

 <b>Reigate &amp; Banstead</b> BOROUGH COUNCIL Banstead   Horley   Redhill   Reigate	<b>TO:</b>	PLANNING COMMITTEE
	<b>DATE:</b>	3 <sup>rd</sup> October 2018
	<b>REPORT OF:</b>	HEAD OF PLACES & PLANNING
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<b>AGENDA ITEM:</b>	8	<b>WARD:</b> Banstead Village

<b>APPLICATION NUMBER:</b>	18/01414/F	<b>VALID:</b>	28/6/2018
<b>APPLICANT:</b>	Romans International Ltd	<b>AGENT:</b>	Hillman Design Ltd
<b>LOCATION:</b>	<b>ROMANS INTERNATIONAL LTD, BRIGHTON ROAD, BANSTEAD</b>		
<b>DESCRIPTION:</b>	<b>Erection of a row of garages to rear of site. As amended on 14/08/2018.</b>		
<b>All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.</b>			

## SUMMARY

This is a full application for the erection of a row of 4 double garages for 8 cars to the rear of the site along the eastern boundary. As with the previous applications on the site the reason for the additional garaging is to enable more cars on the site to be kept undercover as opposed to outside. No intensification of the site is proposed.

The proposal follows a recent planning application (18/00478/F), granted consent earlier this year for an extension to the existing car showroom. This new proposal could be built out independently of that permission or in addition to it. Two proposed layouts have therefore been submitted, both with the same total number of parking spaces, dependant on if the extension is built out or not.

The proposed garages would be single storey in height and are of utilitarian appearance in keeping with their use. Their modest scale and form and siting to the rear of this commercial site is considered acceptable and would not be out of place in this location. Whilst sited proximate to residential properties bounding the site the visual appearance of the garages would be mitigated by the sedum roof and choice of dark green cladding proposed. Sufficient space is available to the rear of the garages and to the south along the boundary with 61 and 63 Diceland Road to secure a landscape scheme to mitigate proposed tree works and the visual impact of the development. The proposal in terms of its design and appearance is considered acceptable and a condition is proposed to secure materials.

The tree officer has confirmed that subject to conditions the application is acceptable from an arboricultural and landscape perspective. The noise and neighbour amenity aspects of the proposal have been considered and noting there is no intensification of the use of the

site, the existing use of this part of the site for parking and subject to the proposed landscape condition the proposal is considered acceptable.

In addition a revised parking layout has been secured to retain the existing level of provision for visitors (4spaces) and staff (10 spaces) and ensure the parking layout can be secured both with or without the extension consented under 18/00478/F.

## **RECOMMENDATION(S)**

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

## Consultations:

Highway Authority: No objection subject to condition.

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

Environmental Health (Contaminated Land): There is some potential for contamination to be present associated with both historical and current garage use, as such conditions to deal with contaminated land and an informative to provide additional guidance is recommended.

Tree officer – No objection subject to conditions

## Representations:

Letters were sent to neighbouring properties on 2<sup>nd</sup> July 2018, a site notice was posted on 5<sup>th</sup> July 2018. Neighbours were re-notified on the revised plans for a 14 day period commencing 15<sup>th</sup> August 2018.

6 responses have been received raising the following issues:

<b>Issue</b>	<b>Response</b>
Inadequate parking	See paragraphs 6.12 to 6.14 and summary table at paragraph 4.7
Increase in traffic congestion	See paragraphs 6.12 to 6.14
Inconvenience during construction	See paragraphs 6.9 and 6.14
Out of character with surrounding area	See paragraphs 6.3 to 6.5
Overdevelopment	See paragraphs 6.3 to 6.5
Overlooking and loss of privacy	See paragraph 6.7
Overshadowing	See paragraph 6.7
Loss of / harm to trees	See paragraph 6.6
Harm to wildlife habitat	See paragraph 6.16
Noise & disturbance	See paragraph 6.8
No need for the development	Each application must be assessed on its own merits
Loss of private view	Not a material planning consideration
Property devaluation	Not a material planning consideration

## 1.0 Site and Character Appraisal

- 1.1 The application site is located on the eastern side of Brighton Road and comprises an existing car showroom, an open car storage / display area and a valeting / car preparation building to the rear. The car forecourt is situated between the car showroom and Brighton Road extending towards the north. To the rear of the site beyond the valeting building where the garages are proposed is an area of hardstanding currently used for staff and customer parking. Between the eastern boundary and the parking area is a strip of soft landscaping, which is overgrown and includes two mature oak trees and a holly. Trees are also present along the southern boundary.
- 1.2 The site fronts onto Brighton Road which on the eastern side of the road is characterised by commercial buildings to the south and north, including a petrol station to the south and Ford garage to the north. The wider area is predominantly residential with the nearest residential dwellings situated on Diceland Road to the south and Gerrards Mead to the east.

## 2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: The opportunity did not arise because the applicant did not approach the Local Planning Authority before submitting the application.
- 2.2 Improvements secured during the course of the application:
- Introduction of a landscape scheme to the rear of the garages and adjacent to rear residential gardens of 61 and 63 Diceland Road.
  - Garage panelling confirmed as dark green in colour with sedum roof covering.
  - Revised existing and proposed parking layouts provided. The proposed parking layout now retains 4 visitor spaces and 10 staff spaces as existing. In addition the proposed car sales parking has been rearranged to show phase 1 (without consented extension) and phase 2 (with consented extension 18/00478/F).
- 2.3 Further improvements could be secured through the use of conditions and a legal agreement to secure affordable housing provision. Conditions are proposed to gain various improvements to the scheme.

## 3.0 Relevant Planning and Enforcement History

- |     |                                       |  |  |
|-----|---------------------------------------|--|--|
| 3.1 | 18/00478/DET04, 05, 09, 10, 11 and 12 | Discharge of condition submissions relating to tree protection plan, construction transport method statement and contamination | Pending consideration                  |
| 3.2 | 18/00478/F                            | Extension and remodelling of existing car showroom   | Approved with conditions<br>12.06.2018 |

- |     |  |  |  |
|-----|--|--|--|
| 3.3 | 17/01883/F   | Extension to existing car showroom, and reduction in size of existing vehicle preparation building. As amended on 1/10/2017, on 08/11/2017 and on 07/12/2017 | Approved with conditions<br>21.12.2017 |
| 3.4 | 12/00101/DET03, 05, 06   | Discharge of condition submissions relating to materials, construction method statement and landscaping  | Approved                               |
| 3.5 | 12/00101/S73   | Demolition of existing public house and erection of extension to adjoining car showroom. Variation of condition 2 of 10/01393/F. Amendment to elevations     | Approved with conditions<br>16.03.2012 |
| 3.6 | 11/00389/CU  | Erection of temporary screening and use of front part of site for the sale of cars for a temporary period of two years.                                      | Approved with conditions<br>16.05.2011 |
| 3.7 | 10/01393/F   | Demolition of existing public house and erection of extension to adjoining car showroom  | Approved with conditions<br>24.11.2010 |
| 3.8 | 09/01881/F   | Demolition of existing public house and erection of extension to adjoining car showroom  | Refused<br>September 2010              |
| 3.9 | Note: A Grampian condition was attached to planning permission 10/01393/F requiring the use of 29 Diceland Road for vehicle valeting to cease prior to the use of the proposed valeting area commencing. The site of 29 Diceland Road has subsequently been redeveloped for housing (13/01889/OUT) and so this condition has been complied with. |  |  |

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

- 4.1 This is a full application for the erection of a row of 4 double garages for 8 cars to the rear of the site along the eastern boundary. As with the previous applications on the site the reason for the additional garaging is to enable more cars on the site to be kept undercover as opposed to outside.
- 4.2 The proposal follows a recent planning application (18/00478/F), granted consent earlier this year for an extension to the existing car showroom. This extension was smaller in scale to previous extant permissions on the site (proposing 186sqm net of floorspace, previously 352.5sqm net of floorspace was proposed) to allow seven additional cars to be stored inside as opposed to on the external display court.

- 4.3 This new proposal could be built out independently of that permission or in addition to it. The latter being more likely noting the Council has recently received discharge of condition submissions in relation to 18/00478/F. Two proposed layouts have therefore been submitted, both with the same total number of parking spaces, dependant on if the extension is built out or not.
- 4.4 The garage block would be single storey with a length of 26.5m, width of 6.5m and height of 3m. The garages would be constructed in dark green aluminium powder coated cladding panels, with roller shutter doors (4 no) and a sedum roof covering.
- 4.5 The applicant has provided the following information regarding parking to clarify the parking arrangements

	<b>Existing spaces</b>	<b>Proposed spaces</b>	
<b>Staff</b>	10	10	<u>No change to number of staff parking spaces but revised location.</u> The numbers of staff employed at the site will remain unchanged (19).
<b>Customers:</b>	4	4	Due to the high end nature of the cars for sale the majority of customers visiting the site are by pre-arrangement, having viewed the cars on-line, and it is rare that a customer will drop by to browse the stock. As such it is not envisioned that there will be any change to the way customers visit the site. Customer parking is currently provided to the rear of the site, under the proposal <u>the same number of visitor spaces will be retained, but moved to the front of the site</u> so visitors do not need to access the rear.
<b>Display cars</b>	Total 49 38 outside 11 Inside	Total 49	No change to total number of display vehicles. Phase 1: 8 garages, 30 outside, 11 inside Phase 2: 8 garages, 23 outside, 18 inside 18/00478/F: 31 outside, 18 inside
<b>Delivery of Vehicles</b>			Due to the high end nature of the cars, they are individually delivery to and taken away from the site via an enclosed trailer towed by a 4 x 4 vehicle. This is currently accommodated within the site and does not interfere with the surrounding streets.
<b>Operations within the site</b>			Onsite operations are restricted to the sale of the cars, their cleaning and preparation (scratch repair, glass polishing etc). No servicing takes place on site, so there is no parking or vehicle movements generated by this.

- 4.6 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:  
Assessment;  
Involvement;  
Evaluation; and  
Design.
- 4.7 Evidence of the applicant's design approach is set out below:

Assessment	The statement does not include an assessment of local character
	Protected trees are to be retained to the rear of the site.
Involvement	No community consultation took place.
Evaluation	The statement does not include any evidence of other development options being considered.
Design	The applicant's reasons for choosing the proposal from the available options were; it enables more cars to be kept undercover without increasing the number of cars on site. The number of staff and visitor parking spaces has been retained.

- 4.5 Further details of the development are as follows:

Site area	0.25ha
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## 5.0 Policy Context

### 5.1 Designation

Urban area  
Tree Preservation Order (BAN 65) to rear of site

### 5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)  
CS4 (Valued Townscapes and Historic Environment)  
CS10 (Sustainable Development),  
CS11 (Sustainable Construction),  
CS17 (Travel Options and accessibility)

### 5.3 Reigate & Banstead Borough Local Plan 2005

Landscape & Nature Conservation Pc4

Employment  
Movement

Em1, Em3  
Mo5, Mo6, Mo7

#### 5.4 Other Material Considerations

National Planning Policy Framework  
National Planning Practice Guidance  
Supplementary Planning Guidance

Surrey Design  
Local Distinctiveness Design Guide  
A Parking Strategy for Surrey  
Parking Standards for Development

Other

Human Rights Act 1998  
Community Infrastructure Levy  
Regulations 2010

### 6.0 **Assessment**

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

6.2 The main issues to consider are:

- Design appraisal
- Neighbour amenity
- Highway matters
- Community Infrastructure Levy

#### Design appraisal

6.3 The applicant states within the design and access statement that the proposal will not result in an intensification of the site, with no change in the way the site is currently used. As with previous schemes the requirement for the garages is solely to keep more cars on the site undercover. The business is the sale of very expensive and exotic cars, most of which are currently displayed in the open air, which leaves them vulnerable to damage from the traffic film generated by the A217 and vandalism, the proposal will help address this. The number of staff (19) would remain unchanged and the revised plans confirm staff and visitor parking will be retained at the same level.

6.4 The proposed garages would be single storey in height and are of utilitarian appearance in keeping with their use. Their modest scale and form and siting to the rear of this commercial site is considered acceptable and would not be out of place in this location. Whilst sited proximate to residential properties bounding the site the visual appearance of the garages would be mitigated by the sedum roof and choice of dark green colour proposed. Sufficient space is available to the rear of the garages and to the south along the boundary with 61 and 63 Diceland Road to secure a landscape scheme to mitigate proposed tree works and the visual impact

of the development. The proposal in terms of its design and appearance is considered acceptable and a condition is proposed to secure materials.

- 6.5 The proposed development would therefore be acceptable in terms of its design, would not appear out of place or cause harm to the character and appearance of the area and complies with policy Em3.
- 6.6 The site has protected oak trees to the rear together with other unprotected trees on the sites southern boundary. The tree officer was consulted on the proposal in order to assess the proposed development against impact upon existing trees and vegetation. No objection has been raised (see detailed comments below) and subject to conditions relating to tree protection and a scheme to secure additional landscaping, including replacement trees on land in the applicant's ownership to the rear of the proposed garages and along the southern boundary proximate to the rear gardens of 59, 61 and 63 Diceland Road, the application is considered acceptable and accords with policy Pc4 of the Local Plan.

*"I am familiar with the site and the two oak trees having visited it to assess recent tree work applications, the most recent application being 2018 , reference 18/00389/TPO to reduce the lateral branches by 2.5 metres and was approved subject to conditions. The garages will be located next to the two trees and the approved works have been completed resulting in the shortening of the lateral branches over the area. It will be necessary to prune the trees periodically to address any concerns the applicants may have, but as they are protected consent will be required before undertaking any remedial works. In order to increase the canopy cover in the local area additional landscaping will be required and this can be secured by condition. Therefore, based on the existing information I raise no objection subject to the following conditions."*

#### Neighbour amenity

- 6.7 The application is sited adjacent to the existing Ford garage to the north with residential development to the north-east, east and south. The closest property is 3 Gerrards Mead directly to the rear (east) of the proposed garages with 49 Garratts Lane (to the north-east) and 59, 61 and 63 Diceland Road to the south also proximate. 3 Gerrards Mead is sited at an angle and the garages would be located approximately 6.4m from the closest wall of this property. Two retained protected trees are located on the applicants land between the garages and this property, together with a strip of land approx 3.5m in width which is proposed to be planted. Given the single storey nature of the garages, the existing use of this part of the site, the retention of the TPO'd trees and other retained trees on the site, the improvements that can be secured by condition with respect to a landscape scheme (both on the strip of land to the rear of the garages and adjacent to 59, 61 and 63 Diceland Road) and materials (green coloured cladding and sedum roof) the proposal is considered to have an acceptable impact on this property with respect to outlook, dominance, overlooking and privacy and those further distanced from the proposal in Diceland Road and Garratts Lane. The single storey garages are not considered to result in harmful overshadowing

- 6.8 The site is currently in use as a car sales showroom and valeting facility. The application does not seek to change existing operations on the site, the garages being proposed to enable more cars to be kept under cover. The area where the garages are proposed is currently utilised for parking. In light of the above I do not consider the replacement of open parking for garages will result in a material change to the existing noise environment post construction.
- 6.9 Objection was raised on the grounds of inconvenience during the construction period. Whilst it is acknowledged there may be a degree of disruption during the construction phase, the proposal would not warrant refusal on this basis and statutory nuisance legislation exists to control any significant disturbance caused during the construction of the proposal. A construction method statement would be secured by planning condition.
- 6.10 Objections have been received due to the loss of private views but this is not a material planning consideration.
- 6.11 While giving rise to a degree of change in the relationship between buildings, the proposed scheme would not adversely affect the amenity of neighbouring properties, and complies with policy Em3.

#### Highway matters

- 6.12 The application is to introduce a row of garages for 8 cars to enable cars that are currently left out in the open to be stored and displayed inside. Details of parking provision are set out at section 4 of the report.
- 6.13 No change is proposed to the existing access arrangements or delivery arrangements. Provision for visitor parking would remain as existing but be relocated to the front of the site. The amended plans confirm provision for staff parking would be retained at the existing level of 10 spaces. Whilst there is some rearrangement in the provision of parking for vehicles for display, the application does not result in an intensification of the site and the parking provision is considered acceptable. Two proposed parking layouts have been submitted to clarify parking arrangements both before and after construction of the extension granted under 18/00478/F and a condition requiring the implementation of these at the appropriate time/stage is recommended to be imposed.
- 6.14 Subject to the amended plans the Highway Authority has assessed the application and raised no objection to the proposed development subject to a condition securing the parking layouts and a method of construction statement.

#### Community Infrastructure Levy (CIL)

- 6.15 The Community Infrastructure Levy (CIL) is a fixed charge which the Council will be collecting from some new developments from 1 April 2016. It will raise money to help pay for a wide range of infrastructure including schools, road, public transport and community facilities which are needed to support new development. This development would not be CIL liable.

Other matters

- 6.16 Concern has been raised regarding the potential for harm to wildlife. Bats and their roosts are protected by law and the protected species legislation applies independently of planning permission. New landscaping is proposed and would be secured by condition.

**CONDITIONS**

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

Reason:

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

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

<b>Plan Type</b>	<b>Reference</b>	<b>Version</b>	<b>Date Received</b>
Location Plan	ROM/G/001		27.06.2018
Proposed Plans	ROM/G/101	B	14.08.2018
Site Layout Plan	ROM/G/100	B	14.08.2018
Site Layout Plan	ROM/G/110		14.08.2018

Reason:

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

3. The proposal shall be constructed in accordance with the materials as specified on the approved plans, including use of dark green coloured panelling for the garages and sedum roof and there shall be no variation without prior approval and agreement in writing with the Local Planning Authority.

Reason:

To ensure that the development hereby permitted is only constructed using the appropriate external facing materials or suitable alternatives in the interest of the visual amenities of the area with regard to Reigate and Banstead Borough Local Plan 2005 policies Ho9 and Ho13

4. No development shall commence including groundworks preparation and demolition until all related arboricultural matters, including arboricultural supervision, monitoring and tree protection measures are implemented in strict accordance with the approved details contained in the Tree Protection Plan and Arboricultural Method Statement compiled by ACS Trees, reference ha/aiams1/2018romans dated 19th June 2018.

Reason:

To ensure good arboricultural practice in the interests of the maintenance of the character and appearance of the area and to comply with policy Pc4 of the Reigate and Banstead Borough Local Plan 2005 and the recommendations within British Standard 5837.

Informative: The use of a suitably qualified arboricultural consultant is essential to provide acceptable submissions in respect of the arboricultural tree condition above. All works shall comply with the recommendations and guidelines contained within British Standard 5837

5. No development shall commence until details of hard and soft landscaping is submitted to and approved in writing by the Local Planning Authority (LPA). This shall include details of tree and hedge planting to the rear of the proposed garaging and additional landscape planting along the boundary to properties on 59, 61 and 63 Dicelands Road. The soft landscape details shall include an establishment maintenance schedule for a minimum of 2 years, full planting specifications, planting sizes & densities. Upon implementation of the approved development all the landscaping works shall be carried out in strict accordance with the landscape details as approved, and these shall be completed, before building completion, occupation or use of the approved development whichever is the earliest.

If any of the new or existing tree/s or hedge/s, detailed and approved under this condition, are removed, die, or become significantly damaged or diseased within 5 years of completion, it/they shall be replaced before the expiry of one calendar year, to a planting specification agreed in writing by the Local Planning Authority. The hedges detailed shall be retained at a minimum height of 1.8 metres, or if new, once grown to this height thereafter.

Reason:

To ensure good landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies Pc4, Em3 of the Reigate and Banstead Borough Local Plan 2005.

Informative: The use of a suitably qualified arboricultural consultant is essential to provide acceptable submissions in respect of the arboricultural tree condition above. All works shall comply with the recommendations and guidelines contained within British Standard 5837

6. No development 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

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason:

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

7. The new garages hereby permitted shall not be brought into use until space has been laid out in accordance with the approved plans (ROM/G/100 and 110) for vehicles to be parked.

The Phase 2 parking layout (shown on drawing no. ROM/G/110) shall only be implemented in the event that the works approved under permission reference 18/00478/F are also constructed.

The parking areas shall thereafter be retained exclusively for their designated purpose. Areas identified for staff or visitor parking on the approved plans shall only be used for these specific purposes.

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users with regard to Reigate and Banstead Borough Local Plan 2005 policy Mo7

8. Prior to commencement of development a written comprehensive environmental desktop study report is required to identify and evaluate possible on and off site sources, pathways and receptors of contamination and enable the presentation of all plausible pollutant linkages in a preliminary conceptual site model. The study shall include relevant regulatory consultations such as with the Contaminated Land Officer and be submitted to the Local Planning Authority and is subject to the approval in writing of the Local Planning Authority and any additional requirements that it may specify. The report shall be prepared in accordance with the Environment Agency's Model Procedures for the Management of Contaminated Land (CLR 11) and British Standard BS 10175.

Reason:

To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Core Strategy CS10 and the provisions of the NPPF

9. Prior to the commencement of development and in follow-up to the environmental desktop study, a contaminated land site investigation proposal, detailing the extent and methodologies of sampling, analyses and proposed assessment criteria required to enable the characterisation of the plausible pollutant linkages identified in the preliminary conceptual model, shall be submitted to the Local Planning Authority. This is subject to the written approval in writing of the Local Planning Authority, and any additional requirements that it may specify, prior to any site investigation being commenced on site. Following approval, the Local Planning Authority shall be given a minimum of two weeks written notice of the commencement of site investigation works.

Reason:

To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Core Strategy CS10 and the provisions of the NPPF

10. Prior to commencement of the development, a contaminated land site investigation and risk assessment, undertaken in accordance with the site investigation proposal as approved that determines the extent and nature of contamination on site and is reported in accordance with the standards of DEFRA's and the Environment Agency's Model Procedures for the Management of Contaminated Land (CLR 11)

and British Standard BS 10175, shall be submitted to the Local Planning Authority and is subject to the approval in writing of the Local Planning Authority and any additional requirements that it may specify. If applicable, ground gas risk assessments should be completed in line with CIRIA C665 guidance.

Reason:

To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Core Strategy CS10 and the provisions of the NPPF

- 11a Prior to commencement of the development a detailed remediation method statement should be produced that details the extent and method(s) by which the site is to be remediated, to ensure that unacceptable risks are not posed to identified receptors at the site and details of the information to be included in a validation report, has been submitted to and approved in writing by the Local Planning Authority, and any additional requirements that it may specify, prior to the remediation being commenced on site. The Local Planning Authority shall then be given a minimum of two weeks written notice of the commencement of remediation works.
- 11b. Prior to occupation, a remediation validation report for the site shall be submitted to the Local Planning Authority in writing. The report shall detail evidence of the remediation, the effectiveness of the remediation carried out and the results of post remediation works, in accordance with the approved remediation method statement and any addenda thereto, so as to enable future interested parties, including regulators, to have a single record of the remediation undertaken at the site. Should specific ground gas mitigation measures be required to be incorporated into a development the testing and verification of such systems should be in accordance with CIRIA C735 guidance document entitled 'Good practice on the resting and verification of protection systems for buildings against hazardous ground gases' and British Standard BS 8285 Code of Practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings.

Reason:

To demonstrate remedial works are appropriate and demonstrate the effectiveness of remediation works so that the proposed development will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Core Strategy CS10 and the provisions of the NPPF

12. Unexpected ground contamination: Contamination not previously identified by the site investigation, but subsequently found to be present at the site shall be reported to the Local Planning Authority as soon as is practicable. If deemed necessary development shall cease on site until an addendum to the remediation method statement, detailing how the unsuspected contamination is to be dealt with, has been submitted in writing to the Local Planning Authority. The remediation method statement is subject to the written approval of the Local Planning Authority and any additional requirements that it may specify.

Reason:

To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters

with regard to Reigate and Banstead Borough Council Core Strategy CS10 and the provisions of the NPPF

## INFORMATIVES

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

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

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

3. The applicant is advised that the essential requirements for an acceptable communication plan forming part of a Method of Construction Statement are viewed as: (i) how those likely to be affected by the site's activities are identified and how they will be informed about the project, site activities and programme; (ii) how neighbours will be notified prior to any noisy/disruptive work or of any significant changes to site activity that may affect them; (iii) the arrangements that will be in place to ensure a reasonable telephone response during working hours; (iv) the name and contact details of the site manager who will be able to deal with complaints; and (v) how those who are interested in or affected will be routinely advised regarding the progress of the work. Registration and operation of the site to the standards set by the Considerate Constructors Scheme (<http://www.ccscheme.org.uk/>) would help fulfil these requirements.

4. 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).
5. Environmental Health would like to draw the applicant attention to the specifics of the contaminated land conditional wording such as “prior to commencement”, “prior to occupation” and “provide a minimum of two weeks’ notice”.

The submission of information not in accordance with the specifics of the planning conditional wording can lead to delays in discharging conditions, potentially result in conditions being unable to be discharged or even enforcement action should the required level of evidence/information be unable to be supplied. All relevant information should be formally submitted to the Local Planning Authority and not direct to Environmental Health.

## **REASON FOR PERMISSION**

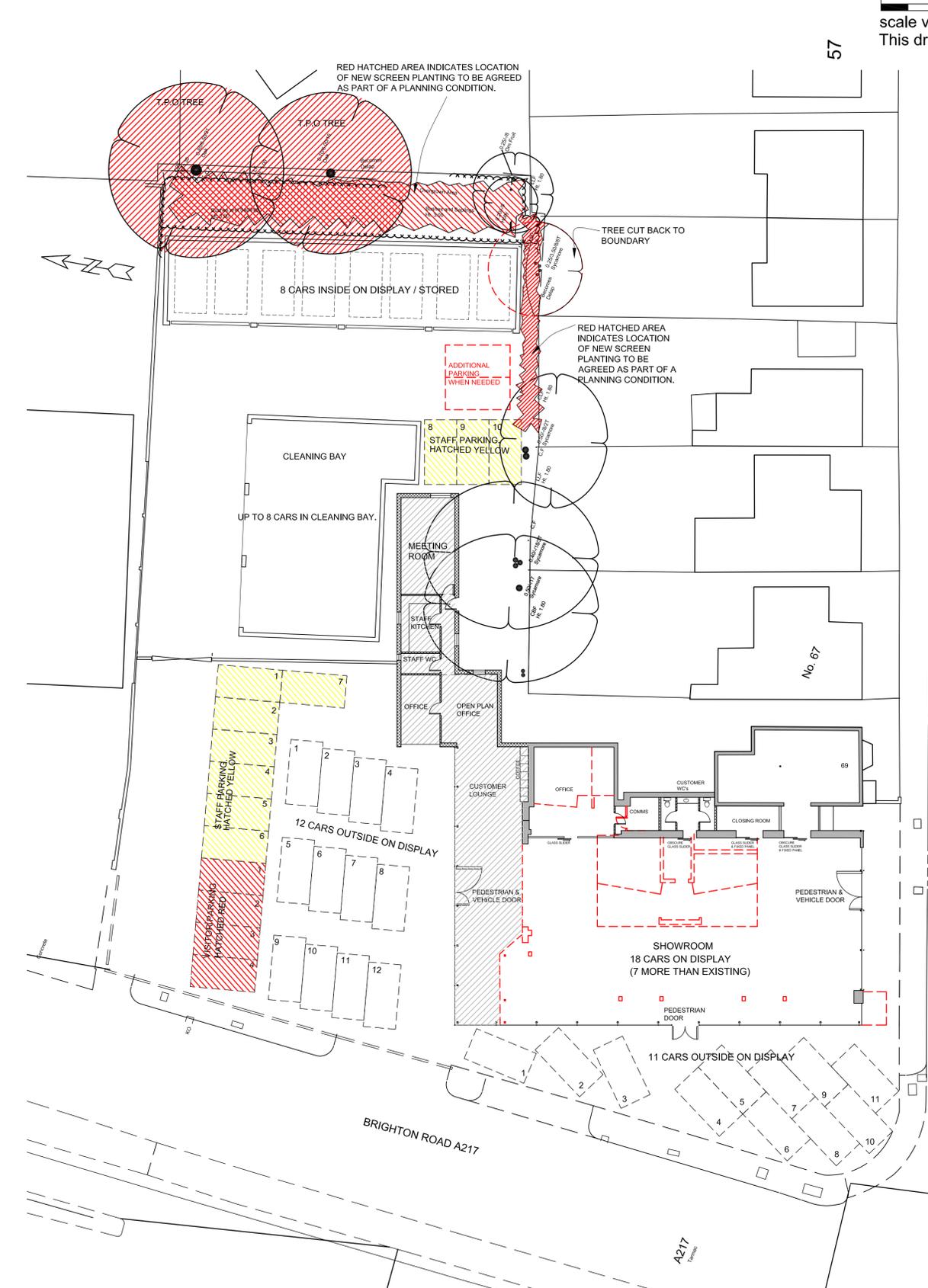
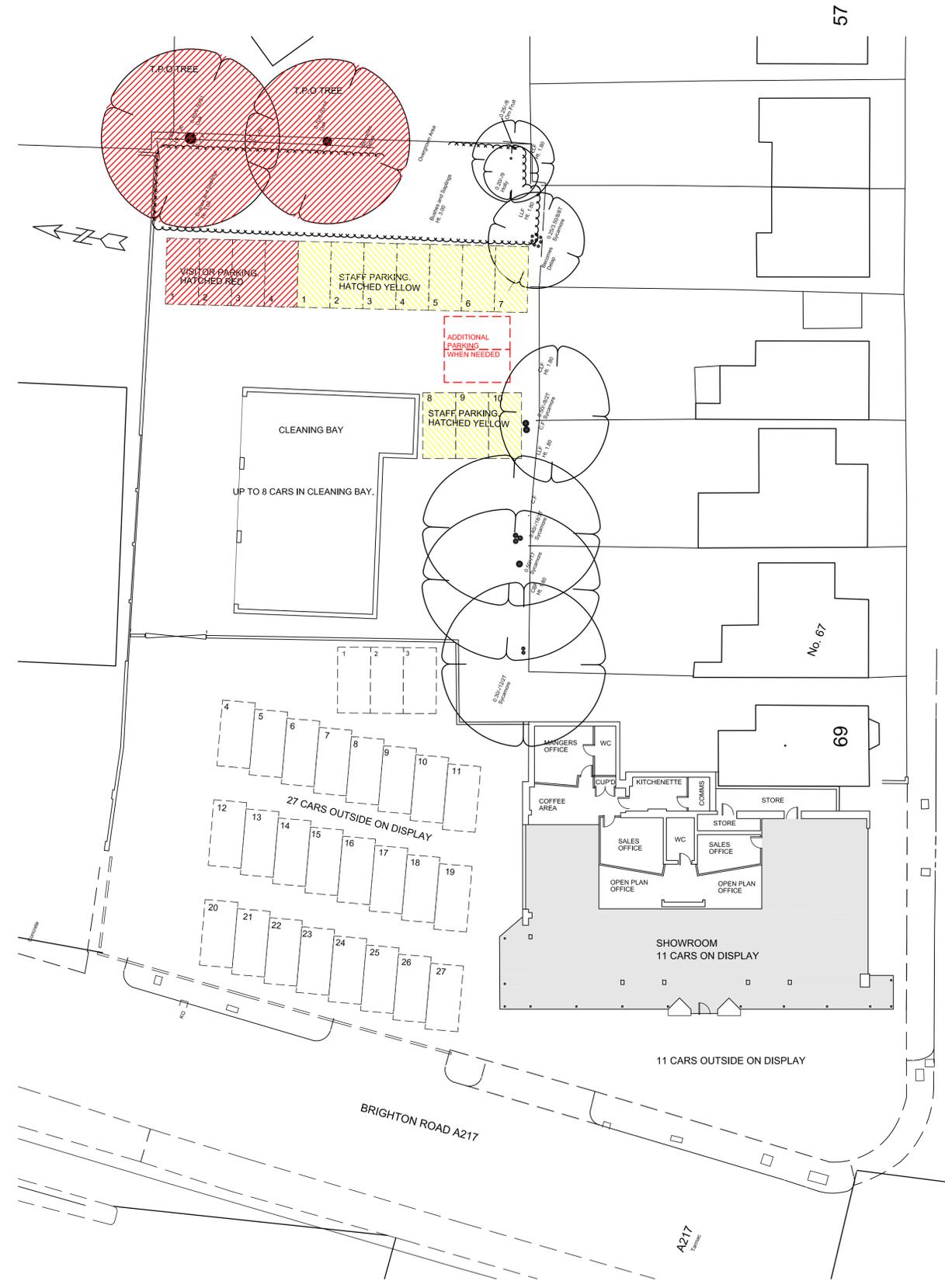
The development hereby permitted has been assessed against development plan policies Pc4, Em1, Em3, Mo5, Mo6 and Mo7, CS1, CS4, CS10, CS11 and CS17 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

## **Proactive and Positive Statements**

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development where possible, as set out within the National Planning Policy Framework.

# 18/01414/F - Romans International Ltd, Romans Garage, Brighton Road, Banstead

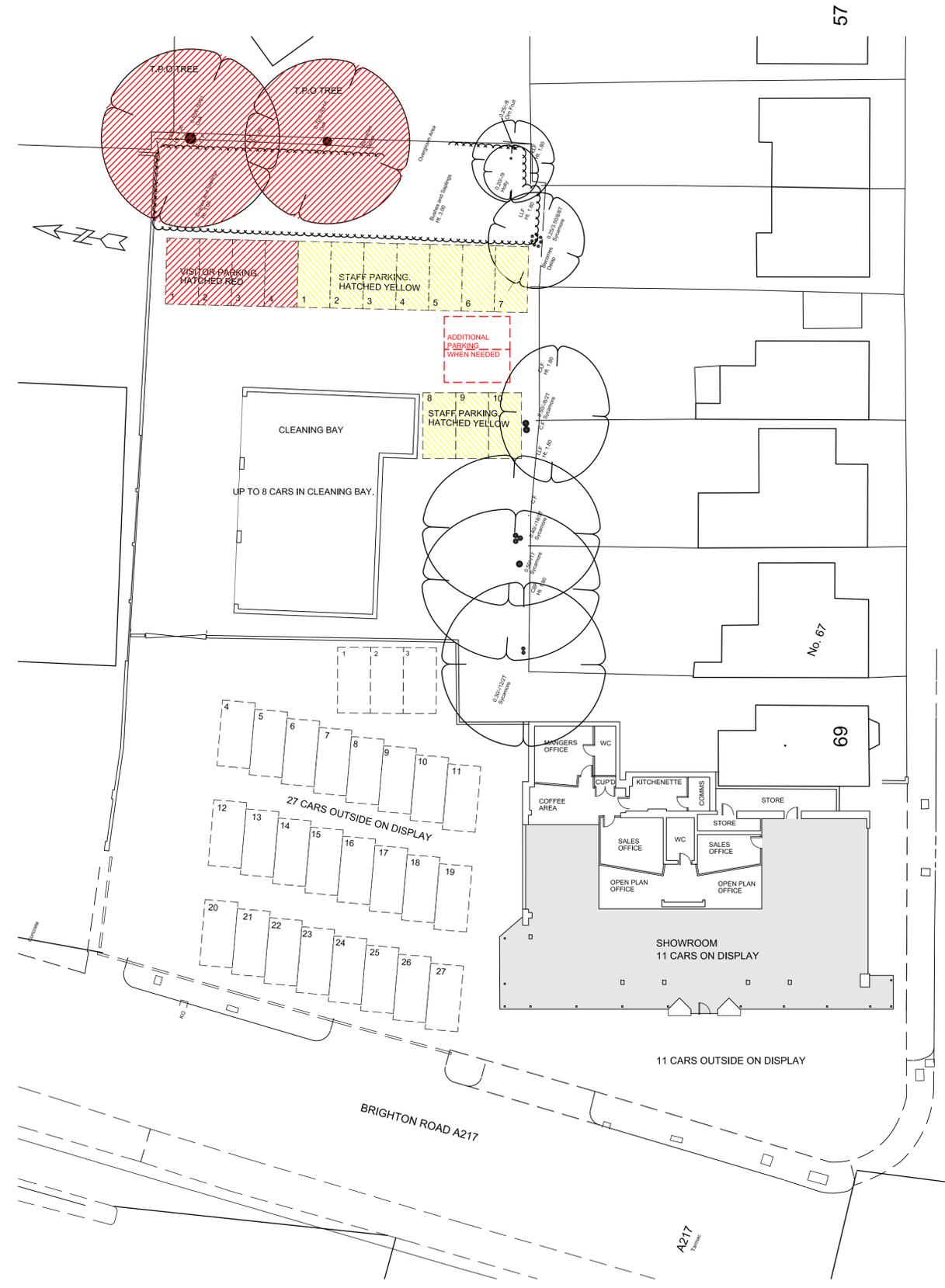




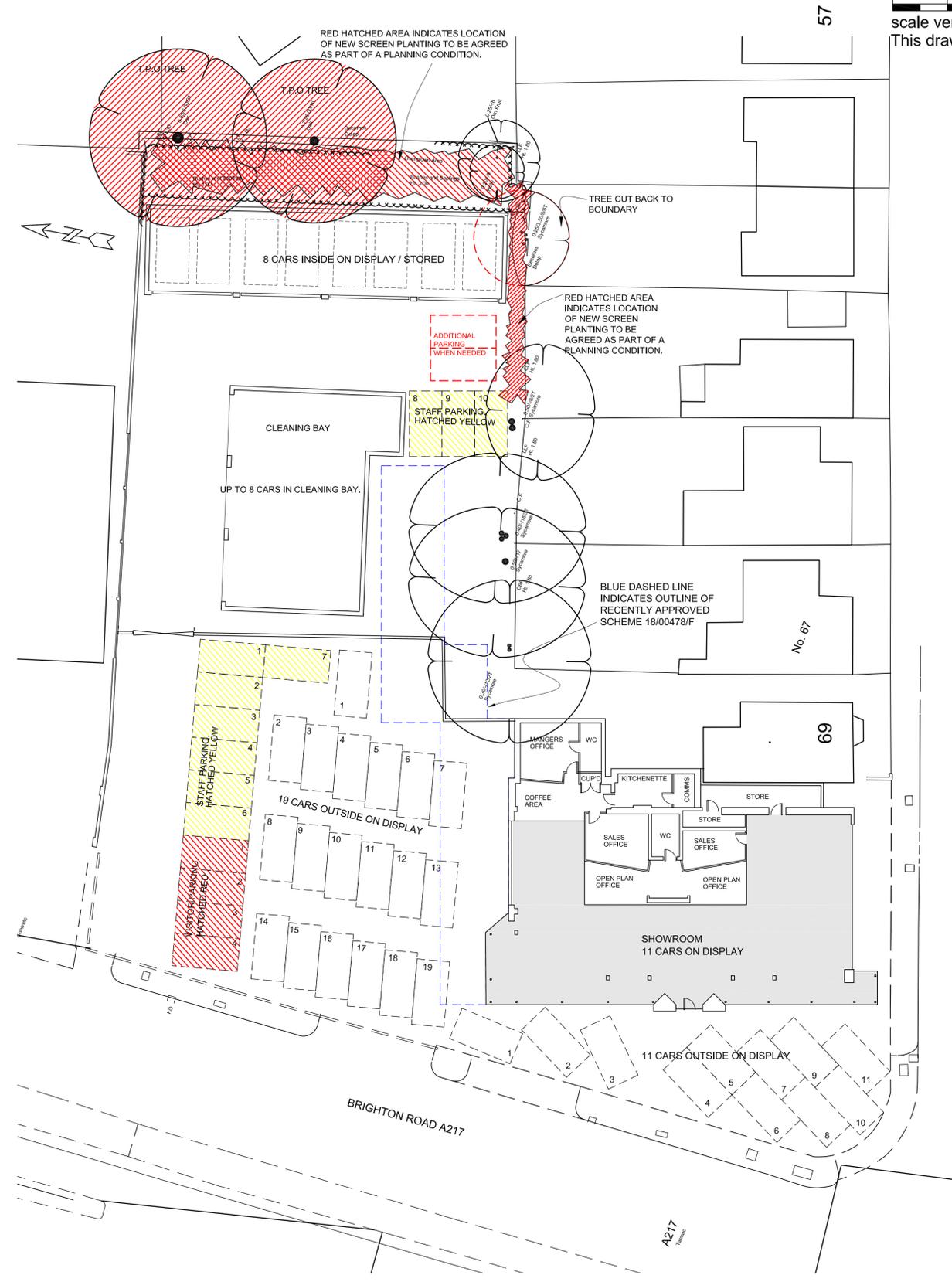
**Hillmandesign Ltd**  
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24 Crichton Road  
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Surrey, SM5 3LS  
t:(020) 8715 5584  
f:(020) 8715 8134  
mail@hillmandesign.co.uk

PROJECT	ROMANS INTERNATIONAL BRIGHTON ROAD, BANSTEAD, SURREY SM7 1AT
DRAWING	PROPOSED GARAGES, EXISTING & PROPOSED SITE PLAN PHASE 2
SCALE	DATE
1:200	MAY 18
DRAWING NO	REVISION
ROM/G/110	



EXISTING SITE PLAN 1:200



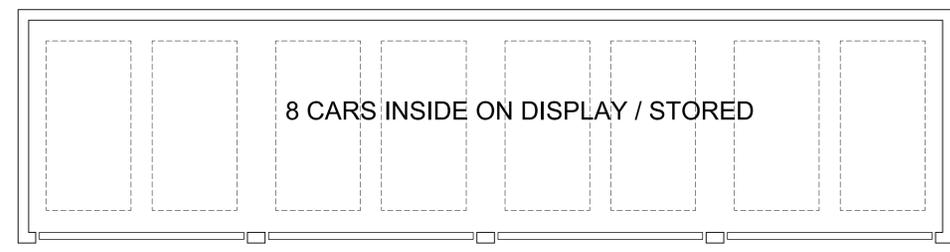
PROPOSED SITE PLAN 1:200  
PHASE 1

B) DRAWING LABELED "PHASE 1". 08.2018.  
A) PARKING CLARIFIED. 08.2018.

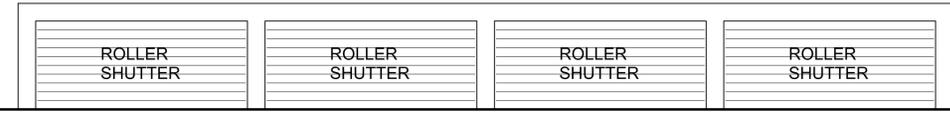
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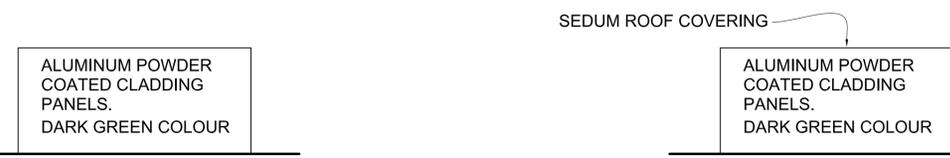
PROJECT	
ROMANS INTERNATIONAL BRIGHTON ROAD, BANSTEAD, SURREY SM7 1AT	
DRAWING	
PROPOSED GARAGES, EXISTING & PROPOSED SITE PLAN PHASE 1	
SCALE	DATE
1:200	MAY 18
DRAWING NO	REVISION
ROM/G/100	B



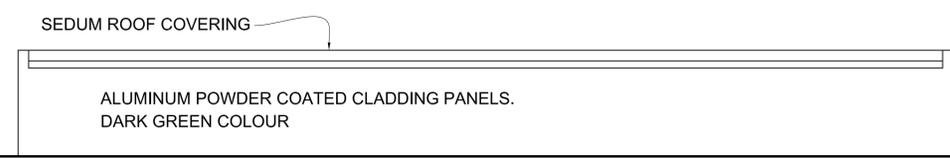
FLOOR PLAN 1:100



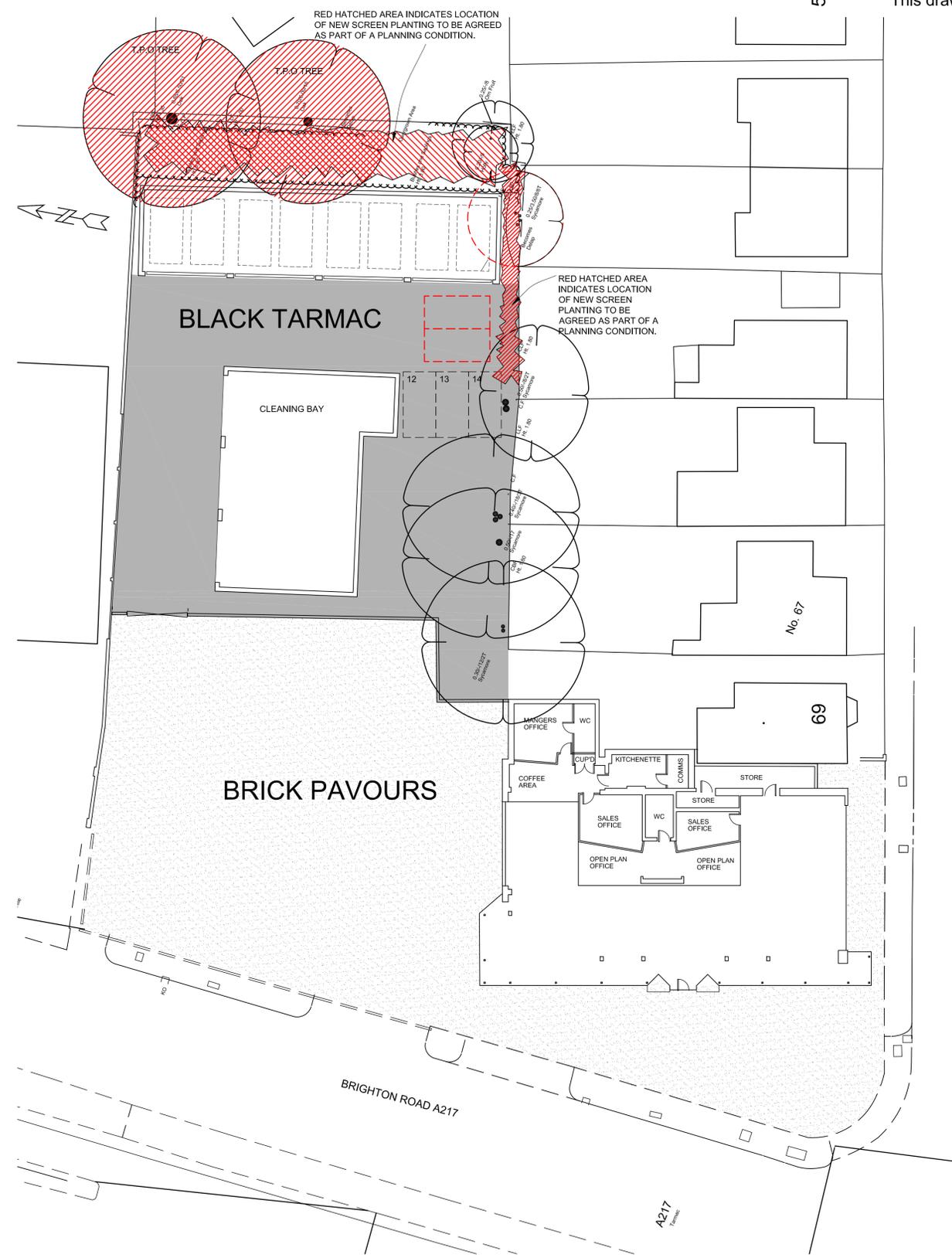
FRONT ELEVATION 1:100



SIDE ELEVATION 1:100



REAR ELEVATION 1:100



PROPOSED LANDSCAPE PLAN 1:200

B) LANDSCAPING ADDED TO REAR OF GARAGES. 08.2018.  
A) SEDUM ROOF & DARK GREEN CLADDING ADDED. 08.2018.

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PROJECT	
ROMANS INTERNATIONAL BRIGHTON ROAD, BANSTEAD, SURREY SM7 1AT	
DRAWING	
PROPOSED GARAGES. PROPOSED PLANS & ELEVATIONS LANDSCAPE PLAN	
SCALE	DATE
1:200	MAY 18
DRAWING NO	REVISION
ROM/G/101	B