

ADDENDUM
MEETING OF THE PLANNING COMMITTEE
WEDNESDAY 31st NOVEMBER 2018

ITEM NO: 5

APPLICATION: 18/01637/F – THE WARWICK SCHOOL, NOKE DRIVE, REDHILL

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CONDITIONS:

Minor amendments are proposed to a number of conditions to reflect the likely phasing of the development:

1. Within six months of the commencement of the development hereby approved, evidence that the development is registered with a BREEAM certification body and a pre-assessment report (or design stage certificate) indicating that the development can achieve a 'Very Good' rating shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the development is constructed to appropriate sustainability standards with regard to Policy CS11 of the Reigate and Banstead Core Strategy 2014.

13. Within six months of the occupation of the teaching block, or within the first planting season following its occupation whichever is the later, all hard and soft landscaping shall be completed in accordance with the details in the Landscape Planning Statement unless otherwise specified below.

The Sports Hall building shall not be occupied until the 3 no. Acer Campestre 'Streetwise' trees along the northern boundary have been planted as specified on approved drawing 125268-LLB-ZZ-XX-DR-L-4002 P05. These trees shall have an initial planting height of not less than 3.0m.

All new tree planting shall be positioned in accordance with guidelines and advice contained in the current British Standard 5837. Trees in relation to design, demolition and construction-Recommendations.

Any trees, shrubs, plants or turf planted in accordance with this condition which are removed, die or become damaged or become diseased within five years of planting shall be replaced within the next planting season by trees, shrubs of the same size and species.

Reason: To ensure good arboricultural and landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies Pc4 and Cf2 of the Reigate and Banstead Borough Local Plan 2005.

22. Within eight months of the occupation of the teaching block hereby approved, the revised car parking and turning area shall be laid out within the site in accordance with the approved plans numbered (125268 LLB ZZ L 4018 Rev P01 and 4002 Rev P05) to provide for 73 vehicle parking spaces and for vehicles to turn so that they may enter and leave the site in forward gear.

Thereafter the parking/turning areas shall be retained and maintained for their designated purpose.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy policies Mo5, Mo6 and Mo7 of the Reigate and Banstead Borough Local Plan 2005 and the objectives of the NPPF.

ITEM NO: 6

APPLICATION: 18/01180/F – FORMER PHILIPS RESEARCH LABORATORIES

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Assessment:

Further consideration has been given to the matter of the management of potential HGV accumulations on the site. On this basis, paragraph 6.37 is amplified as follows, as per the italic insert, and an additional condition is proposed (as set out below).

- 6.37 Furthermore, it should be noted that this peak accumulation is anticipated to occur late at night (23:30-24:00), when general vehicle parking accumulation for such developments is shown to be lower (and at any rate, as discussed above at paragraph 6.34, there would be a surplus of normal vehicle parking spaces in such a scenario even at peak accumulation). In this regard, there are considered to be adequate areas within the site where any excess HGVs could be “stacked” whilst awaiting access to a loading bay, particularly – for example – in the yards of Units 1, 4 and 5 and - in a worst case - along the internal estate road. *For Units 4 and 5 (which given their size and configuration are most likely to be used in distribution use), it is proposed to include a condition which specifically requires the normal vehicle parking bays within the service yards to be instead used for HGV and lorry parking and manoeuvring only if either of these units is occupied in B8 use. This condition is considered necessary to maximise HGV capacity for each of these units and will also have the secondary effect of avoiding the issue of cars and HGVs mixing within the service yard which is not ideal from a safety perspective. Even were this condition to take effect, each of these units would still have a level of parking exceeding the 1 space per 100sqm advised in the Borough Local Plan for a B8 use (Unit 4 has 48 spaces for 4,600sqm and Unit 5 has 44 spaces for 3,800sqm).* With this evidence in mind, there is considered to be adequate space within the site to accommodate and manage

HGV movements such that there would be unlikely to be any overspill on surrounding roads (e.g. Cross Oak Lane).

CONDITIONS:

The applicant has supplied an update External Lighting Proposal to reflect minor changes to the layout which have occurred during the course of the application. Condition 14 is therefore updated as follows to reflect this revised proposal.

14. The development shall be carried out in strict accordance with the External Lighting Proposals Report (Issue 3 19 October 2018) by Shepherd Brombley Partnership. No further external lighting other than that expressly identified within the aforementioned report shall be installed on site without the prior consent in writing of the Local Planning Authority.

Reason: To ensure that appropriate external lighting is installed on site in order to safeguard the amenity of neighbouring properties and the character of the area, including the adjoining countryside, from excessive light spill, with regard to policies Em3 of the Reigate and Banstead Borough Local Plan 2005.

In view of the additional discussion above, a further condition is proposed to assist with the management of potential HGV parking and loading/unloading space within the site.

24. If either of the units numbered 4 or 5 on the approved plans is occupied at any time in Class B8 use, then the areas marked out on the approved plans for standard vehicle parking within the service yard to the unit(s) occupied in B8 use shall instead be marked out and dedicated for use as lorry and HGV parking and manoeuvring only and shall not be used for any other purpose unless approved in writing by the Local Planning Authority.

Reason: To manage the provision and balance of parking for cars and HGVs within the site in order that the proposal would not give rise to unacceptable impacts on the surrounding highway network with regard to policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005.

ITEM NO: 7

APPLICATION: 18/01134/F- LAND TO REAR OF 19-29 SHELVERS WAY

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Site Plan

A site plan showing the correct application site boundaries is to be found at the Appendix A. This supersedes the plan on page 106 of the agenda.

Affordable Housing

Concern has been raised about the incremental approach to the development of this and previous phases as part of the development accessed via a single access point onto Shelveys Way and proposed by the same applicant and whether retrospectively or as part of this development contributions to affordable housing could be sought based on the cumulative number of dwellings that would, if this scheme is granted planning permission, amount to 16 residential units and would have otherwise required contribution to the delivery of affordable housing.

To clarify this the following additional paragraph is added to the report:

6.14.5 In the course of the application's registration the Council, citing R (Westminster CC) v First Secretary of State and Brandlord Ltd (2003) 1066 (the Brandlord case) has queried with the applicant whether the proposal, taken with the earlier, approved, schemes to the east thereof and amounting to 16 dwellings in all, should not be treated as a single phased development and hence require affordable housing. In response the applicant has submitted Counsel's advice explaining why it cannot be treated as a single development over 15 dwellings and so a Section 106 Agreement requiring affordable housing cannot be sought. Part of Counsel's conclusions reads:

"Applying Brandlord...the position should be that this cannot be regarded as a phased development. It is an opportunist approach which has only arisen as a result of development ambitions from my Clients and decisions made by the Council and thereafter decisions made by specific landowners. If the Council had made different decisions or if the landowners had not agreed to sell the land, which for the third element was driven by the land owners themselves the Site would not have come forward..."

CONDITIONS:

Condition No.7 that relates to the Construction Transport Management Plan is amended to include an additional request, by virtue of the access to the site being close to other houses and in the interests of amenity:

- (j) A communication plan to ensure that nearby residents are given advance notice of the construction programme, including any unusual deliveries, and are able to take up any issues that may arise with a nominated site manager;

ITEM NO: 8

APPLICATION: 18/01361/F – REAR OF 86 – 90 PARTRIDGE MEAD, BANSTEAD

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The approved site layout plan and the proposed street elevation of the extant planning permission, Ref: 17/00804/F, that would share the same access as this proposal are reproduced in APPENDIX B. The planning permission for this previous proposal was granted on 25.10.2017 and not 25.10.2018 as indicated in paragraph 3.0 of the report.

Highway Impact, Access and parking

The following paragraphs is added to the report:

6.26 The Council's neighbourhood Services have reviewed the proposal and have provided observations that "Presently we [the Council's waste and recycling team] collect Hornbeam Close by driving forward into the dead end and reversing back to the corner. We would not drive down the proposed highway to the turning head." To service the proposed development a 'presentation point' to present their containers for refuse and recycling collection adjacent to the existing properties would be needed for collection. A bin 'presentation point' can therefore be controlled by way of a condition, These comments demonstrate that, whilst a turning patterns for an HGV is shown within the development site it would not in practice be practicable for this type of vehicle to service this site.

CONDITION:

Condition 8 is amended to the recommendation to require as part of the details of hard and soft landscaping "...details of a refuse and recycling point for the dwellinghouses'

ITEM NO: 10

APPLICATION: 18/01818/F – THE CROFT RESIDENTIAL HOME, BUCKLAND ROAD, REIGATE

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Since the agenda was published, the applicant has supplied an updated Arboricultural Report which satisfies the requirements of Condition 3 in the Report. On this basis, condition 3 is to be amended to require compliance with the revised report.

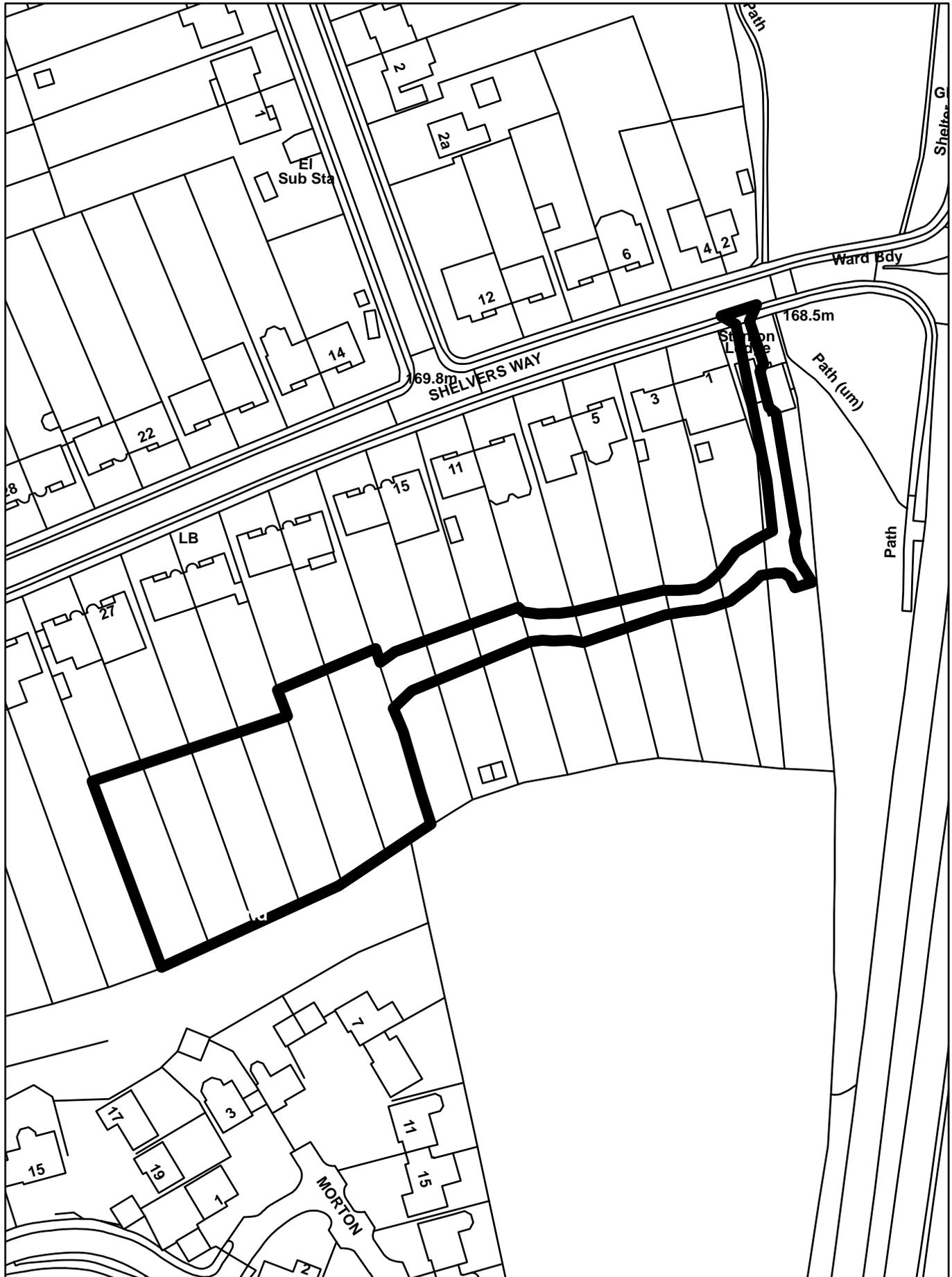
CONDITIONS:

3. 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) Consulting, 22nd October 2018, reference aiams3/thecroft/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 British Standard 5837:2012 'Trees in Relation to design, demolition and construction – Recommendations' and policies Pc4 and Ho9 of the Reigate and Banstead Borough Local Plan.

18/01134/F - Land To The Rear Of 19-29 Shelvers Way, Tadworth





	Project LAND TO REAR OF 92 - 96 PARTRIDGE MEAD EPSOM DOWNS SURREY				
	Drawing Title PROPOSED SITE PLAN				
STATUS	Date	Scale	Job No.	Drawing no.	Rev
P	MAR 17	1:200	DH 045	03	H
DENTON HOMES LTD THE REAR BARN, THE MANOR FARM, 124 MANOR ROAD NORTH, THAMES DITTON, SURREY, KT7 0BH					

