permission TA/2018/280. The solar pv panels as located on the west elevation would not achieve the same efficiency to meet the 10% reduction in carbon emissions.
109. As such, it is recommended that permission is refused.
110. Had planning permission been recommended the development would have been CIL liable.

111. The recommendation is made in light of the National Planning Policy Framework (NPPF) and the Government's Planning Practice Guidance (PPG). It is considered that in respect of the assessment of this application significant weight has been given to policies within the Council's Core Strategy 2008 and the Tandridge Local Plan: Part 2 – Detailed Policies 2014 in accordance with paragraph 213 of the NPPF. Due regard as a material consideration has been given to the NPPF and PPG in reaching this recommendation.
112. All other material considerations, including third party comments have been considered but none are considered sufficient to change the recommendation.

RECOMMENDATION: REFUSE for the following reasons:

1. The proposal would result in the inappropriate sub-division and intensification of the plot and would result in a cramped and overdeveloped site which would be unduly out of keeping and significantly detrimental to the character and appearance of the surrounding area, the palette of materials would also not enable the development to blend with the character of the area contrary to Policy CSP18 of the Tandridge District Core Strategy (2008) and Policies DP7 and DP12 of the Tandridge Local Plan: Part 2 – Detailed Policies (2014).
2. The development would result in a poor quality of accommodation for future occupiers by reason of:
 - i) noise and disturbance from the adjacent car park of the Working Men's Club.
 - ii) The quality of accommodation would be oppressive given that the ventilation would be via the artificial ventilation and not natural air flow.
 - iii) the accommodation would fail to provide satisfactory private external amenity space, contrary to Policy CSP18 of the Tandridge District Core Strategy (2008) and Policies DP7 and DP22 of the Tandridge Local Plan: Part 2 – Detailed Policies (2014).
3. The development would result in a detrimental impact upon neighbouring amenity by reason of loss of amenity, overbearing impact, and overshadowing, and would also compromise the space allocated for refuse and cycle storage, parking and turning space associated with the adjoining occupiers of nos.1-3 The Parade, contrary to Policies CSP12 and CSP18 of the Tandridge District Core Strategy (2008) and Policies DP5 and DP7 of the Tandridge Local Plan: Part 2 – Detailed Policies (2014).
4. The efficacy of the solar PV panels as located on the west elevation would be reduced and the development would not achieve the 10% carbon reduction through the use of renewable energy technologies. Therefore, it would be contrary to Policy CSP14 of the Tandridge District Core Strategy (2008) which requires new development to demonstrate to meet the Council's target of a 10% carbon emission reduction.
5. The application has been submitted showing works to take place that are outside of the red line boundary of this application – including alterations to the steps for the flat and the approved parking and bicycle store at The Parade – TA/2018/280 condition 2 (plans) and condition 5 (parking and bicycle store to be maintained and thereafter retained). If planning permission were granted this would be in breach of planning conditions pertaining to conditions 2 and 5 of TA/2018/280.