

SALFORDS AND SIDLOW PARISH COUNCIL - PLANNING APPLICATIONS 3 APRIL 2024

Ref	Date	R&BBC Officer	Address	Proposal	Parish Council Decision
23/02364/F	14/03/24	Matthew Holdsworth	Nutley Dean Farm Smalls Hill Road Horley Surrey RH6 0HR	Erection of a detached dwelling	<p>Object .This site is in the green belt with no very special circumstances to outweigh this objection. The proposal is contrary to Core strategy policy CS3, DMP policy NH5 and the NPPF Chapter 13 Protecting Green Belt land.</p> <p>The site is used for open storage under planning permission 22/01266/CLE to allow Sabastian Drake to use the area as open storage for his builders business.</p> <p>The proposed house would be higher and of greater bulk than the existing open storage.</p> <p>No alternative area has been proposed for the open storage if this site is developed as proposed.</p>
23/00446/F	14/03/24	Matthew Sheahan	8, Wood Close, Salfords, Surrey, RH1 5EE	Alterations to existing dwelling and the erection of 2 detached dwellings and associated infrastructure. As amended on 17/05/2023, 02/06/2023, 03/08/2023 and on 05/03/2024	Object - See below
24/00453/RET	22/03/24	Matthew Holdsworth	Benting Mead Lonesome Lane Reigate Surrey RH2 7QT	Retention, extension and refurbishment of existing garage including landscaping and boundary treatment.	No observation
24/00561/ADV	03/04/24	Matthew Roberts	Hendy Renault Horley 1 Bonehurst Road Salfords RH1 5ED	Sign 1: Existing Renault fascia with new Renault emblem. Sign 2: New style Dacia blind fascia. Sign 3: New Renault totem backlit graphic panels. Sign 4: New Dacia totem image panels. Sign 5: New e-tech graphic panels.	No objection but the lighting should be no brighter than the existing lighting and should not be illuminated except between the hours of 06.00 and 23.00 hours.

23/00446/F 8 Wood Close Salfords Surrey RH1 5EE

This proposal for three substantial dwellings, two new and the altered original house, together with a newly formed access road and associated infrastructure presents an overbearing development and intensification of a single plot which would be entirely out of character for both Wood Close and Harwood Park. The proposed development is too intensive, the individual plot sizes are smaller than some of those of the existing neighbouring properties. It does not respect the

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character of the surrounding area, including positive physical characteristics of local neighbourhoods and the visual appearance of the immediate street scene, as such the proposal is contrary to Policy DES1/1 of Reigate & Banstead Local Plan Development Management Plan

This proposal does not have due regard to the layout, density, plot sizes, building siting of the surrounding area, the relationship to neighbouring buildings, and important views into and out of the site, as such the proposal is contrary to Policies DES1/3 and DES2/1 f and g of Reigate & Banstead Local Plan Development Management Plan;

This proposal does not provide an appropriate environment for future occupants whilst adversely impacting upon the amenity of occupants of existing nearby buildings, including by way of overbearing, obtrusiveness, overshadowing, overlooking and loss of privacy. . As such the proposal is contrary to Policy DES1/5 of Reigate & Banstead Local Plan Development Management Plan.

This proposal does not provide for accessible and sensitively designed and located waste and recycling bin storage. The only bin store shown has two industrial waste sized wheeled bins and couple of standard wheelie bins some distance from the proposed new houses. Its location puts people using it in conflict with the traffic going to and from the proposed new houses. As such the proposal is contrary to Policy DES1/7 of Reigate & Banstead Local Plan Development Management Plan.

This proposal does not make adequate provision for access, servicing, circulation and turning space, and parking, taking account of the impact on local character and residential amenity, including the visual impact of parked vehicles contrary Policy DES1/10.

The proposed single access to the proposed new houses is on a sharp bend. This location is entirely unsuitable for this development with its added road traffic, including private cars, service vehicles such as dustcarts and emergency vehicles. The access into the proposed development is too narrow to allow two cars to pass with ease.

The plans are not complete or consistent. The existing plan, J004279-DD-03, shows a manhole in the curved “verge”, a grass area to the right of the entrance. The area is marked but the key does not include this to show it is as a grassed area. The opposite corner is also grassed but is not shown as separate from the footway.

The existing site stops before the Wood Close footway. The proposed Site Layout J004279-DD-23-D shows the development land crosses the footway and the manhole is missing. The grassed verges are still not listed in the key.

The existing footway has a cross-over for the garage which serves no 8 Wood Close but in the proposed layout it is shown as being removed. Removing this footway is a safety matter which conflicts with DMP Policy TAP1 paragraphs 1a i-iii and 1b i-v.

The proposed development would lead to a noticeable increase in traffic along Wood Close and Harwood Park and onto the A23 Brighton Road.

If permitted the following conditions should be imposed and enforced:-

- All materials, machinery and equipment must only be delivered and stored within the site boundary and not be stored on the highway, contractors' vehicles should be parked with care so as not to cause an obstruction or block visibility on the highway.
- Hours of working must be restricted to the hours of 8am to 6pm Monday to Friday, 8am to 1pm on Saturday and no working on Sundays and Bank Holidays.
- Delivery of materials must be restricted to the hours of 8am to 6pm Monday to Friday, 8am to 1pm on Saturday and no working on Sundays and Bank Holidays.
- Adequate steps should be taken to prevent dust-causing nuisance beyond the site boundary.
- There must be no burning on site,

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- Only minimal security lighting should be used outside the hours stated above and any lighting must be directed away from the existing residential properties in the area so that no nuisance is created.
- The highway and footpaths around the site must be put back to the original condition, as at the start of the work, or better at the completion of the work.
- No trees subject to a TPO should be cut down or trimmed more than needed for the health of the tree.

Policy DES1: Design of new development

All new development will be expected to be of a high quality design that makes a positive contribution to the character and appearance of its surroundings. Planning permission will be granted for new development where it meets the following criteria:

1. Promotes and reinforces local distinctiveness and respects the character of the surrounding area, including positive physical characteristics of local neighbourhoods and the visual appearance of the immediate street scene.
3. Has due regard to the layout, density, plot sizes, building siting, scale, massing, height, and roofscapes of the surrounding area, the relationship to neighbouring buildings, and important views into and out of the site.
5. Provides 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.
7. Provides for accessible and sensitively designed and located waste and recycling bin storage in accordance with the Council's guidance document 'Making Space for Waste'.
10. Makes adequate provision for access, servicing, circulation and turning space, and parking, taking account of the impact on local character and residential amenity, including the visual impact of parked vehicles (see also TAP1).

Policy DES2: Residential garden land development

Development of residential garden land, including infilling schemes and development on back garden land, will be required to comply with the following criteria:

1. Proposals must:
 - f. demonstrate they have been carefully designed to ensure a good standard of amenity for all existing and future occupants; and
 - g. not create an undue disruption to the character and appearance of an existing street frontage, particularly where the form and rhythm of development within the existing street frontage is uniform.