

Application Number and Registration Date	MO/2017/2058 (Detailed Major) 27-Nov-2017
Applicant	Mr D Mumford, Rushmon Homes Ltd
Case Officer	Vincent Haines
Amendments /amplifications	
Committee Date	6 June 2018
Ward	Beare Green
Proposal	Removal of existing building and erection of 10 No. dwellings and associated landscaping, car parking areas and access.
Site Description	Surrey Hills Hotel, Horsham Road, Beare Green, Surrey

RECOMMENDATION: Approve subject to conditions

Summary

This application relates to the demolition of the Surrey Hills Hotel and erection of 10 number dwellings on land allocated for such development by the Capel Neighbourhood Plan. The principle of the proposed development is acceptable and the scheme accords with the Development Plan as contained in policy BG03 of the Capel Neighbourhood Plan. Following submission of amended plans to address design and relationship between properties within the site the proposal is considered acceptable in terms of other policy and material considerations.

1. Development Plan

1.1. Metropolitan Green Belt

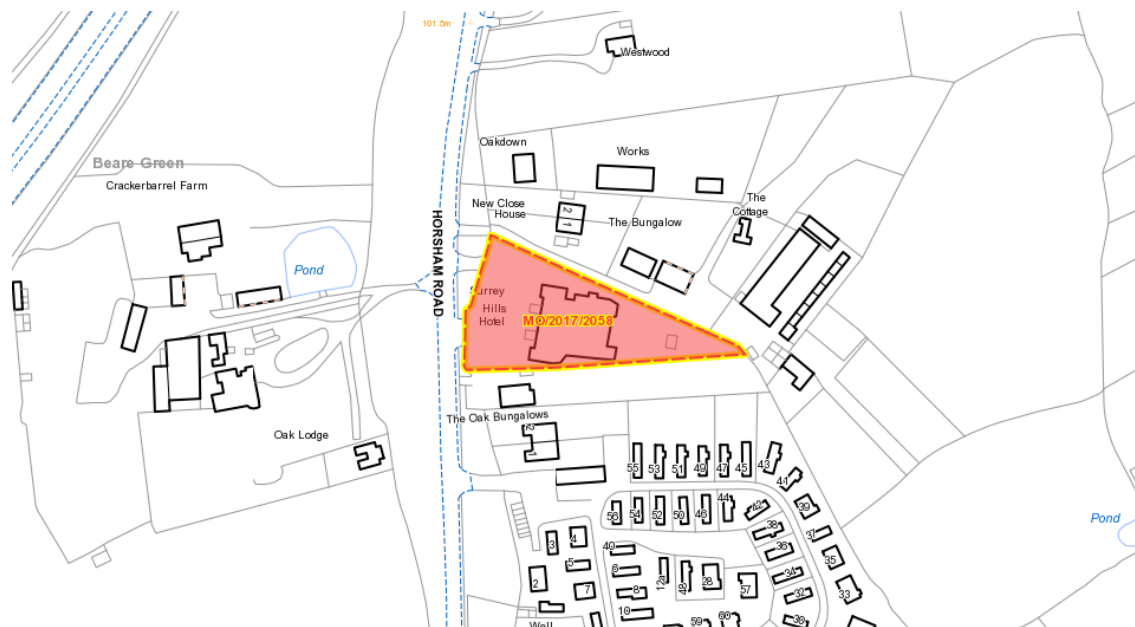
2. Relevant Planning History

- 2.1. This site has a long and established use as a hotel and this is reflected in the planning history which dates back to the late 1950s/early1960s. The most recent applications on the site are the following:

MO/2003/1375	Proposed first floor guest room extension at front	Refused 27-Oct-2003
MO/2006/1095	Replace existing flat roofs over entrance lobbies with pitched roofs.	Approved With Conditions 05-Sep-2006
MO/2013/1721	Provision of new access and closure of 2 No. existing access points	Approved With Conditions 11-Feb-2014
MO/2015/1600	Erection of No. 9 residential dwellings following demolition of existing hotel building.	Refused 04-Mar- 2016

3. Description of Development

- 3.1. The application site lies to the east of Horsham Road in the Green Belt in Beare Green. The site is currently occupied by the Surrey Hills Hotel, a large two-storey building positioned centrally within the site which covers a large proportion of the land.



- 3.2. The building dates from the late 1960s (when it was rebuilt following a fire) and has seven hotel rooms together with a 3-bedroom self-contained flat occupying part of the first floor. The hotel regularly holds functions and live music that end late in the evening and has an entertainment licence for up to 500 people. Entertainment functions are regularly held at weekends and the hotel is also a wedding and conference venue. The hotel is run on a part-time basis and staff are brought in as necessary for functions. Part of the ground floor of the building is occupied by a restaurant that operates independently of the hotel.
- 3.3. To the west of the building is a large gravel car park, and to the east of the building are gardens for the hotel and an associated single storey pump house structure. There are

two bell-mouth access driveways from Horsham Road to the north and south of the parking area, utilised as both pedestrian and vehicular accesses.

- 3.4. The application site is approximately 0.4 hectares in size and roughly triangular in shape, tapering to a point at the eastern edge. The site is generally flat, with gentle slopes across the site width. There is a drainage ditch along the northern boundary of the site.
- 3.5. There is a range of high and low quality existing vegetation on the site. A high hedgerow currently screens the parking area from Horsham Road and high conifer hedgerows are also present on the northern and southern boundaries, which are generally continuous with some limited breaks. There are a number of larger trees to the eastern point which are mainly focused where the site is at its narrowest.
- 3.6. The site is bounded on its northern, eastern and southern boundaries by existing residential development. Surrounding residential properties to the north and south generally have well-proportioned gardens and are set back from the main road edge. Generally houses have off-street car parking in the form of driveways. The property is also in close proximity to the Rickwood Park Mobile Home Park which is to the south of the site.
- 3.7. The current application seeks permission for ten dwellings in the following mix:
 - 2 no. two bedroom maisonettes
 - 5 no. three bedroom houses
 - 3 no. four bedroom houses
- 3.8. Three of the dwellings and the maisonettes front Horsham Road but are set back into the site with the intervening access road and parking bays forward of the properties. The remainder of the proposed dwellings would be accessed from a shared surface drive which runs back into the site. Parking bays are located along the southern side of this drive and in total 24 parking spaces would be provided on the site along with 3 spaces in single integral garages.
- 3.9. The proposed buildings have high pitched roofs with hipped gables end and they would be constructed from brick work with tile-hanging and plain tiled roofs.
- 3.10. A hedge to the front of the site is shown as retained but this is on land outside of the site and it is understood lies in the control of the Parish Council. All of the existing trees on the site would be retained. The existing hedgerows on the northern and southern boundaries will be retained and tidied up. The plans indicate additional planting will be undertaken to reinforce the hedge along the Horsham Road frontage and which lies outside of the site.

4. Consultations

- 4.1. SCC Highways: No objections subject to conditions being attached to any planning permission.
- 4.2. SCC Lead Local Flood Authority - Are satisfied that the proposed drainage scheme and recommend conditions if permission is granted.
- 4.3. Archaeology and Historic Landscape Team – no archaeological concerns.
- 4.4. Planning and Housing Policy Manager – consultation response has been incorporated into the main report below.

- 4.5. Surrey Wildlife Trust –Having reviewed the application documents and studied our records no concerns are raised, recommend a number of informative be attached to any planning permission.
- 4.6. Waste Officer – Recommend that the developer reviews the road layout and introduces a suitable turning head at the far end of the site to allow the RCV to service the development in forward gear.
- 4.7. Crime Reduction Prevention Design Advisor – no comments received.
- 4.8. Commons Registry Section – no comments received.
- 4.9. Footpaths and Open Spaces – no comments received.
- 4.10. Sutton and East Surrey Water Company – no comments received.

5. Representations

- 5.1. Capel Parish Council : Support the application, commenting:

There had been consultation with the Parish Council and the community prior to the application. The application complies with NDP Policy CA-BG03 for allocation, it responds to the character and identity of Beare Green. It complies with CA-ESDQ2 for sustainable drainage, CA-ESDQ3 being a high-quality development, CA-ESDQ7 providing a pleasant living area and CA-ESDQ10 offering adequate car parking/traffic calming.

Regarding the inclusion of maisonettes rather than bungalows the Council comments that the applicants in their pre-submission consultation discussed the position with the Parish Council. It was agreed the option of a maisonette achieved the same objective. In locational terms its siting has been carefully considered. Furthermore, the provision of a maisonette will also provide the opportunity for a purchaser to downsize. As regards the design of the development with the accommodation fronting onto Horsham Road its size and scale will be more appropriate. The Parish Council considers that the proposed maisonette is in line with the policy contained within the Capel NDP and recommends that planning permission is granted in accordance with the submitted application (as amended).

- 5.2. One letter of objection from a local resident has been received raising the following concerns.
 - This application is for 10 units which will cause cramped living conditions.
 - These properties may not be affordable to local residents and their families.
 - There is at this time a thriving restaurant operating out of the hotel which also provides employment for a few local residents

- 5.3. One letter of support for the application has been received from a local resident.

6. Main Planning Policies

6.1. Government Guidance

National Planning Policy Framework (NPPF) –

- Section 3: Supporting a prosperous rural economy
- Section 4: Promoting sustainable transport
- Section 6: Delivering a wide choice of high quality homes

- Section 9: Protecting Green Belt Land
- Section 11: Conserving and enhancing the natural environment

6.2. Mole Valley Core Strategy

- CS1: Where Development will be Directed (A Spatial Strategy)
- CS2: Housing Provision and Location
- CS3: Balancing Housing Provision
- CS4: The provision of Affordable Housing
- CS12: Sustainable Economic Development
- CS14: Townscape, Urban Design and the Historic Environment
- CS15: Biodiversity and Geological Conservation
- CS17: Infrastructure, Services and Community Facilities
- CS19: Sustainable Construction, Renewable Energy and Energy Conservation
- CS20: Flood Risk Management

6.3. Mole Valley Local Plan

- ENV22: General Development Control Criteria
- ENV23: Respect for Setting
- ENV24: Density of Development and the Space about Buildings
- E2: Safeguarding Existing Industrial and Commercial Land
- MOV5: Parking Standards

6.4. Capel Neighbourhood Development Plan

- BG03: Surrey Hills Hotel
- ESDQ2: Incorporate Sustainable Urban Drainage into new development
- ESDQ3 Design and character
- ESDQ4: New development proposals should respect the context of the historic environments
- EDSQ5: Historic Heritage and Environment

6.5. Other Documents

Larger Rural Villages Character Appraisal SPD.

7. Main Planning Issues

7.1. The main planning issues for consideration are

- The principle of the development
- Loss of the existing Hotel Use
- The impact on the character of the surrounding area
- The impact on the amenities of the neighbouring properties
- Amenities of Future occupiers
- Housing Mix
- Parking and highway safety
- Waste and refuse
- Sustainable construction
- Flooding and sustainable drainage
- Ecology

The Principle of Development

7.2. The site is located in the Metropolitan Green Belt. The NPPF states that inappropriate development is, by definition, harmful to the Green Belt. Paragraph 89 of the NPPF sets out a number of exceptions to Green Belt policy, point 6 of which is:

limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development

7.3. The site is considered to be previously developed land. When considering the previous application for 9 dwellings consideration was given to whether the proposed development will have a greater impact on the openness of the Green Belt and the purposes of including land within it. This is a matter of judgement, taking into account the relative bulk, layout and visual impact of the existing and proposed development on the site. The current application is accompanied by comparative elevations and floor space information which demonstrates, as previously, that the proposed development would not exceed the volume or footprint of the existing built-form on the site.

7.4. In terms of the associated activity on the site the existing hotel has a licence for up to 500 people at any one time together with the existing 7 hotel rooms, restaurant and self-contained apartment. From some of the submitted letters of representation it is evident that the existing use results in significant disturbance to the neighbouring properties owing to the functions held at the hotel. It is therefore considered that the change of use of the site to residential would result in a reduction in activity on the site and a reduced impact on the neighbouring properties. It is therefore considered that the proposed development would have a materially lesser impact than the existing use and is not considered to constitute inappropriate development in the Green Belt.

7.5. Whilst the earlier application on this site for 9 dwellings was found in principle to be acceptable under the NPPF the application was refused on the grounds that the design and layout of the proposed development would result in a cramped overdevelopment, that there would be an unacceptable loss of amenity between dwellings for future occupiers in terms of privacy and overlooking, an unacceptable housing mix, the impact on protected species, and a failure, through a section 106 agreement to provide a contribution towards the provision of affordable housing.

7.6. At the time the previous application was considered the Capel Neighbourhood Plan was under preparation but had not been adopted as part of the Development Plan. In December 2017 the Capel Neighbourhood Plan was adopted by this Council and now forms part of the Development Plan. Policy BG03 of the Capel Neighbourhood Plan allocates the site for residential development comprising a minimum of 10 dwellings and subject to the following.

- a) *the provision of a single vehicular access from Horsham Road;*
- b) *the access should provide a gateway feature' with housing fronting on to Horsham Road, but with one individual access and set back a minimum 16.5m*
- c) *the development should provide a mix of 2-4 bedroom dwellings, including at least one bungalow;*
- d) *high quality external materials and landscaping shall be provided.*

7.7. The current application provides a single access point onto Horsham Road and the proposed dwellings are set back 18 metres. However the criterion (c) is only partially met as no bungalows are proposed. However as will be noted from the Parish Council comments the provision of the maisonettes is considered an appropriate alternative.

Loss of Existing Hotel Use

7.8. There is no specific policy which seeks to retain hotels outside the built-up areas; however the loss of it is still a relevant issue.

7.9. On 5th December 2017, Mole Valley District Council agreed an Interim Policy Statement on Employment Land be published and subsequently taken into account as a material consideration in the determination of planning applications involving the loss of business floor space. This application involves the loss of a hotel and this policy statement is therefore relevant.

7.10. The proposed development is contrary to Core Principle 3 of the Interim Policy Statement, which states that the Council will resist the loss of employment land in rural areas to other uses. It also states that tourism related development will be encouraged and in principle, the loss of a hotel could conflict with this.

7.11. Surrey County Council commissioned the 'Surrey Hotel Futures' study in June 2015 which found that there was limited market demand for small scale hotel facilities, like the Surrey Hills Hotel. There has also been a history of noise complaints related to the existing hotel/functions use. The applicants have also stated that the hotel only provides a limited amount of employment and is only employing staff on a part-time basis in association with pre-booked functions. When the previous application was considered, it was concluded that the use itself is not in keeping with the surrounding residential area in terms of visual impact of the use itself and there was not a demonstrated need for such a facility in this location. There has been no change in circumstances since 2016 and for the foregoing reasons it is still considered that the loss of the hotel in this instance is acceptable.

The impact on the character of the property and the surrounding area

7.12. The site is located in the 'Rural Fringe' character area, as set out in the Larger Rural Villages Character Appraisal SPD. This character area is described as a 'varied environment, with a wide range of uses through a landscape which maintains its rural character.' It also states that sporadic development extends along Horsham Road and the area maintains a strong landscape connection, with larger scale uses often being set back beyond general view.

7.13. This proposal is within the area of sporadic development along Horsham Road. The proposed residential use of the site is considered in principle to be in keeping with the other uses in the area. The previous proposal which was refused in 2015 proposed fewer units and was considered cramped. However that scheme included a two bedroom bungalow which has the same plot coverage as a 4 bedroom house, together with 3 x three bedroom dwellings and 5 x four bedroom dwellings. The current scheme provides a wider mix with 2 x two bedroom units, 5 x three bedroom dwellings and 3 x four bedroom dwellings. It is considered that although a higher number of dwellings is proposed than were included in the refused scheme, the changes in size of units and revisions to the overall layout address previous concerns regarding overdevelopment.

Impact on the character of the surrounding area

7.14. This current scheme seeks to address the concerns in respect of design raised in the previously refused application with the overall site coverage reduced and, through the combination of lower eaves and shallower roof pitches, the maximum height of buildings are lower. In the earlier application some of the units were 2.5 storeys in height with three floors of accommodation whereas the current proposal contains no such units. With the changes to scale and mass along with reduced eaves and use of hipped gables, the style is more akin to traditional cottages and is considered more in keeping in this semi-rural location. The proposed use of red brick and plain tile hanging under plain tile roofs is also considered appropriate for this location. Precise details of the external materials would be the subject of a condition.

Impact on the amenities of the neighbouring properties

7.15. The proposed dwelling at Plot 1 is located to the north of Lindley and is not considered to result in a significant loss of light nor would it have a significantly dominant or overbearing impact on that property due to the proposed separation distances. Plots 6 to 8 do have their front elevations facing towards the rear of Lindley but at the nearest the distance between the new dwelling and rear elevation of Lindley is 24 metres. A large outbuilding to the rear of Lindley runs adjacent to the proposed parking bays serving plots 6 to 8. Plot 10 also is adjacent to the long rear garden of Lindley but no windows other than one serving an en-suite are proposed on the south elevation; a condition securing obscure glazing of that window is recommended. Overall it is not considered the proposed dwellings on plots 6, 7, 8 and would have a significantly detrimental impact on Lindley.

7.16. The nearest neighbouring property to the north is The Bungalow which is situated towards the rear of the application site. The front elevation of this dwelling is situated approximately 10m from the boundary of the application site and would be approximately 23m from the rear elevations of plots 6 to 8 and 15m from the side elevation of Plot 9. These separation distances are considered to be large enough that the proposed dwellings would not result in a significant loss of light or privacy on that property nor would they result in any significant overlooking.

7.17. The initially submitted layout raised a number of issues in terms of relationships between some dwellings within the site. These have been addressed in revised plans, which include a revised layout and design of the units on plots 3, 4, 4a and 8 which have addressed the concerns raised. It is considered the revised plans are acceptable in terms of providing adequate levels internal private amenity space and ensuring there is no unsatisfactory overlooking or overshadowing between dwellings.

Housing Mix

- 7.18. Policy CS3 of the 2009 Core Strategy states the Council will seek to provide a balanced housing market, with particular need for two and three bedroom dwellings. This application is compliant in that it provides a suitable mix of dwellings with 70% of units having either 2 or 3 bedrooms. A condition removing permitted development rights for future extensions and roof alterations in order to retain control over the enlargement of dwellings is considered appropriate.

Parking and highway safety

- 7.19. Car parking is provided at 2 spaces per dwelling with a further 7 visitors spaces. In addition, three properties have single garages. This meets the level of provision required by the SCC Parking Standards and therefore is not considered to result in an increased requirement for on-street parking in the locality.
- 7.20. SCC Highways have assessed the application in terms of highway safety and recommend conditions relating to the visibility zones for the proposed vehicular access, the closure of the existing accesses and the provision of parking. Subject to these conditions they have no objections to the development on safety, capacity and policy grounds.

Waste and refuse

- 7.21. The Council's Waste Officer recommends that the developer reviews the road layout and introduces a suitable turning head at the far end of the site to allow the RCV to service the development in forward gear. The developer in response to these comments states that it wouldn't be necessary for vehicles to reverse a full 50 metres as a bin staging area has been built into the scheme serving properties to the rear of the site.
- 7.22. The Council's Waste adviser has further commented as that residents in plots 9 and 10 will have to wheel their bins to a point closer to the entrance than suggested by the developer. There are other developments in the District where the communal collection point is at the entrance of the site and a hard standing area is provided for residents to store their bins at this point. It is considered that this is the only alternative if this proposal is to work adequately. A condition is recommended seeking further details of the refuse storage and collection points.

Sustainable construction

- 7.23. Policy CS19 of the Mole Valley Core Strategy seeks to achieve sustainable development through renewable energy creation and energy conservation. To achieve these aims, new buildings are required to include a 10% reduction in total carbon emissions through the on-site installation and implementation of decentralised and renewable or low-carbon energy sources.
- 7.24. The Design and Access Statement states that to minimise heat loss from the proposed buildings and to maximise the efficiency, the proposal will incorporate the following:
- Insulated roofs, walls and floors
 - Double glazed windows
 - Ventilation incorporated into the design to avoid condensation
 - Energy efficient lighting
 - Natural daylight to all habitable rooms

Flooding and sustainable drainage

- 7.25. The application site is situated in Flood Zone 1 and therefore flooding is not a significant concern on this site. The application is accompanied by a drainage strategy and the LLFA are satisfied that the proposed drainage scheme meets the requirements set out in the aforementioned documents and should planning permission be granted suitably worded conditions be attached to ensure that the SuDS Scheme is properly implemented and maintained throughout the lifetime of the development. It is therefore considered that the proposed development would not result in a significant increase in flooding in the locality.

Ecology

- 7.26. Government Circular 06/2005 states *"it is essential that the presence or otherwise of protected species and the extent that they may be affected by the proposed development, is established before the planning permission is granted, otherwise all relevant material considerations may not have been addressed in making the decision"*.
- 7.27. The applicant has submitted a 'Preliminary Ecological Appraisal', 'Ecology Planning Statement' 'Tree Survey', and 'Great Crested Newt Survey Report'. The Councils Ecological Advisor (Surrey Wildlife Trust) are satisfied with the surveys and raise no objection subject to a number of informatives being attached to the decision.

Community Infrastructure Levy

- 7.28. The proposal involves the formation of new residential floor space and would therefore generate a requirement for CIL contributions.

8. Conclusion

- 8.1. The principle of the proposed development is acceptable and the scheme accords with the Development plan as contained in policy BG03 of the Capel Neighbourhood Plan. The proposal is acceptable in terms of other policy and material considerations.

9. Recommendation

Permission be **GRANTED** subject to the following conditions:

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

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

2. The development hereby permitted shall be carried out and completed in all respects strictly in accordance with the submitted documents and plan numbers listed below contained within the application and no variations shall take place.

PL00 - Location Plan

PL04a - Proposed Site Plan

A101c - ground floor plan plots 1 & 2

A102d - first floor plan plots 1 & 2

A103d – Roof Plan plots 1 & 2

A104e – proposed elevations plots 1&2
A110e - ground floor plan plot 3
A111e - first floor plan plot 3
A112e – Roof Plan plot 3
A113g – proposed elevations plot3
A120f - ground floor plan plots 4 & 4a
A121e - first floor plan plots 4 & 4a
A122f – Roof Plan plots 4 & 4a
A123h – proposed elevations plots 4 & 4a
A130e - ground floor plan plots 6,7 & 8
A131e - first floor plan plots 6,7 & 8a
A132e – Roof Plan plots 6,7 & 8
A133f – proposed elevations plots 6,7 & 8
A140d - ground floor plan plot 9
A141e - first floor plan plot 9
A142e – Roof Plan plot 9
A143f – proposed elevations plot 9
A150e - ground floor plan plot 10
A151f - first floor plan plot 10
A152f – Roof Plan plot 10
A153g – proposed elevations plot 10

Reason: To accord with the terms of the submitted application and to ensure minimal impact on local amenity and the environment in accordance with Mole Valley Core Strategy policy CS14 and Mole Valley Local Plan policy ENV22.

3. Before any above ground works commence, details of the materials to be used in the construction of the external surfaces of the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure the development harmonises with its surroundings in accordance with Mole Valley Local Plan policy ENV22 and policy CS14 of the Mole Valley Core Strategy.

4. Before any above ground works commence, details of the hard surfacing to be used within the site shall be submitted to and approved in writing by the Local Planning Authority. The details shall indicate either porous materials or the provision of a direct run-off from the hard surface to a permeable or porous area. All hard surfacing shall be carried out in accordance with the approved details, completed prior to the first occupation of the development hereby permitted and thereafter, permanently retained as such.

Reason: To preserve the visual amenity of the area and prevent the increased risk of flooding, in accordance with Mole Valley Local Plan policy ENV25 and policies CS14 and CS20 of the Mole Valley Core Strategy.

5. No occupation of the development hereby permitted shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected/retained. The boundary treatment shall be completed prior to the first occupation of the development, shall be carried out in accordance with the approved details and thereafter permanently retained as such.

Reason: To preserve the visual amenity of the area and protect neighbouring residential amenities in accordance with Mole Valley Local Plan policy ENV22 and policy CS14 of the Mole Valley Core Strategy.

6. Before any above groundworks take place details of a landscaping scheme shall be submitted to and approved by the Local Planning Authority including planting of trees, shrubs, herbaceous plants and areas to be grassed. The landscaping shall be carried out in the first planting season after commencement of the development unless agreed otherwise in writing by the Local Planning Authority, and shall be maintained for a period of 5 years. Such maintenance shall include the replacement of any trees and shrubs that die.

Reason: To ensure the provision and maintenance of trees, other plants and grassed areas in the interests of visual amenity and in accordance with Mole Valley Local Plan policy ENV25 and policies CS14 and CS15 of the Mole Valley Core Strategy.

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

Reason: To ensure that adequate facilities are provided for the parking of vehicles clear of the highway in the interests of the free flow of traffic and condition of safety on the highway in accordance with Mole Valley Local Plan policy MOV5.

8. Prior to the commencement of development further details of the bin staging areas shall be submitted for approval by the local planning authority. The approved scheme shall be made available for use prior to the first occupation of the dwellings hereby permitted and, thereafter, shall be permanently retained as such.

Reason: In the interests of the amenities of the area, in accordance with Mole Valley Core Strategy policy CS14 and Mole Valley Local Plan policy ENV22.

9. Prior to any development related works being carried out on the site (including demolition) a tree impact assessment and a site specific tree protection method statement (including tree protection plans) in accordance with the current British Standard 5837 (Trees in relation to design, demolition and construction) and (Arboricultural Advisory and Information Service) Practice Note 12, shall be submitted to and approved in writing by the Local Planning Authority. The statements shall include;

1. trees to be removed and those to be retained;
2. details of tree protective fencing and ground protection;
3. the methods of construction and demolition to avoid damage from hard surfaces and foundations within tree protection areas;
4. existing and finished levels of no-dig and low invasive surfaces;
5. the sequencing of works;
6. details of any pruning;
7. a scheme of supervision for works within tree protection areas by a suitably qualified and pre-appointed tree specialist; and
8. details of any service runs that impinge within tree protection areas.

The approved method statements shall be adhered to in full unless otherwise agreed in writing by the Local Planning Authority. This tree condition may only be fully discharged on completion of the development subject to satisfactory written evidence of contemporaneous monitoring and compliance by the pre-appointed tree specialist during the construction.

Reason: To ensure the retention of trees on the site in the interests of visual amenity in accordance with Mole Valley Local Plan policies ENV25 and ENV53 and policies CS14 and CS15 of the Mole Valley Core Strategy.

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 fences, gates, or walls shall be erected in the curtilage of any dwellinghouse forward of any wall of that dwellinghouse which fronts onto a road.

Reason: To preserve the visual amenity of the area in accordance with Mole Valley Local Plan policy ENV22 and policy CS14 of the Mole Valley Core Strategy.

11. The development hereby approved shall not be first occupied unless and until existing accesses from the site to Horsham Road have been permanently closed and any kerbs, verge, footway, fully reinstated.

Reason: To ensure the access is available during the construction period and does not prejudice highway safety nor cause inconvenience to other highway users, in accordance with the National Planning Policy Framework, the Surrey Transport Plan saved policies MOV2 and MOV5 of the Mole Valley Local Plan.

12. The development hereby approved shall not be first occupied unless and until existing accesses from the site to Horsham Road have been permanently closed and any kerbs, verge, footway, fully reinstated.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with the National Planning Policy Framework, the Surrey Transport Plan, and saved policies MOV2 and MOV5 of the Mole Valley Local Plan.

13. No development shall take place until details of the existing ground levels of the site, the proposed finished levels of the ground, the ground floor slab level of each building, and the finished levels of any access road and driveway showing their relationship with the existing levels of the immediately adjoining land and buildings, have been submitted to and approved, in writing, by the Local Planning Authority. The development shall be carried out in accordance with the approved levels.

Reason: The Local Planning Authority is satisfied that it is fundamental to the development permitted to address this issue before development commences and that without this safeguard planning permission should not be granted and to protect the amenities and privacy of adjoining properties in accordance with Mole Valley Local Plan policy ENV22.

14. Prior to the first occupation the dwelling on plot 10 the first floor window in the south elevation shall be fitted with obscured glazing and permanently retained in that condition thereafter.

Reason: To protect the amenities and privacy of adjoining residential properties in accordance with Mole Valley Local Plan policy ENV22.

15. Notwithstanding the provisions of the Town and Country (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no further extensions within Schedule 2, Part 1, Classes A, B, or C to the dwelling shall be erected.

Reason: To restrict the enlargement of dwellings in this rural area in accordance with Mole Valley Local Plan policy RUD7 and to ensure the housing mix is retained in accordance with Policy BG03 of the Capel Neighbourhood Plan..

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

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with the National Planning Policy Framework, the Surrey Transport Plan, and saved polices MOV2 and MOV5 of the Mole Valley Local Plan.

17. The development hereby approved shall not be first occupied unless and until the proposed vehicular access to Horsham Road has been constructed in accordance with the approved plans and thereafter shall be kept permanently maintained.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with the National Planning Policy Framework, the Surrey Transport Plan, and saved polices MOV2 and MOV5 of the Mole Valley Local Plan.

18. Prior to any above ground works commencing, details to reduce the carbon emissions of the predicted energy use of the development hereby permitted by at least 10% through the on-site installation and implementation of decentralised and renewable or low-carbon energy sources shall be submitted and approved by the Local Planning Authority and be implemented prior to the first occupation of the development.

Reason: To optimise renewable energy and its conservation, in accordance with policy CS19 of the Mole Valley Core Strategy.

19. The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. Those details shall include:
- a) Detailed drawings to include: a finalised drainage layout detailing the location of SuDS elements, pipe diameters, levels, details of how SuDS elements will be protected

from root damage and long and cross sections of each SuDS element including details of any flow restrictions and how they will be protected from blockage.

b) Details of Management and Maintenance regimes and responsibilities

c) A plan showing exceedance flows and how property on and off site will be protected.

Reason: In the interests of sustainable development, in accordance with the advice contained in the National Planning Policy Framework and policy CS20 of the Mole Valley Core Strategy.

20. Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority to demonstrate that the Drainage System has been constructed as per the agreed scheme.

Reason: In the interests of sustainable development, in accordance with the advice contained in the National Planning Policy Framework and policy CS20 of the Mole Valley Core Strategy.

Informatives

1. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover or to install dropped kerbs. Please see www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs
2. The developer is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
3. 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.)
4. Bats are protected under the Wildlife & Countryside Act 1981 and subsequent legislation and it is an offence to deliberately or recklessly disturb them or damage their roosts. (Potential habitats) Trees should be inspected before any works commence and if the presence of bats is suspected advice will need to be sought from the Natural England on 0300 060 3900. Further advice on bats is available from The Bat Conservation Trust on 0345 1300 228.
5. If proposed site works affect an Ordinary Watercourse, Surrey County Council as the Lead Local Flood Authority should be contacted to obtain prior written Consent. More details are available on the website.SUDS@surreycc.gov.uk.
6. Birds may be found nesting in trees, hedges and associated plants such as Ivy, especially between March and September. All wild birds are protected by law under the wildlife & Countryside Act 1981 and it can be an offence to intentionally disturb, injure or kill a nesting bird or to take, damage or destroy an occupied nest or a viable egg. If nesting birds are discovered, works on the trees should be deferred until the nests are abandoned.

7. Great Crested Newts are protected under Schedule 2 of the Conservation of Habitats and Species Regulations 2017. Great Crested Newts are therefore European Protected species. Offences under this legislation include any activities that may kill, injure or disturb an individual or damages or destroys a breeding site or resting place of that individual.
8. The applicant is advised that the approval of details and/or samples required by conditions is subject to a fee, details of which may be viewed on the Council's website under the planning pages.

The fee may cover more than one condition where the details are submitted at the same time. Where subsequent submissions are made, a further fee will be payable per individual submission. The fee should be paid at the time of submission of the formal request.

PLEASE NOTE that this approval process may take up to 8 weeks from the date of the request. Applicants are therefore advised to submit requests in a timely manner.

9. In the interests of sustainability and the reduction of waste your attention is drawn to the desirability of recycling building materials wherever possible. The demolition or dismantling of structures on the site should be considered as part of the development process to maximise the reuse or recycling of materials rather than disposal as waste. For further information about re-use and recycling of building materials, the applicant is advised to ring the Surrey County Council Contact Centre on 03456 009 009.