 <b>Reigate &amp; Banstead</b> BOROUGH COUNCIL Banstead   Horley   Redhill   Reigate	<b>TO:</b>	PLANNING COMMITTEE
	<b>DATE:</b>	27 <sup>th</sup> September 2023
	<b>REPORT OF:</b>	HEAD OF PLANNING
	<b>AUTHOR:</b>	Michael Parker
	<b>TELEPHONE:</b>	01737 276339
	<b>EMAIL:</b>	Michael.parker@reigate-banstead.gov.uk
<b>AGENDA ITEM:</b>	6	<b>WARD:</b> Reigate

<b>APPLICATION NUMBER:</b>	23/00615/F	<b>VALID:</b>	<b>24/04/2023</b>
<b>APPLICANT:</b>	Metro Property Unit Trust	<b>AGENT:</b>	Turley
<b>LOCATION:</b>	<b>KIMBERLEY CLARK EUROPE DOUGLAS HOUSE 40 LONDON ROAD REIGATE SURREY RH2 9QP</b>		
<b>DESCRIPTION:</b>	<b>Redevelopment of Douglas House (including demolition) to provide a replacement office building (use class e) with associated car parking and landscaping works. As amended on 21/06/2023, 20/07/2023,01/09/2023 and on 08/09/2023</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>			

**This application is referred to Committee in accordance with the Constitution as the application is for commercial development which exceeds 250 sq. metres (gross external floorspace).**

## **SUMMARY**

The application seeks full permission for the redevelopment of Douglas House (including demolition) to provide a replacement office building (use class e) with associated car parking and landscaping works. The replacement office building would have a gross internal floor area (GIA) of 6,553 sq.m, an increase of 3,648 sq.m from the existing buildings floor area of 2,905 sq.m GIA. Given the existing use of the site and its location in the Reigate Town Centre there is no in-principle objection to the scheme.

The applicant advises that the layout of the proposed building has been formulated following detailed commercial agent advice pertaining office user requirements, that being best in class Grade A open plan office floorplates with associated user amenity. Analysis by the applicant and the Council's Planning Policy Team has identified a need and demand for new Grade A offices. The Council's Planning Policy Team has advised that it *"would support this proposed office development with its additional office floorspace, largely due to the growing need for additional Grade A office space within the borough's town centres, particularly in such accessible locations, but also the additional benefits such as higher value jobs and to help with ensuring the vitality of Reigate town centre, close to the train station."* It

is to be noted that although Covid-19 has reduced office space demand, there has also been a significant loss of office space through conversion to residential through permitted development.

Douglas House is located at the corner of Rushworth Road and London Road in Reigate Town Centre, adjacent to the railway station. Homebase is located to the east of the site. The site sits just outside the Reigate Town Centre Conservation Area which is located just to the south of the site on the opposite side of Rushworth Road. Two properties to the south of the site within the Conservation Area, 26 and 28 London Road, are also Grade II listed buildings. The site is classified as being in Flood Zone 1 (least risk of flooding) and at low risk from Surface Water Flooding and groundwater flooding. The site is classified as being in a high accessibility area in relation to the Council's parking standards.

The application submission has identified a demand and lack of supply for high quality office space and the existing building is not capable of meeting this demand. The Council's Planning Policy Team has also noted the additional benefits such as higher value jobs and to help with ensuring the vitality of Reigate town centre, close to the train station.

The design itself is well considered with a modern appearance but use of locally distinct brickwork. The second floor is inset and of a contrasting colour to give it a lighter subservient appearance. The scheme also includes a detailed landscaping proposal which will ensure that all of the removed trees are replaced with good quality and appropriate trees as well as improving the appearance and quality of the site at street level through improved planting/hard landscaping and the introduction of an external terrace at the London Road frontage and new pedestrian access at the Douglas Road side.

The Conservation Officer has advised that the proposal whilst resulting in a change to the character of the site would not result in a material impact on the setting of the identified heritage assets. The replacement building would be a larger scale and massing than the existing building but its maximum height would not be much larger than the existing (excluding the roof top service area) and when considered in the context of the Town Centre area which has several large office buildings it is considered that the proposal would not cause unacceptable harm to the character and appearance of the site or surrounding townscape.

The impact on the amenity of the neighbouring occupants is considered to be acceptable. Conditions are recommended to secure a Construction Management Plan, to limit harm during construction, a noise management plan, lighting details and noise validation for installed plant.

The proposal would provide 59 parking spaces for a 6,553 sq.m office building. This is well short of the maximum standards set out in the DMP at Annex 4. However the standards are just that, a maximum, and the site is in a highly sustainable location close to Reigate Train Station and within the Town Centre Boundary. The surrounding roads are also well controlled with regard to on street parking restrictions. No objection has been raised by Surrey County Council as the highway authority (CHA) in relation to access arrangements and parking provision subject to

a legal agreement to secure the submission and implementation of a Travel Plan and contribution towards the provision of a car club in the locality. These measures will enable the promotion of sustainable forms of transport and reduce the demand for on-site parking and reduce the potential overspill of cars into the surrounding road network.

It is considered subject to condition the application would have an acceptable impact on trees. The proposal is also considered to be acceptable with regard to ecology, contamination, flooding and drainage and sustainable construction.

The proposal, as well as meeting a growing demand for Grade A high quality office accommodation, will also provide a number of economic benefits to the local economy during construction and once in operation. These are set out in more detail at 6.50 to 6.52. Such benefits carry weight in favour of the application and must be taken in to account in any balancing exercise

## **RECOMMENDATION(S)**

Subject to the completion of all documentation required to create a planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended to secure:

- (i) Prior to first occupation of the development to pay to the county council £30,000 to implement and promote two car club vehicles with the County Council's preferred car club operator.
- (ii) Prior to first occupation of the development to submit a full Travel Plan, in accordance with the approved Framework Travel Plan (dated March 2023), for the written approval of the Local Planning Authority, in consultation with the Highway Authority. The approved full Travel Plan shall then be implemented and thereafter maintained to the satisfaction of the Local Planning Authority.
- (iii) Contribution of £6150 towards auditing and monitoring of the travel plan
- (iv) The Council's legal costs in preparing the agreement

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

In the event that a satisfactorily completed obligation is not received by 20 December 2023 or such longer period as may be agreed, the Head of Places and Planning be authorised to refuse permission for the following reason

1. Without a completed planning obligation the proposal fails to provide adequate highway mitigation measures and is therefore contrary to the National Planning Policy Framework 2021 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

## **Consultations:**

### Environmental Protection Officer:

Recommends contamination conditions due to potential for ground contamination to be present on and/or in close proximity to the application site.

### Environmental Health (Air Quality):

The Council is looking to encourage the uptake of EVs, and also to get to this site they may well drive through either the Reigate Hill AQMA or Reigate High Street AQMA. Therefore 20% of the bays should be fitted with chargers as a minimum and they need to be 7kW chargers as a minimum.

### Highway Authority:

No objection subject to a S106 contribution to secure Travel Plan, its auditing and monitoring and contribution towards local car club, and conditions in relation to access, Construction Transport Management Plan, parking, cycle parking and electric car charging.

### Network Rail:

No objection but advise that applicant follows the Asset Protection informatives included in their consultation response.

### UK Power Networks:

Proposed development is in close proximity to a substation. If within 6m then UK Power Networks should be notified under the Party Wall Act. Also comments provided regarding potential impact of substation on users but this relates to dwellings.

### Regulatory Support Services (RSS):

No objection subject to conditions to secure further information in relation to construction management, building services plant and machinery, delivery and servicing management plan and lighting.

### Surrey County Council Lead Local Flood Authority:

Satisfied that the proposed drainage scheme meets the national guidance and technical standards. Condition recommended to secure further finalised details of drainage strategy and implementation of drainage strategy.

### Surrey County Council Minerals and Waste Planning Authority:

No objection subject to Council being satisfied that adequate waste storage and recycling is provided and the submission of a waste management plan.

### Surrey Wildlife Trust:

No objection subject to conditions in relation to securing the recommendations of the submitted Ecological Assessment and Biodiversity Net Gain

### Thames Water:

No objection in relation to foul and surface water infrastructure capacity. Condition recommended in relation to piling and informative recommended in relation to

groundwater risk management. They also queried the proposed surface water discharge rate.

**Representations:**

To date 4 responses have been received objecting to the application.

The following matters have been raised:

<b>Issue</b>	<b>Response</b>
Alternative locations available/preferred	See paragraph 6.3-6.7
Drainage/sewerage capacity	See paragraph 6.41-6.45
Hazard to highway safety	See paragraph 6.25-6.33
Inadequate parking	See paragraph 6.25-6.33
Inconvenience during construction	See paragraph 6.20-6.21
Increase in traffic and congestion	See paragraph 6.25-6.33
Loss of building	See paragraphs 6.8 and 6.49
No need for the development	See paragraph 6.3-6.7
Noise & disturbance	See paragraph 6.17-6.19
Overbearing relationship	See paragraph 6.13-6.16
Overdevelopment	See paragraph 6.8-6.12
Poor design	See paragraph 6.8-6.12
Property devalue	Not a material planning consideration

**1.0 Site and Character Appraisal**

1.1 Douglas House is located at the corner of Rushworth Road and London Road in Reigate Town Centre, adjacent to the railway station. Homebase is located to the east of the site. The site sits just outside the Reigate Town Centre Conservation Area which is located just to the south of the site on the opposite side of Rushworth Road. Two properties to the south of the site within the Conservation Area, 26 and 28 London Road, are also Grade II listed buildings. The site is classified as being in Flood Zone 1 (least risk of flooding) and at low risk from Surface Water Flooding and groundwater flooding. The site is classified as being in a high accessibility area in relation to the Council's parking standards.

**2.0 Added Value**

2.1 Improvements secured at the pre-application stage: Two pre-application submissions have been made to the Council regarding this development (PAM/20/00246 and PAW/22/00538). This has given the Council the opportunity to set out the key areas of consideration and areas where further

information would be required. It has also enabled the applicant to significantly amend their scheme from the original pre-application in terms of height and bulk and its position to overcome the initial concerns.

2.2 Improvements secured during the course of the application: Additional drainage information and highway information has been submitted to address the consultation responses from the County Highway Authority and Lead Local Flood Authority. The applicant has also amended the proposals following concerns raised by the Conservation Officer. These changes include:

- set-back/recess of the proposed second floor by 1.5 metres along the Rushworth Road London Road Frontages
- reduced front section to the roof parameter (400mm reduction) to reduce the perceived scale of the rooftop/attic storey
- break in the brick continuation into the rooftop/attic level with the introduction of a different material (grey colour), setback from the line of the main brick storey below. In addition, the multiple column appearance has been removed to reduce its vertically.

2.3 Further improvements to be secured through conditions or legal agreement: Further details of materials, highway considerations, materials, landscaping, lighting, drainage, contamination, secure by design, construction management statement, ecology, trees and sustainable construction. Also through S106 legal agreement to provide travel plan and a car club contribution.

### **3.0 Relevant Planning and Enforcement History**

3.1 None considered to be relevant to this pre-application. The office building was approved in 1983, the last permission granted was in 1997 when a planning application was approved for a new reception, roof plant enclosure and elevation changes under application reference 97/05330/F.

### **4.0 Proposal and design approach**

4.1 This is a full application seeking permission for the redevelopment of Douglas House (including demolition) to provide a replacement office building (use class e) with associated car parking and landscaping works.

4.2 The replacement office building would have a gross internal floor area (GIA) of 6,553 sq.m, an increase of 3,648 sq.m from the existing buildings floor area of 2,905 sq.m GIA.

4.3 The applicant advises that the layout of the proposed building has been formulated following detailed commercial agent advice pertaining office user requirements, that being best in class Category A open plan office floorplates with associated user amenity following Joint Commercial Agency advice.

4.4 As set out above during the application process the scheme has been amended in order to address concerns raised. This has resulted in a

recessed fourth floor and changes to the treatment and materiality of that level.

- 4.5 The proposed building fully utilises the depth of the Site whilst achieving a comprehensively consolidated strategy for vehicular, including service access to rear from Douglas Road. This provides sufficient floorplate depth to secure the provision of a square open plan office space arranged around a centrally located core at all levels. At Lower Ground Floor level, this has provided the opportunity to incorporate a business lounge, garden terrace, office space, plant, cycle parking with associated shower and toilet facilities, car parking and refuse storage areas. At Ground Floor Level, the square floorplate design has provided the opportunity to set the main office entrance centrally along London Road, set 3 metres back (from the existing building line) from London Road. Within this set back, the opportunity has been taken to provide an enhanced tree-lined landscape frontage. The centrally located office entrance is met with a generous lobby and reception area, with open plan office space arranged around the central core. The First and Second Floors provide open plan office floorplates arranged around the central core. The Second-Floor level is set back slightly from the Rushworth Road and Douglas Road frontages, providing the opportunity to incorporate an office user amenity terrace that wraps around south eastern and eastern corners of the Proposed Building, alongside a green roof area for biodiversity gains to the south western section. At Roof Top level, a set-back enclosure is proposed to provide the lift overrun and plant requirements for the Proposed Development. The setback enclosure is surrounded by a green roof, and areas for Photovoltaic installations, all above the roof of Second Floor.
- 4.6 The resultant built form provides a best-in-class office building over 4 full storeys, with an additional set back plant enclosure at roof-top level, achieved by only marginally increasing the height of the building when compared against the incumbent (Douglas House) by 1.6 metres, which equates to 0.4 metres a storey, reflecting the current spatial floor to ceiling height requirements for offices. The majority of the height increase is focused on the setback plant enclosure.
- 4.7 In terms of materials a mixed stock of red and brown bricks is proposed to the main elevations. Dark metal window frames have been chosen to provide a definition to the window openings, alongside glazed spandrel panels that add height to the window apertures where transparent glazing is not provided. Metal louvred panels is proposed at roof top plant level. The rooftop/attic level is now proposed to have a different material to the main brick elevations. A grey coloured material is shown on the submitted plans.
- 4.8 A total of 59 parking spaces are proposed. This is a reduction from the number of parking spaces for the existing building – which is 87, despite the increased floor space. Electric charging points and cycle storage is also proposed.
- 4.9 A design and access statement (DAS) 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.

4.10 Evidence of the applicant's design approach is set out below:

Assessment	The character of the site and surrounding area is assessed within Section 2 of the DAS.
Involvement	The DAS outlines the pre-application discussions with the Council at Section 4.01 and at Section 4.02 it sets out community engagement. The DAS sets out that two events were held over one week – Tuesday 17 <sup>th</sup> and Friday 20 <sup>th</sup> January 2023.
Evaluation	The DAS sets out, at Section 4, how the scheme has evolved as a response to pre-application discussions and response to the consultation process for the planning application.
Design	Section 5 of the DAS sets out the development proposals in detail. Section 6 of the DAS sets out the landscape strategy. Section 7 the light strategy. Section 8 access and accessibility and Section 9 covers Sustainability. A separate Heritage Statement considers the impact on nearby heritage assets

4.11 Further details of the development are as follows:

Site area	0.37 Hectares
Existing use	Office (Class E (g)(i))
Proposed use	No change - office use
Existing parking spaces	87
Proposed parking spaces	59
Maximum parking standards	218 (1 car space per 30 sq.m)
Existing floor area	2,905.0 sq.m GIA
Proposed floor area	6,553.0 sq.m GIA (net gain 3,648)

## 5.0 Policy Context

### 5.1 Designation

Urban area and Town Centre Boundary



Adjacent to Reigate Town Centre Conservation Area  
Setting of two grade II listed building - 26 and 28 London Road

5.2 Reigate and Banstead Core Strategy (CS)

CS1 (Sustainable Development)  
CS2 (Valued landscapes and the natural environment)  
CS4 (Valued Townscapes and Historic Environment)  
CS5 (Valued people and economic development)  
CS7 (Town and local centres)  
CS10 (Sustainable Development)  
CS11 (Sustainable Construction)  
CS12 (Infrastructure Delivery)  
CS17 (Travel options and accessibility)

5.3 Reigate and Banstead Local Plan: Development Management Plan (DMP)

EMP4 (Safeguarding employment land and premises)  
EMP5 (Local skills and training opportunities)  
DES1 (Design of New Development)  
DES8 (Construction Management)  
DES9 (Pollution and contaminated land)  
NHE1 (Landscape protection)  
NHE2 (Protecting and enhancing biodiversity)  
NHE3 (Protecting trees)  
NHE9 (Heritage assets)  
TAP1 (Access, parking and Servicing)  
INF1 (Infrastructure)  
INF3 (Electronic communication networks)  
CCF1 (Climate change mitigation)  
CCF2 (Flood Risk)

5.4 Other Material Considerations

Surrey Waste Local Plan 2019  
National Planning Policy Framework  
National Planning Practice Guidance  
Supplementary Planning Guidance

A Parking Strategy for Surrey  
Parking Standards for Development  
Local Character and Distinctiveness  
Design Guide SPD  
Climate Change and Sustainable  
Construction SPD

Other

Human Rights Act 1998  
Community Infrastructure Levy  
Regulations 2010

## 6.0 Assessment

### 6.1 The main issues to consider are:

- Principle of development
- Need
- Design and heritage considerations
- Neighbour amenity
- Access, parking and traffic generation
- Trees
- Ecology
- Sustainable construction
- Flooding and Drainage matters
- Other matters (Secure by design, Employment and skills training and Waste Management)
- CIL and S106 Obligations

#### Principle of development

- 6.3 The proposal is to replace an existing office development with a new larger office development. Given the existing use and location of the site within the Town Centre boundary there is no in principle objection to the proposal.
- 6.4 Queries have been raised regarding the need for such a development given the increase in working from home and the number of offices current on the market for sale or let.
- 6.5 The application submission includes a report from JLL and Savills which sets out the market overview for office accommodation including demand and supply as well as an assessment of the existing office accommodation at Douglas House and recommendations for the site. The report outlines that there is clear occupier demand for Grade A, best-in-class, office space with demand for secondary or un-refurbished building such as Douglas House being extremely limited. The report advises that the supply in the Redhill and Reigate Market is limited with a lack of quality stock since 2018. To attract new tenants office space now has to be an environment which is an improvement on home arrangement, have the latest hybrid working technology, be highly sustainable, have latest ventilation technology and be a building which has more than just office space. The report advises that the existing office building does not include any of the features required by companies and there are a number of factors which make refurbishment unviable. The main ones being its unappealing appearance, the irregular floorplates, the inability to sublet, the low ceiling heights, the size of the building, which is too small to install necessary amenity space and poor nature of the basement. The report therefore firmly recommends that the building be comprehensively redeveloped or replaced with a new building to avoid the risk of the site remaining vacant for the foreseeable future.

- 6.6 The Council's Planning Policy Team has provided the following comments:  
*"Paragraph 86 of the NPPF emphasises the importance of town centres, by stating that planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation. The NPPF Glossary defines 'Main town centre uses', and includes offices within its definition.*

*Due to the changes in use class order in September 2020, offices now fall within the same use class as many other town centre uses, including retail, financial and professional, and food and drink uses due to the formation of the new E use class. Therefore, any office requirements mentioned in the Economic Needs Assessment 2016 may not be accurate to the current requirements. The DMP (paragraph 1.1.5) identified that "Office needs will be met through a combination of the reuse and intensification of existing employment areas and town centres, small scale planning permissions within the urban area and through a number of specific site allocations in this plan".*

*The need for new office space within the borough has grown in recent years due to a growing loss of office space within the past few years. The Town Centre Monitors from the past few years include some of the prior approvals and planning permissions for change of use from offices to residential use.*

*More recent research conducted by the Planning Policy team shows that the borough requires tens of thousands of sqm of additional office floorspace. Research conducted for the Commercial, Leisure, and Community Commitments Monitor 2022 found that there was an overall net loss of approximately 5,523sqm of office floorspace within the year 2021-22, whilst for extant permissions, the Commercial, Leisure, and Community Commitments Monitor 2022 shows there is an overall net loss of 53,921sqm of E use class floorspace. Additionally, the Strategic business park, Development Management Plan 2019 site allocation HOR9, land west of Balcombe Road, Horley, is also currently not being actively progressed, which was anticipated would accommodate a large proportion of the borough's future needs (2019-2027).*

*Notwithstanding any potential design, height and massing issues related to Reigate Town Centre Conservation on the opposite side of Rushworth Road, the Planning Policy team would support this proposed office development with its additional office floorspace, largely due to the growing need for additional Grade A office space within the borough's town centres, particularly in such accessible locations, but also the additional benefits such as higher value jobs and to help with ensuring the vitality of Reigate town centre, close to the train station."*

- 6.7 The comments from the Planning Policy Team support the submissions of the applicant in terms of need and demand for such a scheme in this location.

Design and heritage considerations

6.8 The existing building is not listed and is of dated design which does not positively contribute to the streetscene. There is therefore no objection to the replacement of the office building. The key is whether the proposal's impact on the character of the site and surrounding townscape and heritage assets. The proposal is located in the urban area however the site is adjacent to the Reigate Town Centre Conservation area to the south, there are two Grade II listed buildings just to the south of 30 London Road within said Conservation Area. The Somers Road Conservation Area is also close to the site (100m to the north). Further whilst not a designation the site does form part of a green corridor which runs along the A217 to and from Reigate and which acts as an important foreground to the Reigate Hill Area of Outstanding Natural Beauty (AONB) to the north.

6.9 The Conservation Officer has provided the following response in relation to the amended scheme:

*"This is a sensitive location being the green corridor to and from Reigate, with Conservation Areas to the south and north and forming a backdrop to listed buildings and foreground to Reigate Hill AONB and the approach to Tunnel Road.*

*This has resulted in lengthy discussions to negotiate a better scheme which have resulted in a number of amendments to address these issues of concern. Whilst I still have reservations about the design, I feel these are not sufficient to sustain a reason for refusal from a conservation viewpoint, as the existing building has a poor roof form, the design has been moderated, and the proposed massing of the main body of the building is not harmful enough or of a scale to affect heritage assets to a degree that would justify refusal.*

*The attic storey has been set back to reduce massing, and moderated in terms of its form and materials. The plant room whilst piercing the north downs backdrop in places, is limited in its views from the Conservation Area according to the visualisations (these need updating to the newest version of the scheme) due to the effect of perspective and the setback of the plant room from the main body of the building, which hopefully appears to be verified sufficiently to be reliable. There has been strengthening of the tree line on London Road.*

*If you are minded to approve conditions should be applied in regard to the submission of materials and landscaping."*

6.10 As set out above the Conservation Officer has advised that the proposal whilst resulting in a change to the character of the site would not result in a material impact on the setting of the identified heritage assets. In terms of the scale and form of the office building the building would be a significant increase in the overall massing and height of the building. However the maximum height of the building, excluding the roof top plant area, would not be much higher than the existing building with it still lower than Foundation

House to the north and, with a staggered design, no higher than the existing building along the Rushworth Road elevation. The majority of the additional bulk and mass when compared to the existing building is located to the rear of the site, facing on to Douglas Road. The southern part of the proposed building is also set back further from London Road than the existing building to enable more space for landscaping and help offset the impact of the taller building on the street scene. The roof top plant area whilst proposed to be slightly higher than Foundation House to the north is inset from the west, south and east elevations and is proposed to be a light grey colour to help it blend into the skyline. The applicant has provided CGI views from agreed viewpoint in London Road, Castlefield Road and Rushworth Road which show the proposed building within its surrounding. These demonstrate that the roof top plant area is not readily visible from these wider views and that the proposed building would sit relatively comfortably within the streetscene. Whilst these are not verified views officers are satisfied that the methodology used does provide a realistic view of the proposed development against the existing built environment. The large scale of the office building also has to be seen within the context of the Town Centre location where there are a number of large office buildings in the vicinity. The height and bulk would be comparable to those surrounding the site such as Foundation House, 45 London Road and Fonteyn House 47 - 49 London Road.

- 6.11 The design itself is well considered with a modern appearance but use of locally distinct brickwork. The second floor is inset and of a contrasting colour to give it a lighter subservient appearance. The scheme also includes a detailed landscaping proposal which will ensure that all of the removed trees are replaced with good quality and appropriate trees as well as improving the appearance and quality of the site at street level through improved planting/hard landscaping and the introduction of an external terrace at the London Road frontage and new pedestrian access at the Douglas Road side.
- 6.12 Taking these considerations into account the proposal would not cause unacceptable harm to the character and appearance of the site, the wider area or identified heritage assets. The proposal would comply with policy DES1 and NHE9 of the DMP and the requirements of the NPPF. Conditions are recommended to secure finalised landscaping details, finalised levels details and materials.

#### Neighbour amenity

- 6.13 Development Management Policy DES1 expects all new development to provide an appropriate environment for future occupants whilst not adversely impacting upon the amenity of occupants of existing nearby buildings, including by way or overbearing, obtrusiveness, overshadowing, overlooking and loss of privacy. Policy DES9 relates to pollution and contamination land and covers matters such as noise and light.
- 6.14 To the north, west and east are existing commercial buildings. Whilst the replacement building is larger given this context the proposed use and scale would be compatible with these neighbouring uses and would not result in an

unacceptable impact on the occupants of these buildings in terms of overbearing impact, loss of light, and loss of privacy. The key consideration is therefore the impact on the dwellings to the south of the site, in particular the occupants of 30 London Road a flatted block on the opposite side of Rushworth Road. The dwellings further to the south of no.30 are considered to be far enough away to not be unacceptably impacted by the proposals.

6.15 In the case of 30 London Road the separation distance between the windows on the northern side of the building and the application site would be just over 19 metres. This distance is no closer than the existing building. The replacement building would be larger in terms of the scale and bulk of the proposal primarily due to the additional height of the rear part of the building. As a result the outlook from the northern windows of no.30 would be impacted. However in terms of the height and proximity of the building as demonstrated in the DAS, the element directly opposite no.30 would be very similar to the existing building, in fact the top floor would be slightly further away from the neighbouring building than the existing. The relationship must also be seen in the context of the location of the buildings within the Town Centre in an area where there are a number of large office blocks. Therefore whilst the proposal would result in a significant change in relationship it is not considered that the proposal would cause an unacceptable overbearing impact. In terms of loss of privacy there would be an increase in the number of windows which face towards the windows on the northern side of no.30. However the separation distance and nature of the development when it is only likely to be occupied during office hours on weekdays it is considered that the impact on privacy would not be so harmful as to be considered unacceptable. The scheme does include outdoor terrace areas to the front and rear of the building. The front terrace would allow views in to no.30. In order to limit the impact a condition is recommended to secure a screen on the southern end of the terrace.

6.16 In terms of the impact on light the application is accompanied by a Daylight and Sunlight Report. The report considers the Vertical Sky Component (VSC) and No Sky Line (NSL) tests for daylight and the Annual Probability Sunlight Hours (APSH) methodology for sunlight. It is apparent from the results that some windows will see a reduction in daylight however the report concludes that *“When constructing buildings alterations in light to adjoining properties are often unavoidable and the numerical guidance given in the BRE document can be treated flexibly in consideration of site specifics.*

*Our technical analysis shows that following the implementation of the Proposed Development the only sensitive nearby residential receptor, Taisboro House [30 London Road], will be fully compliant for daylight and sunlight in line with the BRE Guide.*

*As such, we would not suggest that the Daylight or Sunlight to surrounding properties would be materially altered by the proposed scheme.”* Based on the findings of the report it is considered that the proposal would not result in an unacceptable loss of light to the residential units within no.30 London Road.

- 6.17 In terms of impact from proposed lighting an indicative lighting strategy has been submitted which shows details the location and nature of the proposed lighting. The strategy shows a limited amount of lighting along the southern elevation adjacent no.30 London Road and also the use of a timers to restrict light spill during the night time. The Council's Environmental Health consultants RSS has raised no concerns in principle but a condition has been recommended to secure finalised details of all external lighting to ensure that the final proposal does not cause unacceptable levels of light spill.
- 6.18 In terms of noise from the proposed plant the application is accompanied by an Environmental Sound Survey and Plant Noise Assessment. This has been considered by the Council's Noise Consultants Regulatory Support Services (RSS) who has raised no concerns regarding the likely noise impacts, based on the likely equipment to be used. A condition is recommended to secure finalised details of the proposed plant and validation that the noise impact is acceptable.
- 6.19 In terms of the impact of noise from deliveries and other related servicing given the proposed use of the building which is for office accommodation it is not considered that the level of activity would be such that it is likely to cause disturbance and high noise levels to the neighbouring occupants. As such no condition is considered necessary in relation to delivery and servicing management.
- 6.20 In terms of inconvenience during the construction period. Whilst it is acknowledged there will be a degree of disruption during the construction phase to both the neighbouring residents and adjacent occupants, 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. To ensure that the impacts of construction are reduced as much as possible a condition is recommended to secure a Construction management Plan (CMP) which will secure further information in relation to matters such as noise, dust and other pollution, and working hours.
- 6.21 As set out in the below transport section a condition is also recommended to secure further details of construction traffic, parking and storage management through a Construction Transport Management Plan (CTMP).
- 6.22 In terms of contamination the Council's contamination officer has reviewed the application and has identified the potential for ground contamination to be present on and/or in close proximity to the application site. As such they have recommended the full set of contamination conditions to address the issue.
- 6.23 Impact on Air Quality has also been considered. The Council's Air Quality Officer has not raised any concerns in relation to the proposal but has advised that the Council is looking to encourage the uptake of EVs, and also to get to this site they may well drive through either the Reigate Hill AQMA or Reigate High Street AQMA. Therefore "20% of the bays should be fitted with

chargers as a minimum and they need to be 7kW chargers as a minimum.” In this case Surrey County Council is requesting that 50% of the bays are provided with 7kW Mode 3 Type 2 connector charging points which would exceed the requirements of the Air Quality Officer.

- 6.24 The proposal would therefore comply with policies DES1 and DES9 of the DMP.

Access, parking and traffic generation

- 6.25 Development Management Plan Policy TAP1 requires all types of development to provide safe and convenient access for all road users taking account of cumulative impacts, which would not unnecessarily impede the free flow of traffic, or compromise pedestrians or other transport modes. Traffic resulting from a development must not materially impede traffic congestion on the highway network or increase the risk of accidents.
- 6.26 The National Planning Policy Framework at paragraph 109 confirms that “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”
- 6.27 In terms of access the proposal would retain two of the three existing access points on Douglas Road. The third would be removed to allow for a new pedestrian access. This new access would allow direct access from the train station side to the building, as well as access to cycle parking, lockers and showers on the lower ground level. The main pedestrian access would be located on the western side of the building fronting London Road. The refuse servicing would follow a similar movement to that currently employed where the refuse truck can reverse in through one of the access points (the one furthest away from Rushworth Road junction. The strategy does not require the truck to reverse more than 12metres and would enable the crews to be within 10 metres of the refuse store.
- 6.28 In terms of parking the proposal would result in a reduction in the number of spaces at the site with 59 spaces. Based on the proposed gross internal floor area (GIA) of the development, which is 6,553 sq.m, the maximum parking spaces for a development such as this would be 218 spaces. Clearly 59 is well short of this requirement. The submitted Transport Assessment (TA) advises that if you take into account useable floor space (5,366 sq.m) this would equate to a maximum of 179 parking spaces. The TA also notes that if you consider it against the Surrey County Council maximum standards which range from 1 car space per 30 sq.m and 1 car space per 100 sq.m (depending on location) then the development would meet this standard. The TA also confirms that there is significant access to sustainable modes of transport such as rail and bus and a Travel Plan is proposed which is designed to increase the use and uptake of sustainable modes of travel and car sharing. 60 cycle spaces and changing facilities are also proposed to encourage an increase in cycling to work. Due to the sustainable location of the site the TA concludes that there will be no overspill parking on to the



external highway network and as such the TA did not consider the issue of parking capacity in the surrounding area.

6.29 In terms of trip generation the worst case, most conservative methodology, predicts an additional 52 and 48 two-way journeys in both peaks, this is equivalent of 1 car entering the road network every 1 minute 9 seconds and 1 minute 15 seconds respectively. The TA concludes that this trip generation is considered minor and does not merit further capacity analysis (although the impact on the A217/Rushworth Road Junction is considered and found to be acceptable). The TA also concludes that local public transport systems will not be overloaded.

6.30 Surrey County Council as the County Highway Authority (CHA) has considered the submitted information and has provided the following comments: *“The CHA note that the proposed parking provision does not accord with the Borough Council’s parking standards, however the CHA does not consider that this would have an unacceptable impact on highway safety. There are extensive parking restrictions within the vicinity of the site, to ensure that dangerous or indiscriminate parking associated with vehicles from this proposed development would not occur. Furthermore, the proposed development is in a highly sustainable location, close to a wide range of services, amenities and a genuine choice of sustainable travel options. The proposed development will operate a robust Travel Plan, with a range of measures to promote non-car travel. In addition, a S106 contribution to provide a car club within the vicinity of the development is being sought, to further maximise opportunities to travel by sustainable modes of transport.*

*The CHA is therefore satisfied that the proposed development would not have an unacceptable impact on highway safety, and that the proposed package of sustainable travel measures, coupled with the highly accessible location of the site, would ensure future occupiers/employees would have access to a wide range of high quality sustainable travel options..”*

6.31 In light of the above comments from the CHA the application, and taking in to account the fact that the parking standards are maximum standards within no set minimum and taking in to account the highly sustainable location of the site and restricted nature of the on street parking in the surrounding roads it is considered that the proposal would have an acceptable highways and parking impact and is therefore considered to be compliant with policy TAP1.

6.32 The CHA has recommended conditions to secure the cycle parking, electric charging points (50% provision prior to first occupation), access arrangements and to secure further information regarding Construction Transport Management Plan (CTMP).

6.33 The CHA has also requested that the Travel Plan and its implementation is secured through a S106 obligation as well as a financial contribution towards the monitoring of the Travel Plan and towards the implementation and promotion of two car club vehicles in the vicinity of the development. These

measures are designed to ensure future occupiers/employees would have access to a wide range of sustainable travel options.

#### Impact on trees

- 6.34 The trees on the site are not protected by a Tree Protection Order (TPO), and the trees are not located in a Conservation Area. Due to the nature of the development the application is accompanied by full arboricultural details including an Arboricultural Impact Assessment (AIA) and Arboricultural Method Statement (AMS). The tree officer was consulted on the application and commented as follows:

*“To facilitate the develop, eleven trees are proposed to be remove (T1, T2, T3, T3, T5, T8, T9, T10, T11, T12, T13). All the trees have low quality value, having small dimension (max. 5 m height). Having all of them BS 5837 quality category C, being young or semimature trees.*

*The modified hard surface and realigned retained wall will affect the Root Protection Area (RPA) of T6 and T7. Existing hard surfaces will be broken up manually (using hand tools or a ground breaker). There will be no excavation within the soft ground below the subbase materials. Therefore, the affection will be minimal, and therefore is considered reasonable by the British Standards BS2837:2012.*

*There is not a number of trees proposed to be planted. To compensate the loss of those eleven trees, I am expecting to be replacement with eleven new trees.*

*In light of the above, I do not have objections to the development, I suggest conditions in replacement with eleven native trees (as field maple trees), around the property. And a tree protection implementation..”*

- 6.35 Therefore subject to the recommended conditions the proposal is considered to be compliant with policy NHE3 of the Development Management Plan 2019.

#### Ecology

- 6.36 An Updated Ecological Assessment has been prepared by the ecology Practice in support of the Full Planning Application alongside a Small Site Metric (Biodiversity Metric 4.0). The Site is not a designated wildlife site, or a site of importance that would be affected by the Proposed Development. The assessment reveals that the Site is of low ecological value dominated by the existing Douglas Road office building and associated hardstanding, surrounded by shrubs of limited ecological importance. The Site has been assessed for its potential to support protected and notable species, namely bats, and concludes that no opportunity for bats was observed. The Site is considered to offer some bird nesting opportunities, and as a consequence, the Proposed Development will include wildlife boxes for birds and bats that will enhance the ecological credentials of the Site. In addition, the proposed landscape strategy. The Updated Assessment reveals that the proposed

increase in vegetation across the Site, will result in a 118.66% net gain in biodiversity.

- 6.37 Surrey Wildlife Trust (SWT) has considered the submitted report and advised that the assessments appear to be suitable to support this planning application. They therefore recommend that the recommendations within the report are followed. SWT also recommends that a Biodiversity Gain Plan is secured by condition to ensure the implementation of the proposed net gain in biodiversity. Subject to the recommended conditions the proposal would comply with policy NHE2 of the Development Management Plan 2019.

#### Sustainable Construction

- 6.38 The proposal is required to meet policy CS11 of the Core Strategy and policy CCF1 of Development Management Plan. This requires the development to meet BREEAM 'very good' and to include renewable or low-carbon energy generation to provide 10% of the expected energy usage of the development.
- 6.39 The submitted Planning Statement and Energy and Sustainability Strategy advises that the proposed development will achieve BREEAM 'Excellent' as a minimum which goes beyond the policy requirement. The submitted Energy and Sustainability Strategy proposes a strategy for incorporating air/water source heat pumps and photovoltaic panels which would result in a saving of 4% for the proposed development when assessed against the part L Target Emission Rate and also a highly efficient building.
- 6.40 It has therefore been adequately demonstrated that the scheme will be able to meet the requirements of the Development Plan. Conditions are recommended to secure finalised details and implementation.

#### Flooding and Drainage matters

- 6.41 According to data held by the Council site is entirely within Flood Zone 1 and is located outside of any known surface water flooding area, although parts of Rushworth Road are identified as being at low risk of surface water flooding.
- 6.42 A Flood Risk Assessment, incorporating drainage strategy, and ground Condition Assessment has been submitted with the application. The development report confirms that the site is in Flood Zone 1 and is therefore at a low risk of fluvial flooding and tidal flooding. The report also confirms that there is also a low risk of flooding from surface water and groundwater flooding. There is therefore no requirement for the scheme to pass the Sequential Test as the site is in an area considered to be at the lowest form of flood risk.
- 6.43 Due to the size of the application the scheme is required to provide a drainage strategy which incorporates a SuDS drainage system. This strategy has been considered by Surrey County Council as the Lead Local Flood Authority (LLFA) who, following the submission of a further technical note dated June 2023, has concluded that it meets the requirements of national

technical standards. They therefore raise no objection subject to a condition securing finalised details of the drainage strategy and implementation. It is noted that Thames Water have queried whether the designed discharge rate of 14.6l/s is appropriate but given that the LLFA has considered this appropriate no concern is raised regarding the proposed Suds strategy.

- 6.44 In terms of foul water the no concern has been raised by Thames Water in respect of foul water sewerage network infrastructure capacity. Thames Water has recommended a condition regarding piling and informative due to the proximity of the site to a strategic sewer.
- 6.45 The proposal is therefore considered to be acceptable in relation to flood risk and drainage matters.

#### Other matters

- 6.46 Secure by design – The site is any existing office building and in general the site has good levels of natural surveillance from the surrounding buildings and with appropriate security measures this is unlikely to be an issue. A condition is recommended to ensure that the scheme is in line with Secure by design principles, to help reduce the opportunity for crime and fear of crime.
- 6.47 Employment and skills training - Policy EMP5 states that “Requirements for employment and skills training in new development will be secured by means of condition or Section 106 agreements for new residential developments of 25 homes or more and for non-residential development in excess of 1,000sqm size (gross). The Council will seek to secure a minimum of 20% of the total jobs created by the construction of the new development for local residents or apprenticeships. Opportunities for training and placement schemes targeted at local residents in respect of any jobs created through the end use of any non-residential development will also be explored.”
- 6.48 As the proposal is for over 1,000sqm were the application to be approved the requirements would be secured for appropriate employment and skills training through a condition of S106 agreement.
- 6.49 Waste Management – The Surrey County Council Minerals and Waste Planning Authority has raised no objection subject to Council being satisfied that adequate waste storage and recycling is provided and the submission of a waste management plan to make sure as much of the material is re-used and recycled as possible. It is considered that the waste storage provision shown on site would be adequate. A condition is recommended in line with the recommendation.
- 6.50 Economic Benefits – the applicant has provided an Economic Benefits Summary Statement dated July 2023. This report outlines that during the construction phase the scheme is likely to generate:
- 75 FTE gross jobs on and off site directly associated with construction investment over the build period, estimated to last for 1.75 years.

- 50 direct FTE construction jobs created across the South East, of which 25 could be local to the Reigate and Banstead Borough Council area.
- A further 25 FTE indirect and/or induced jobs generated within the supply chain and from onward employee expenditure within the economy across the South East, of which 5 could be generated locally in the Reigate and Banstead Borough Council area.
- An additional £16.0 million total uplift in productivity – measured in GVA – within the South East economy throughout the construction phase, inclusive of the £13.2 million generated locally in the Reigate and Banstead Borough Council area.

- 6.51 During the operational phase the report advises that the proposal has the potential to generate the following economic impacts:
- up to 420 FTE jobs accommodated in the new office floorspace. Taking additionality factors into account, 425 jobs (direct, indirect and induced) could be created within the South East economy, of which 160 could be local to the Reigate and Banstead Borough Council area.
  - An additional £76.7 million annual uplift in productivity – measured in GVA – within the South East economy throughout the operational phase, inclusive of the £68.0 million generated locally every year once the office is operational.
  - Generating increased wage expenditure in the economy - Gross direct employment from the Proposed Development will generate a minimum of £15.1 million in wage expenditure per annum.
  - Revenue to Reigate and Banstead Borough Council (Business Rates) - Approximately £255,000 in business rates revenue per annum collected by Reigate and Banstead Borough Council each year.

- 6.52 The scheme would therefore result in a number of economic benefits to the Town and surrounding area. Such benefits carry weight in favour of the application and must be taking into account in any balancing exercise.

#### Community Infrastructure Levy (CIL) and S106 Obligations

- 6.53 The proposal, being for new industrial and distribution premises, falls outside of the uses which attract a charge based on the Council's adopted Charging Schedule and as such the development would not be liable to pay CIL.
- 6.54 The Community Infrastructure Levy (CIL) Regulations were introduced in April 2010 and state that it is unlawful to take a planning obligation into account unless its requirements are (i) relevant to planning; (ii) necessary to make the proposed development acceptable in planning terms; and (iii) directly related to the proposed development. As such only contributions that are directly required as a consequence of development can be requested and such requests must be fully justified with evidence including costed spending plans to demonstrate what the money requested would be spent on.
- 6.55 In this case, as above, the CHA has requested a S106 obligation to secure the submission and implementation of a Travel Plan and S106 contributions towards:

- travel plan monitoring and auditing (£6,150) and;
- £30,000 contribution to implement and promote two car club vehicles with the County Council's preferred car club operator. The car club vehicles will be located on-street within the vicinity of the development.

6.56 The Travel Plan requirements clearly meet the three CIL tests on the basis that the scheme will increase demand for travel to the site and a Travel Plan will help promote sustainable modes of transport to limit an increase in traffic to the site.

6.57 According to the CHA the car club S106 requirements are considered necessary because *“The proposed development will increase demand for travel on the transportation network. The car club contribution will allow individuals and businesses affordable access to a vehicle without the need for ownership. Provision of the Car Club contribution supports the county council’s policies to cut congestion, reduce emissions, improve air quality, reduce parking pressure and increase take-up of sustainable travel modes. The car clubs will provide an effective measure to promote and maximise sustainable transport, in accordance with the sustainable transport requirements of the NPPF”*. The CHA advised that *“The Car Club will be located within close proximity to the development and likely to be used by occupants of the proposed development on a regular basis to access nearby services and amenities and is therefore directly related to the development.”* The CHA also considers that *“The scale of the contribution is reasonable given the nature and scale of the proposed development and is required to promote sustainable travel between the site and the surrounding area.”* It is therefore considered that a clear justification has been provided by the County Highway Authority and the requirements meet the CIL regulations.

## CONDITIONS

1. 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>
Floor Plan	1421 -PL - 0102	A	01.09.2023
Floor Plan	1421 -PL – 0101	A	01.09.2023
Floor Plan	1421 -PL - 0100	A	01.09.2023
Floor Plan	1421 -PL - 0099	A	01.09.2023
Site Layout Plan	1421 -PL - 0005	A	01.09.2023
Site Layout Plan	1421 -PL - 0004	A	01.09.2023
Site Layout Plan	1421 -PL - 0003	A	01.09.2023
Elevation Plan	1421 - PL- 0248	A	01.09.2023
Section Plan	1421 -PL - 0131	A	01.09.2023
Section Plan	1421 -PL - 0130	A	01.09.2023
Elevation Plan	1421-PL-0123	A	01.09.2023
Elevation Plan	1421-PL-0122	A	01.09.2023
Elevation Plan	1421-PL-0121	A	01.09.2023
Elevation Plan	1421-PL-0120	A	01.09.2023

Roof Plan	1421 -PL - 0103	A	01.09.2023
Section Plan	1421 - PL- 0024		28.03.2023
Floor Plan	1421 - PL - 0203		28.03.2023
Floor Plan	1421 - PL - 0202		28.03.2023
Floor Plan	1421 - PL - 0201		28.03.2023
Floor Plan	1421 - PL - 0200		28.03.2023
Section Plan	1421 - PL- 0025		28.03.2023
Elevation Plan	1421 - PL- 0023		28.03.2023
Elevation Plan	1421 - PL- 0022		28.03.2023
Elevation Plan	1421 - PL- 0021		28.03.2023
Elevation Plan	1421 - PL- 0020		28.03.2023
Floor Plan	1421 - PL- 0012		28.03.2023
Floor Plan	1421 - PL- 0011		28.03.2023
Floor Plan	1421 - PL- 0010		28.03.2023
Floor Plan	1421 - PL- 0009		28.03.2023
Site Layout Plan	1421 - PL- 0004		28.03.2023
Site Layout Plan	1421 - PL- 0002		28.03.2023
Location Plan	1421 - PL- 0001		28.03.2023

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.

2. 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.

3. No development shall commence, including demolition, until a Construction Management Plan (CMP) has been submitted to and approved in writing by the local planning authority. The CMP shall include details of the following relevant measures for both demolition and construction phase
  - i. An introduction consisting of a demolition and construction phase environmental management plan, definitions and abbreviations and project description and location;
  - ii. A description of management responsibilities including complaint recording and management;
  - iii. A description of the demolition and construction programme which identifies activities likely to cause high levels of noise or dust;
  - iv. Site working hours and a named person for residents to contact;
  - v. A scheme of dust and noise mitigation measures to be deployed including identification of sensitive receptors, and a scheme monitoring and reporting for demolition and construction noise and dust impacts. Continuous monitoring shall be undertaken where required by the Local Planning Authority. The scheme shall be developed by suitably qualified persons and shall include suitable targets and management actions in accordance with BS5228 Code of Practice for Noise and Vibration control and the IAQM Guidance on the assessment of dust

- from demolition and construction and provision of monitoring results to the Local Planning Authority;
- vi. Details of hours of work, site delivery hours and other measures to mitigate the impact of construction on the amenity of the area and safety of the highway network; and
  - vii. Communication procedures with the LBL and local community regarding key construction issues – newsletters, fliers etc.

The construction and demolition shall thereafter be carried out in accordance with the details and measures approved in the CMP for the related phase, unless the written consent of the Local Planning Authority is received for any variation.

Reason: In order that the development is managed in a safe and considerate manner to help mitigate potential impact on the amenity and safety of neighbours and to accord with Reigate and Banstead Development Management Plan 2019 policy DES8.

4. No development shall commence until an updated Construction Transport Management Plan (CTMP) to also 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 vehicleshas 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: In order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2021 and DES8 Construction Management of the Reigate and Banstead Local Plan Development Management Plan September 2019.

5. No development shall take place until the developer obtains the Local Planning Authority's written approval of details of both existing and proposed ground levels (including levels of land which adjoins the site boundaries) and the proposed finished ground floor levels of the building. The development shall be carried out in accordance with the approved levels.

Reason: To ensure the Local Planning Authority are satisfied with the details of the proposal and its relationship with adjoining buildings and to safeguard



the visual amenities of the locality including heritage assets with regard to Reigate and Banstead Development Management Plan DES1 and NHE9.

6. Prior to the commencement of the development a Waste Management Plan shall be submitted to and agreed in writing by the Local Planning Authority. The plan shall demonstrate how the waste generate during the demolition, excavation and construction phase of the development is limited to the minimum quantity necessary and opportunities for re-use and recycling of any waste generate are maximised. The development shall then be implemented in accordance with the approved Waste Management Plan.

Reason: To ensure that the development maximises opportunities for re-use and recycling of any waste generated in accordance with Policy 4 of the Surrey Waste Local Plan 2019.

7. 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 submitted Arboricultural Impact Assessment and Method Statement by Arborclimb Consultants dated March 2023.

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 to ensure good landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies NHE3, DES1 and DES3 of the Reigate and Banstead Development Management Plan 2019.

8. No development shall commence until an Employment and Skills Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall detail how the development will promote local training and employment opportunities during construction and include:
  - Measures to ensure the developer and contractors work directly with local employment and training agencies;
  - Targets for employment of local labour
  - Targets for work experience and apprenticeships
  - Measures for monitoring and reporting outcomes against the plan to the Local Planning Authority at appropriate intervals during the development.

The development shall be carried out in accordance with the approved plan unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure the development promotes local training and employment opportunities with regard to Policy CS5 of the Reigate & Banstead Core Strategy 2014 and Policy EMP5 of the Reigate & Banstead Development Management Plan 2019.

9. 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. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:

- a) Evidence that the proposed final solution will effectively manage the 1 in 30 (+35% allowance for climate change) & 1 in 100 (+40% allowance for climate change) storm events during all stages of the development. Associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 14.6l/s.
- b) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.).
- c) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected from increased flood risk.
- d) Details of drainage management responsibilities and maintenance regimes for the drainage system.
- e) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

Reason: To ensure the design meets the technical standards for SuDs and the final drainage design does not increase flood risk on or off site in accordance with, Policy CS10 of the Core Strategy 2014, Policies DES9 and CCF2 of the Development Management Plan 2019 and the 2019 NPPF.

10. 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. This must demonstrate that the surface water drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls), and confirm any defects have been rectified.

The drainage system shall therefore be retained and maintained in accordance with the agreed details.

Reason: To ensure the drainage system is constructed to the national Non-Statutory Technical Standards for SuDs in order to mitigate against the risk of surface water flooding with regard to policy INF1 and CCF2 of the Reigate and Banstead Development Management Plan 2019.

11. 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 Land Contamination: Risk Management Guidance (2020) 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 the Reigate and Banstead Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

12. Prior to commencement of development, 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. Please note this means a proposal is required to be submitted and approved prior to actually undertaking a Site Investigation.

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 the Reigate and Banstead Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

13. 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 Land Contamination: Risk Management Guidance (2020) 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 the Reigate and Banstead Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

14. a. 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.
- b. 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 have regard to CIRIA C735 guidance document entitled 'Good practice on the testing 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 the Reigate and Banstead Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

15. 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.

Note: Should no further contamination be identified then a brief comment to this effect shall be required to discharge this condition

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 the Reigate and Banstead Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

16. No development shall commence on site, with the exception of demolition and below slab level works, until a scheme for the soft and hard landscaping, including details of existing landscape features to be retained or pruned and

replacement planting, has been submitted and approved in writing by the local planning authority. The landscaping scheme shall include details of hard landscaping (including hard surfacing, any proposed street furniture and boundary treatments), planting plans, written specifications (including cultivation and other operations associated with tree, shrub, and hedge or grass establishment), schedules of plants, noting species, plant sizes and proposed numbers/densities and an implementation programme.

All hard and soft landscaping work shall be completed in full accordance with the approved scheme, prior to first occupation of the approved development or in accordance with a programme agreed in writing with the local planning authority.

All trees shall comply with the requirements of BS 8545:2014 Trees from nursery to independence in the landscape – Recommendations, British Standard 4043:1989 Transplanting root-balled trees. All pre planting site preparation, planting and post-planting maintenance work shall be carried out in accordance with the requirements of British Standard 4428 (1989) Code of Practice for general landscape operations (excluding hard surfaces).

All new tree planting shall be positioned in accordance with guidelines and advice contained in the current British Standard 5837:2012 Trees in relation to design, demolition and construction.

Any trees shrubs or plants planted or any existing plants/hedging retained 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, and 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 heritage assets and to comply with Reigate and Banstead Borough Development Management Plan 2019 policies NHE3, NHE9 and DES1, British Standards including BS8545:2014 and British Standard 5837:2012.

17. Prior to first occupation of the development hereby approved, full details of a lighting strategy shall be submitted to and approved in writing by the local planning authority. The lighting strategy shall include details of the lighting of all public areas and buildings and shall be designed to comply with the ILP guidance for Obtrusive Light Zone E3 and shall include details of how the lights will be automatically controlled to meet curfew requirements. The lighting scheme shall be installed in accordance with the approved details before the commencement of the use and shall be retained and maintained in accordance with the approved details thereafter.

Reason: To protect the visual amenity of the area and neighbouring residential amenities with regard to Reigate and Banstead Core Strategy 2014 Policy CS10 and policy DES1 and DES9 of the Reigate and Banstead Development Management Plan 2019.

18. No development shall take place above slab level until written details of the materials to be used in the construction of the external surfaces, including elevations, fenestration and roofs, have been submitted to and approved in writing by the Local Planning Authority, and on development shall be carried out in accordance with the approved details.

Reason: To ensure that a satisfactory external appearance is achieved of the development with regard to Reigate and Banstead Development Management Plan 2019 policy DES1 and NHE9.

19. Prior to first occupation of the development the existing vehicular access from the site to Douglas Road, made redundant as a result of the development, shall be permanently closed and any kerbs, verge, footway, fully reinstated.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to accord with Section 9 of the NPPF and Policy TAP1 of the Reigate and Banstead Development Management Plan September 2019.

20. Prior to first occupation of the development the proposed pedestrian links between the site and Douglas Road and the A217, shall be constructed in accordance with the approved plans and thereafter maintained for their designated purpose.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to accord with Section 9 of the NPPF and Policy TAP1 of the Reigate and Banstead Development Management Plan September 2019.

21. Prior to first occupation of the development, space shall be 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 purpose.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to accord with Section 9 of the NPPF and Policy TAP1 of the Reigate and Banstead Development Management Plan September 2019.

22. Prior to first occupation of the development the following facilities shall be provided in accordance with the approved plans and thereafter shall be permanently maintained for their designated purpose.:
- (a) 60 secure cycle parking spaces for staff located in the lower ground level.
  - (b) 10 secure cycle parking spaces for visitors located adjacent to Rushworth Road.
  - (c) Shower and changing facilities for cyclists.
  - (d) Facilities to securely store cycling equipment.

Reason: In recognition of Section 9 “Promoting Sustainable Transport“ in the National Planning Policy Framework and to accord with Section 9 of the NPPF (2001) and Policy TAP1 of the Reigate and Banstead Development Management Plan September 2019.

23. Prior to first occupation of the development, a scheme detailing the following electric vehicle and cycle charging provision shall be submitted to and approved in writing by the Local Planning Authority:
- (a) 50% of available parking spaces to be fitted with a fast charge socket (7kw Mode 3 with Type 2 Connector).
  - (b) 50% of available parking spaces to be fitted with feeder pillar of equivalent permitting future connection.
  - (c) 20% of all available cycles should be able to be charged at any one time (using standard three-point plug sockets).
- The approved details shall then be implemented prior to the first occupation of the development and thereafter shall be permanently maintained for their designated purpose.

Reason: In recognition of Section 9 “Promoting Sustainable Transport“ in the National Planning Policy Framework and to accord with Section 9 of the NPPF (2001) and Policy TAP1 of the Reigate and Banstead Development Management Plan September 2019.

- 24.A) No development shall take place above slab level until a scheme of design and assessment of the acoustic impact arising from the operation of all internally and externally located plant and machinery has been submitted to and approved in writing by the local planning authority. The assessment of the acoustic impact shall be undertaken in accordance with BS 4142: 2014 (or subsequent superseding equivalent) and other relevant standards, and shall include a scheme of attenuation measures to ensure the cumulative rating level of noise emitted from the proposed plant, machinery or equipment is 5dB less than background.

B) The use hereby permitted, or the operation of any plant, machinery or equipment, shall not commence until a post-installation noise assessment, including suitable measurements, has been carried out to confirm compliance with the noise criteria. The scheme shall be implemented in accordance with the approved details and attenuation measures, and they shall be permanently retained and maintained in working order for the duration of the use and their operation.

Reason: To protect the amenities of adjoining occupiers with regard to policy CS10 Sustainable Development of RBBC Core Strategy (2014) and policy DES9 of the RBBC Development Management Plan (2019).

25. The development shall be carried out in accordance with the mitigation measures set out within the submitted Ecological Assessment by The Ecology Practice Ltd (Issue 3 dated 24 August 2023).

Reason: To ensure that any potential impact to protected species is adequately mitigated in accordance with the provisions of the National Planning Policy Framework and policy NHE2 of the Development Management Plan 2019.

26. No development above ground level shall commence until a Biodiversity Gain Plan has been submitted to and approved in writing by the local planning authority (LPA). This shall set out the details of how the scheme will provide a biodiversity net gain as detailed in the submitted Ecological Assessment by The Ecology Practice Ltd (Issue 3 dated 24 August 2023) and finalised details for wildlife boxes for birds and bats. The plan should be designed alongside the soft landscaping proposals for the site. The biodiversity enhancement measures approved shall be carried out and maintained in strict accordance with these details or as otherwise agreed in writing by the LPA, and before first occupation of this development (unless an alternative timescale is agreed in writing by the Local Planning Authority as part of the details application).

Reason: To provide enhancements to the biodiversity of the site in accordance with the provisions of the National Planning Policy Framework and Reigate and Banstead Development Management Plan 2019 policy NHE2.

27. The development hereby approved shall not be first brought in to use unless and until a finalised energy report has been submitted to and agreed in writing by the Local Planning Authority which details how the proposal includes renewable or low-carbon energy generation to provide at least 10% of the expected energy usage of the development or an alternative methodology is agreed to provide energy efficiency measures.

The agreed energy measures shall be implemented prior to first use of the development. Thereafter the scheme shall be maintained in accordance with the agreed details.

Reason: To ensure that the development supports the efficient use of resources and minimises carbon emissions and protects the visual amenities of the area with regard to Policy CS11 of the Reigate & Banstead Core Strategy 2014 and Policy CCF1, DES1 and NHE9 of the Reigate & Banstead Development Management Plan 2019.

28. The development hereby approved shall not be first brought in to use unless and until a final Certificate has been submitted to and agreed in writing by the Local Planning Authority certifying that a minimum BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) rating VERY GOOD has been achieved for this development.

Reason: To ensure that the development supports the efficient use of resources and minimises carbon emissions with regard to Policy CS11 of the Reigate & Banstead Core Strategy 2014.



29. The development shall not be occupied until a scheme demonstrating compliance with the 'Secured by Design' awards scheme has been submitted to and approved in writing by the Local Planning Authority. The approved details shall be completed before the occupation of the development hereby permitted and shall be permanently maintained as such thereafter.

Reason: To ensure that the development provides a secure environment for future residents in accordance with Policy DES1 of the Reigate & Banstead Development Management Plan 2019.

30. The outdoor terrace area on the second floor, western side of the building, shall not be brought in to first use unless and until a screen has been installed along the southern edge of the terrace to a height of at least 1.7metres in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The screen shall be designed to prevent outlook to the south of the terrace.

The screen shall thereafter be permanently retained and maintained in accordance with the approved details.

Reason: To ensure that the development does not affect the amenity of existing properties by overlooking with regard to Reigate and Banstead Development Management Plan policy DES1.

31. Unless otherwise indicated on the approved plans the roof areas of the building hereby permitted shall not be used as a balcony, roof garden/terrace or similar amenity area.

Reason: To ensure that the development does not affect the amenity of existing properties by overlooking, with regard to Reigate & Banstead Borough Council's Development Management Plan 2019 policy DES1.

32. No piling shall take place during the construction of the development hereby approved until a Piling Method Statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact/cause failure of local underground sewerage utility infrastructure if not carried out correctly.

33. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, (or any Order revoking and re-enacting that Order with or without modification), and Use Classes Order 1987 (as amended) (or any Order revoking and re-enacting that Order with or

without modification) the development hereby approved shall be occupied and used for office purposes falling within Use Class E (g)(i) only and shall not be used within any other use without the prior written consent of the Local Planning Authority.

Reason: To control the use of the premises in the interests of maintaining an adequate supply of industrial, storage and distribution uses within the designated employment area and with respect to the adequacy of parking provision and potential impacts on the surrounding highway network.

## 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. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions. Further information can be found on the Council website at : Climate Change Information.
3. You are advised that the Council will expect the following measures to be included in the above CMP condition to control noise, pollution and logistics as set below:
  - (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).

4. The applicant is advised that the essential requirements for an acceptable communication plan forming part of the CMS 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.
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.
6. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.
7. 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).
8. The developer would be expected to agree a programme of implementation of all necessary statutory utility works associated with the development, including liaison between Surrey County Council Streetworks Team, the relevant utility companies and the developer to ensure that where possible the works take the route of least disruption and occurs at least disruptive times to highway users.
9. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Electric Vehicle Charging Points shall be provided in accordance with the Surrey County Council Vehicular, Cycle and Electric Vehicle Parking Guidance for New Development 2022. Where undercover parking areas (multi-storey car parks, basement or undercroft parking) are proposed, the developer and LPA should liaise with Building Control Teams and the Local Fire Service to understand any additional requirements. If an

active connection costs on average more than £3600 to install, the developer must provide cabling (defined as a 'cabled route' within the 2022 Building Regulations) and two formal quotes from the distribution network operator showing this.

10. The applicant is expected to ensure the safe operation of all construction traffic to prevent unnecessary disturbance obstruction and inconvenience to other highway users. Care should be taken to ensure that the waiting, parking, loading and unloading of construction vehicles does not hinder the free flow of any carriageway, footway, bridleway, footpath, cycle route, right of way or private driveway or entrance. The developer is also expected to require their contractors to sign up to the "Considerate Constructors Scheme" Code of Practice, ([www.ccscheme.org.uk](http://www.ccscheme.org.uk)) and to follow this throughout the period of construction within the site, and within adjacent areas such as on the adjoining public highway and other areas of public realm.
11. The use of a suitably qualified arboricultural consultant is essential to provide acceptable submissions in respect of the arboricultural tree condition and landscaping condition above. All works shall comply with the recommendations and guidelines contained within British Standard 5837.
12. 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 our website.

If proposed works result in infiltration of surface water to ground within a Source Protection Zone the Environment Agency will require proof of surface water treatment to achieve water quality standards.

Sub ground structures should be designed so they do not have an adverse effect on groundwater. If there are any further queries please contact the Flood Risk, Planning, and Consenting Team via [SUDS@surreycc.gov.uk](mailto:SUDS@surreycc.gov.uk). Please use our reference number in any future correspondence.

13. There are public sewers crossing or close to your development. If you're planning significant work near Thames Water Sewers it is important that you minimise risk of damage. Thames Water will need to check that the development does not limit repair or maintenance activities or inhibit the services provided by Thames Water. Please read the Thames Water guide to working near or diverting pipes.
14. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.
15. Due to the proximity of the site to network Rail land and the operational railway the applicant is advised to follow the Asset Protection informatives included in their consultation response dated 25/5/2023.

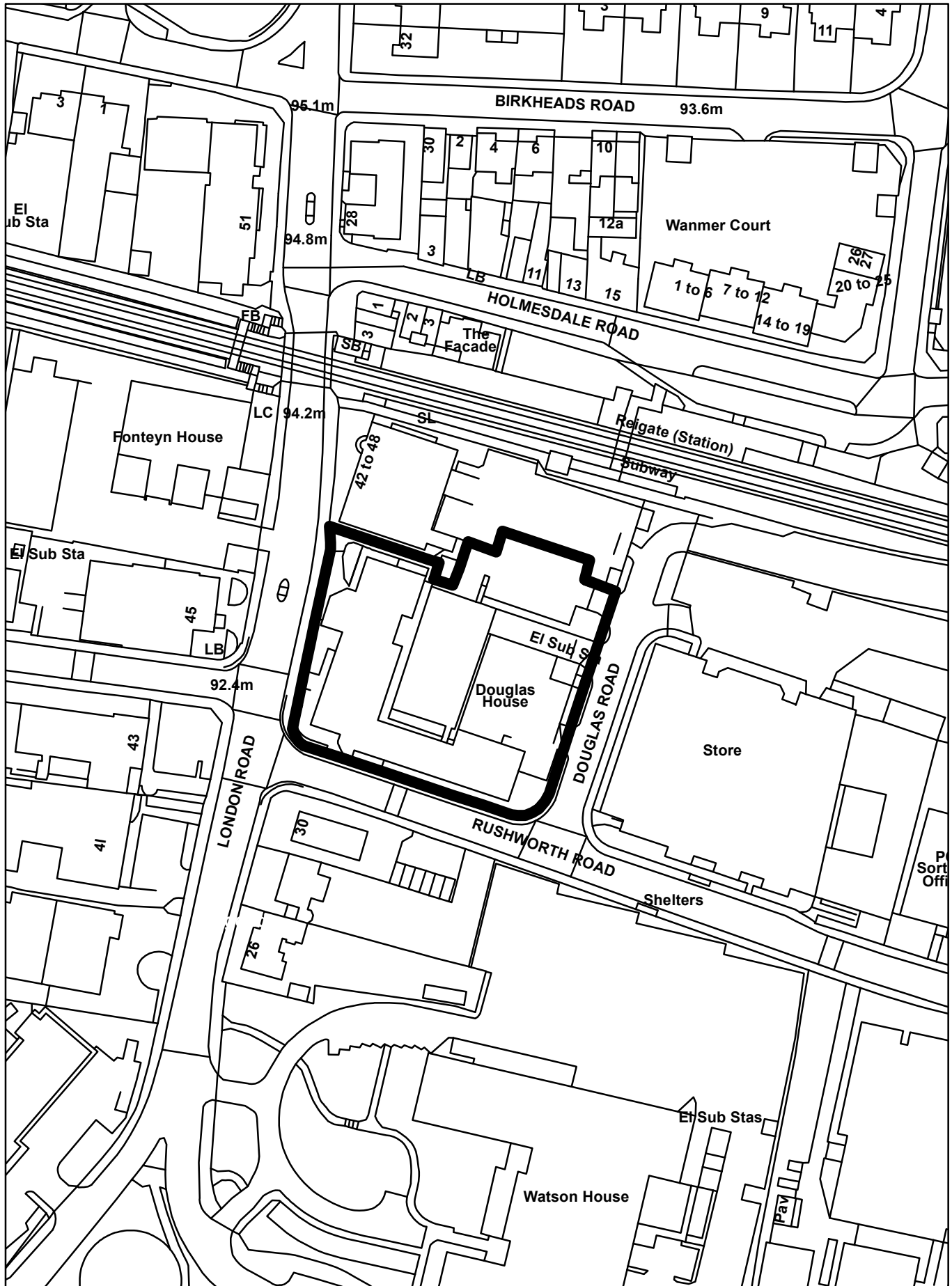
## **REASON FOR PERMISSION**

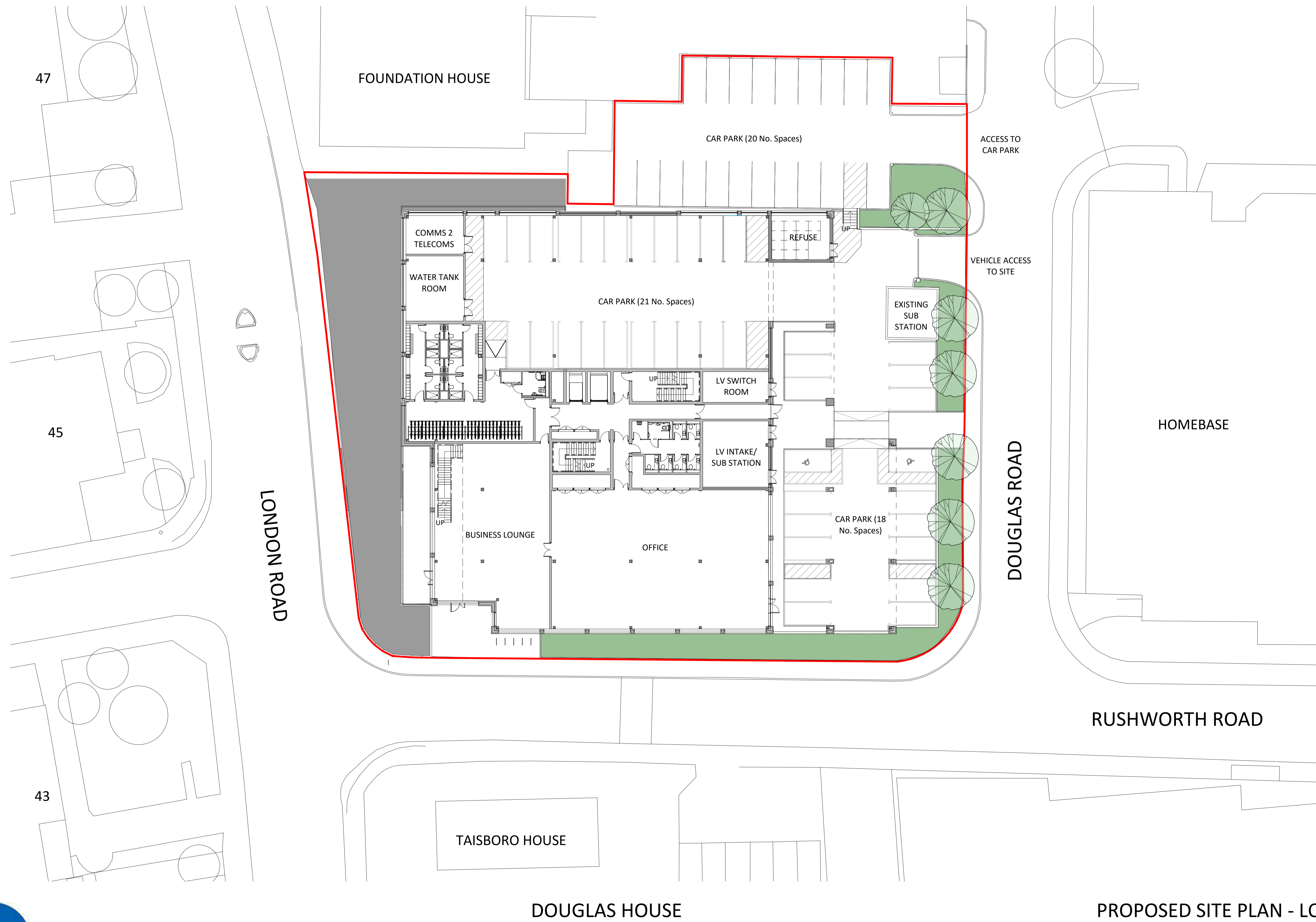
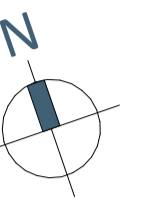
The development hereby permitted has been assessed against development plan policies CS1, CS2, CS4, CS5, CS7, CS10, CS11, CS12, CS17 and EMP4, EMP5, DES1, DES8, DES9, NHE1, NHE2, NHE3, NHE9, TAP1, INF1, INF2, CCF1, CCF2 and material considerations, including third party representations. It has been concluded 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.

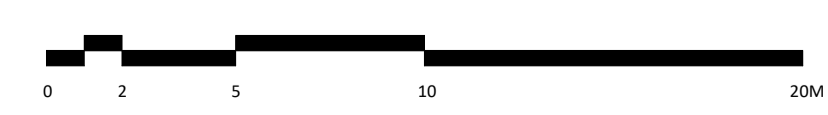
6: 23/00615/F Kimberley Clark Europe Douglas  
House 40 London Road Reigate Surrey RH2 9QP



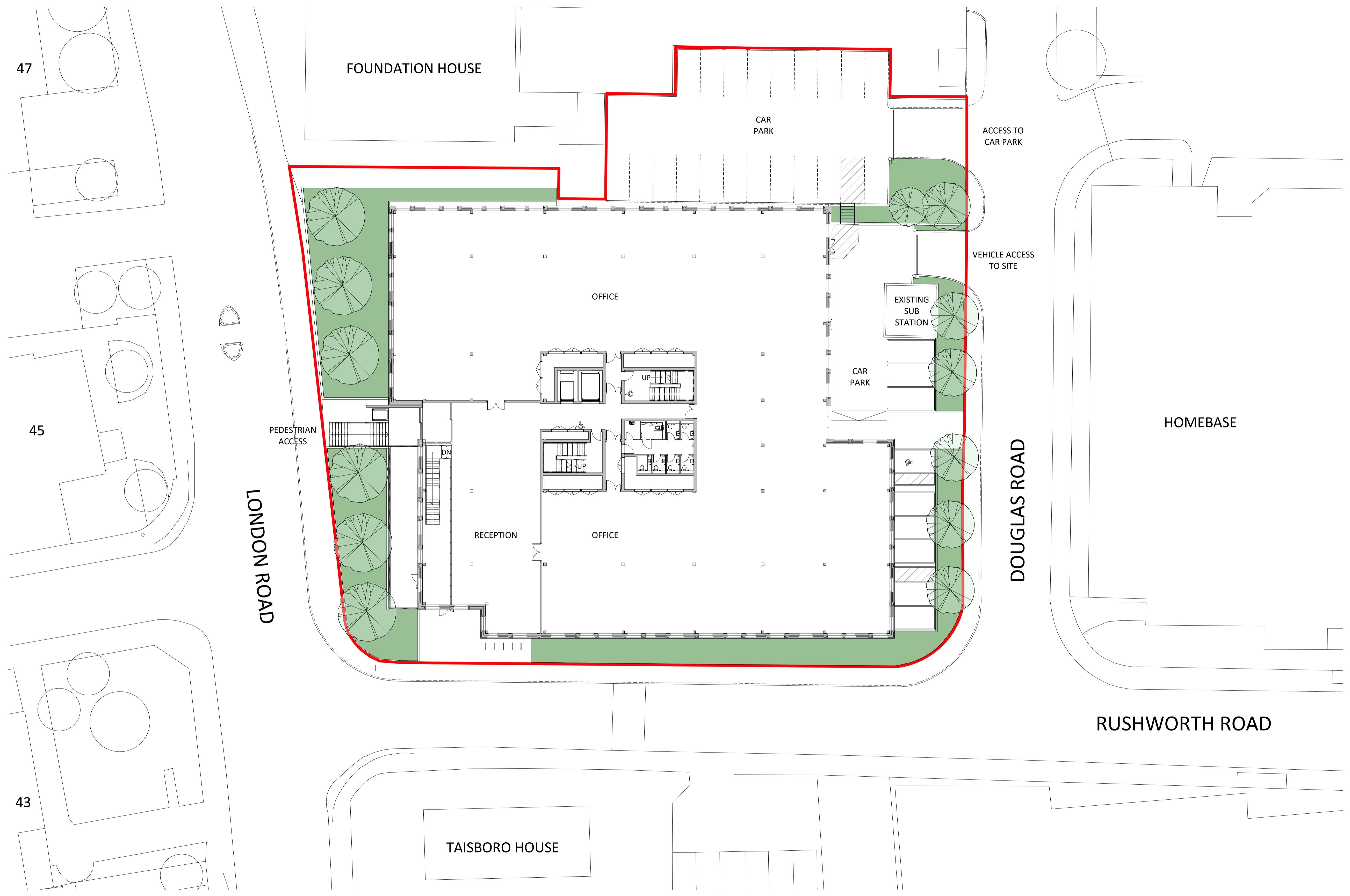
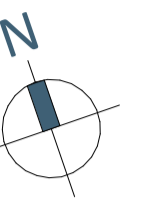


**DOUGLAS HOUSE**

**PROPOSED SITE PLAN - LOWER GROUND**

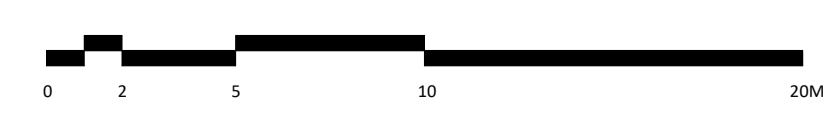


Drawn By: HC	Checked By: JD	Authorised By: JD	Issue Status PLANNING	Revision By: BA	Rev Auth By: JD	Midmoor House 1-2 Kew Road TW9 2NQ t: +44 (0) 20 8332 3900 email: info@mydn-a.com www.mydn-a.com
Date 24/02/2023	Scale 1 : 200@A1	Drawing No. 1421 -PL - 0004	Revision date: 28/07/2023	Rev A		
© Copyright - de novo - architecture limited						



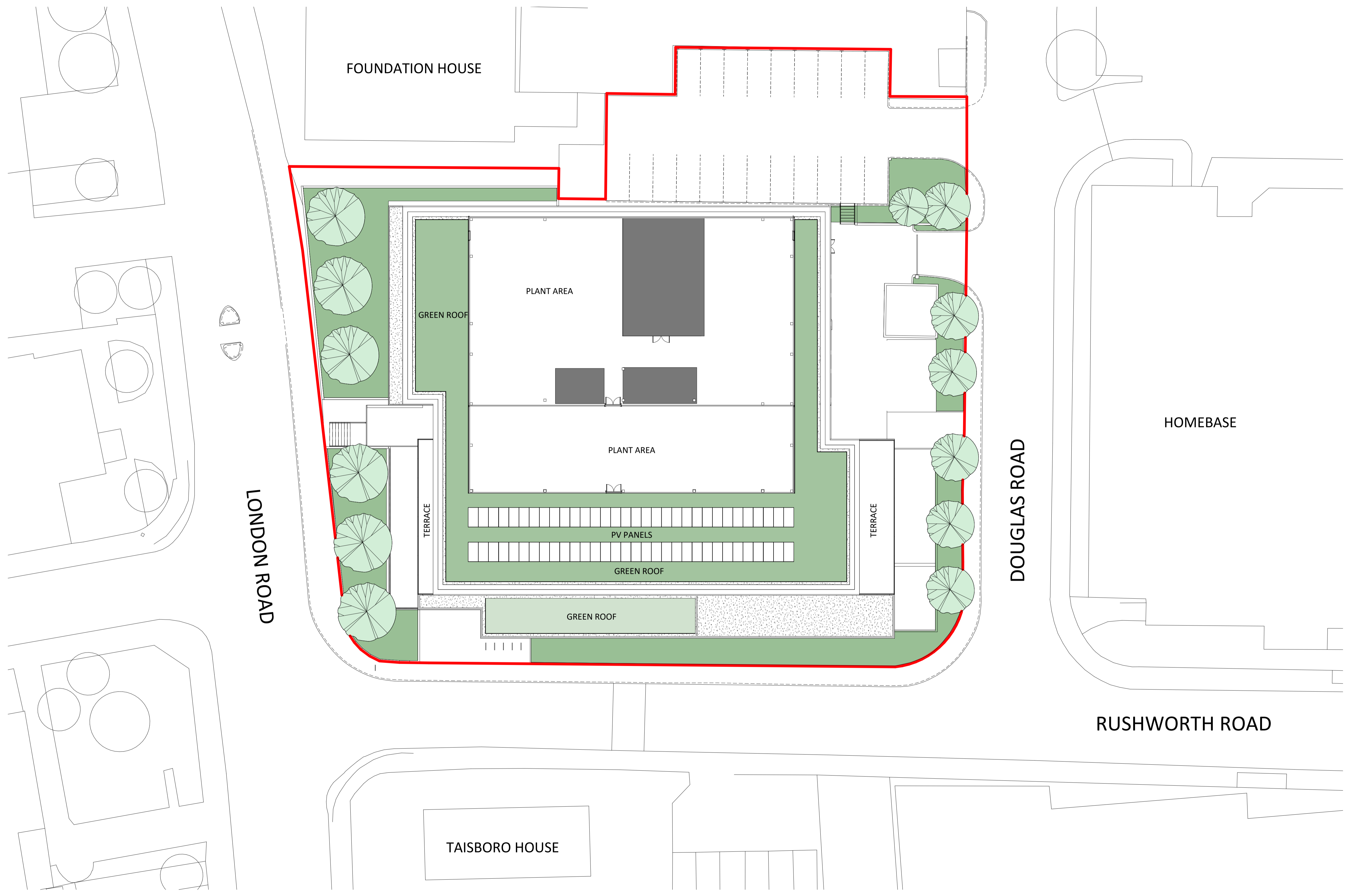
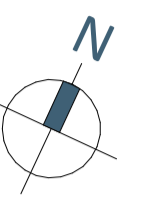
**DOUGLAS HOUSE**

**PROPOSED SITE PLAN - GROUND**



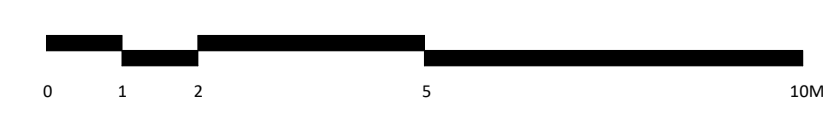
Drawn By: <b>BA</b>	Checked By: <b>JD</b>	Authorised By: <b>JD</b>	Issue Status <b>PLANNING</b>	Revision By: <b>BA</b>	Rev Auth By: <b>JD</b>	Midmoor House 1-2 Kew Road TW9 2NQ t: +44 (0) 20 8332 3900 email: info@mydn-a.com www.mydn-a.com
Date <b>24/02/2023</b>	Scale <b>1 : 200@A1</b>	Drawing No. <b>1421 -PL - 0003</b>	Revision date: <b>28/07/2023</b>	Rev <b>A</b>		



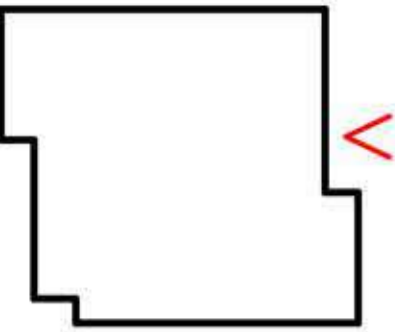


**DOUGLAS HOUSE**

**PROPOSED SITE PLAN - ROOF**



Drawn By: <b>BA</b>	Checked By: <b>JD</b>	Authorised By: <b>JD</b>	Issue Status <b>PLANNING</b>	Revision By: <b>BA</b>	Rev Auth By: <b>JD</b>	Midmoor House 1-2 Kew Road TW9 2NQ t: +44 (0) 20 8332 3900 email: info@mydn-a.com www.mydn-a.com
Date <b>22/06/23</b>	Scale <b>1 : 200@A1</b>	Drawing No. <b>1421 -PL - 0005</b>	Revision date: <b>28/07/2023</b>	Rev <b>A</b>		
© Copyright - de novo - architecture limited						



**MATERIAL KEY**

- 1. BRICKWORK
- 2. ALUMINIUM WINDOWS, CLEAR GLAZING
- 3. OBSCURED GLASS
- 4. LOURVES
- 5. ENTRANCE CANOPY
- 6. CURTAIN WALLING

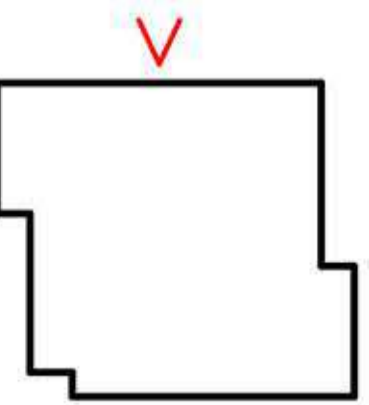


**DOUGLAS HOUSE**

**PROPOSED EAST ELEVATION**



Drawn By: HC	Checked By: JD	Authorised By: JD	Issue Status PLANNING	Revision By: BA	Rev Auth By: JD	Midmoor House 1-2 Kew Road TW9 2NQ t: +44 (0) 20 8332 3900 email: info@mydn-a.com www.mydn-a.com
Date 24/02/2023	Scale 1 : 100@A1	Drawing No. 1421 -PL - 0122		Revision date: 28/07/2023	Rev A	



**MATERIAL KEY**

- 1. BRICKWORK
- 2. ALUMINIUM WINDOWS, CLEAR GLAZING
- 3. OBSCURED GLASS
- 4. LOURVES
- 5. ENTRANCE CANOPY
- 6. CURTAIN WALLING

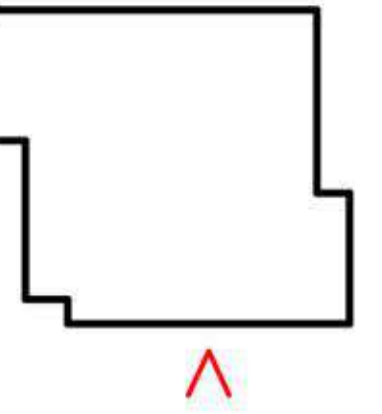


**DOUGLAS HOUSE**

**PROPOSED NORTH ELEVATION**



Drawn By:	Checked By:	Authorised By:	Issue Status	Revision By:	Rev Auth By:	Midmoor House
HC	JD	JD	PLANNING	BA	JD	1-2 Kew Road TW9 2NQ
Date	Scale	Drawing No.		Revision date:	Rev	t: +44 (0) 20 8332 3900
24/02/2023	1 : 100@A1	1421 -PL - 0120		28/07/2023	A	email: info@mydn-a.com
						www.mydn-a.com



**MATERIAL KEY**

- 1. BRICKWORK
- 2. ALUMINIUM WINDOWS, CLEAR GLAZING
- 3. OBSCURED GLASS
- 4. LOURVES
- 5. ENTRANCE CANOPY
- 6. CURTAIN WALLING



**DOUGLAS HOUSE**

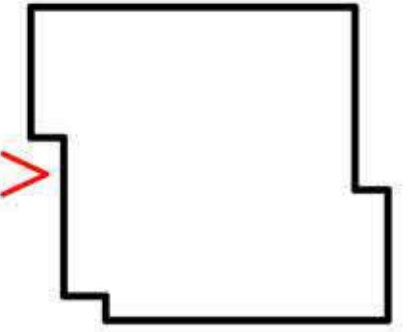
**PROPOSED SOUTH ELEVATION**



Drawn By:	Checked By:	Authorised By:	Issue Status	Revision By:	Rev Auth By:	Midmoor House
HC	JD	JD	PLANNING	BA	JD	1-2 Kew Road TW9 2NQ
Date	Scale	Drawing No.		Revision date:	Rev	t: +44 (0) 20 8332 3900
24/02/2023	1 : 100@A1	1421 -PL - 0121		28/07/2023	A	email: info@mydn-a.com
						www.mydn-a.com

**MATERIAL KEY**

- 1. BRICKWORK
- 2. ALUMINIUM WINDOWS, CLEAR GLAZING
- 3. OBSCURED GLASS
- 4. LOURVES
- 5. ENTRANCE CANOPY
- 6. CURTAIN WALLING



**DOUGLAS HOUSE**

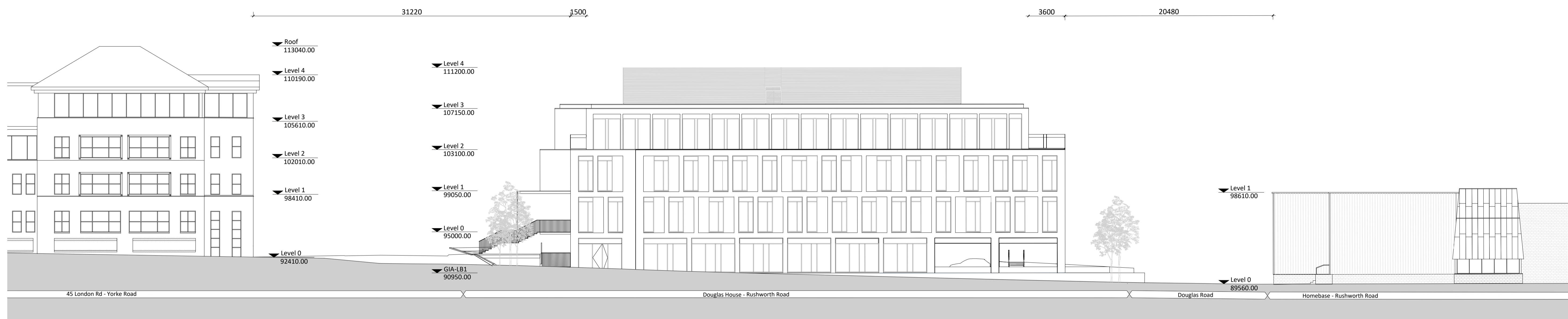
**PROPOSED WEST ELEVATION**



Drawn By: HC	Checked By: JD	Authorised By: JD	Issue Status PLANNING	Revision By: BA	Rev Auth By: JD	Midmoor House 1-2 Kew Road TW9 2NQ t: +44 (0) 20 8332 3900 email: info@mydn-a.com www.mydn-a.com
Date 24/02/2023	Scale 1 : 100@A1	Drawing No. 1421 -PL - 0123	Revision date: 28/07/2023	Rev A		
© Copyright - de novo - architecture limited						



LONDON ROAD STREET ELEVATION



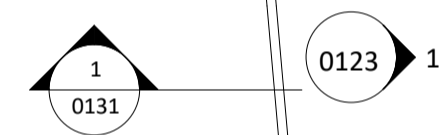
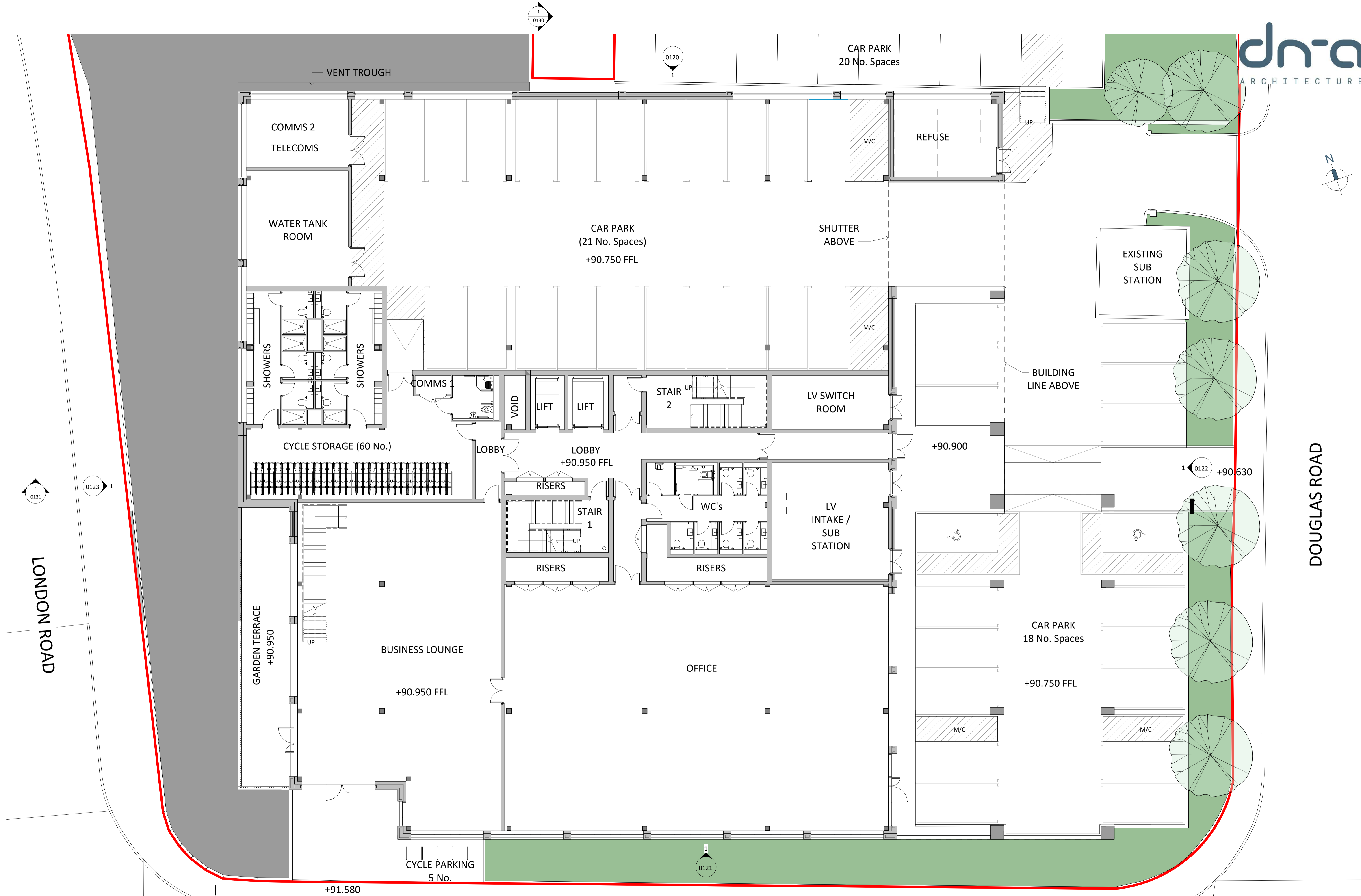
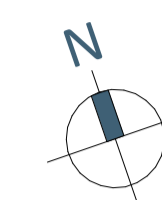
RUSHWORTH ROAD STREET ELEVATION

DOUGLAS HOUSE

PROPOSED STREET(SCENE) ELEVATIONS

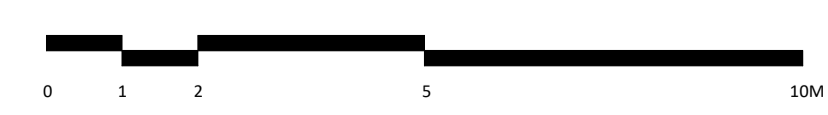


Drawn By:	Checked By:	Authorised By:	Issue Status	Revision By:	Rev Auth By:	1-2 Midmoor House, Kew Road, Richmond TW9 2NQ t: +44 (0) 20 8332 3900 email: info@mydn-a.com www.mydn-a.com
AK	JD	JD	PLANNING	AK	JD	
Date	Scale	Drawing No.		Revision date:	Rev	
18/04/2023	1:200@A1	1421 - PL- 0248		28/07/2023	A	



LONDON ROAD

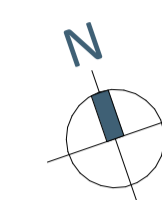
DOUGLAS ROAD



DOUGLAS HOUSE

PROPOSED LOWER GROUND

Drawn By: <b>BA</b>	Checked By: <b>JD</b>	Authorised By: <b>JD</b>	Issue Status <b>PLANNING</b>	Revision By: <b>BA</b>	Rev Auth By: <b>JD</b>	Midmoor House 1-2 Kew Road TW9 2NQ t: +44 (0) 20 8332 3900 email: info@mydn-a.com www.mydn-a.com
Date <b>24/02/2023</b>	Scale <b>1 : 100@A1</b>	Drawing No. <b>1421 -PL - 0099</b>	Revision date: <b>28/07/2023</b>	Rev <b>A</b>		
© Copyright - de novo - architecture limited						

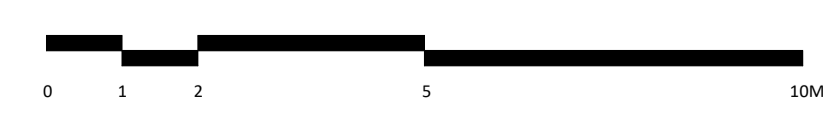


LONDON ROAD

DOUGLAS ROAD

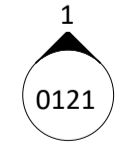
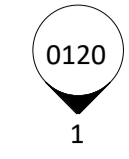
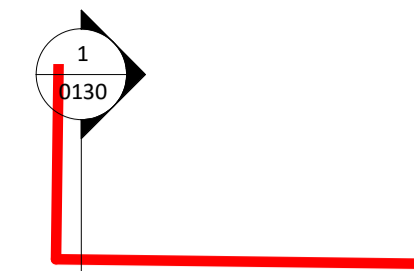
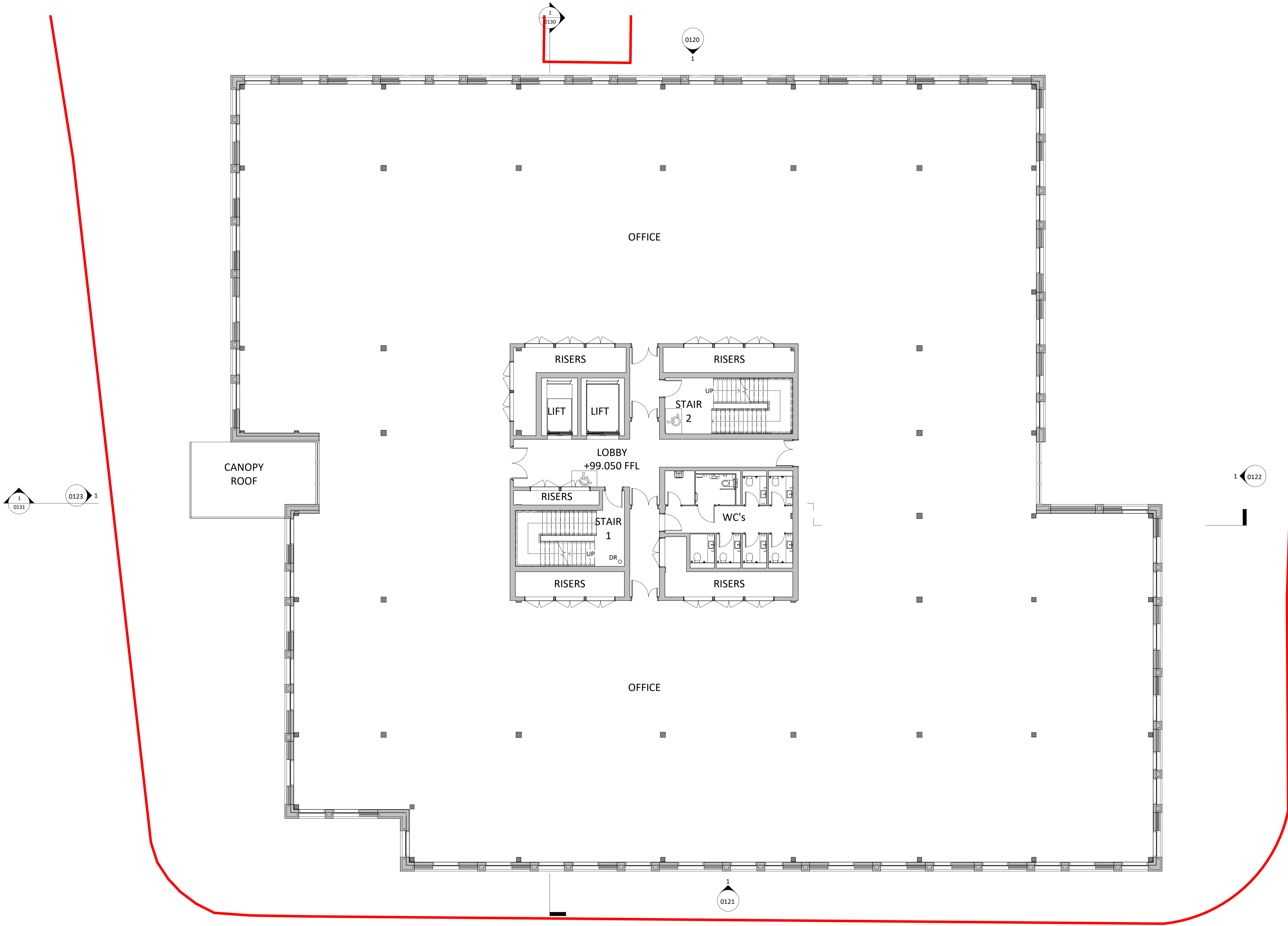
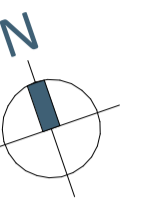
**DOUGLAS HOUSE**

**PROPOSED GROUND FLOOR**



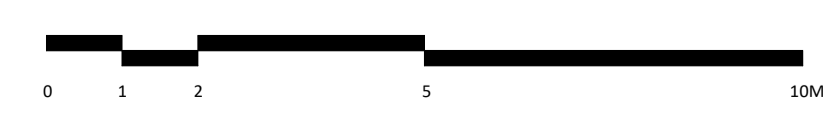
Drawn By: <b>BA</b>	Checked By: <b>JD</b>	Authorised By: <b>JD</b>	Issue Status <b>PLANNING</b>	Revision By: <b>BA</b>	Rev Auth By: <b>JD</b>	Midmoor House 1-2 Kew Road TW9 2NQ t: +44 (0) 20 8332 3900 email: info@mydn-a.com www.mydn-a.com
Date <b>24/02/2023</b>	Scale <b>1 : 100@A1</b>	Drawing No. <b>1421 -PL - 0100</b>		Revision date: <b>28/07/2023</b>	Rev <b>A</b>	



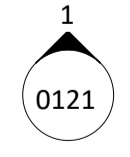
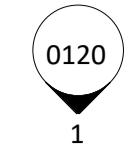
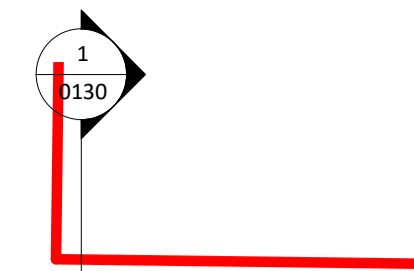
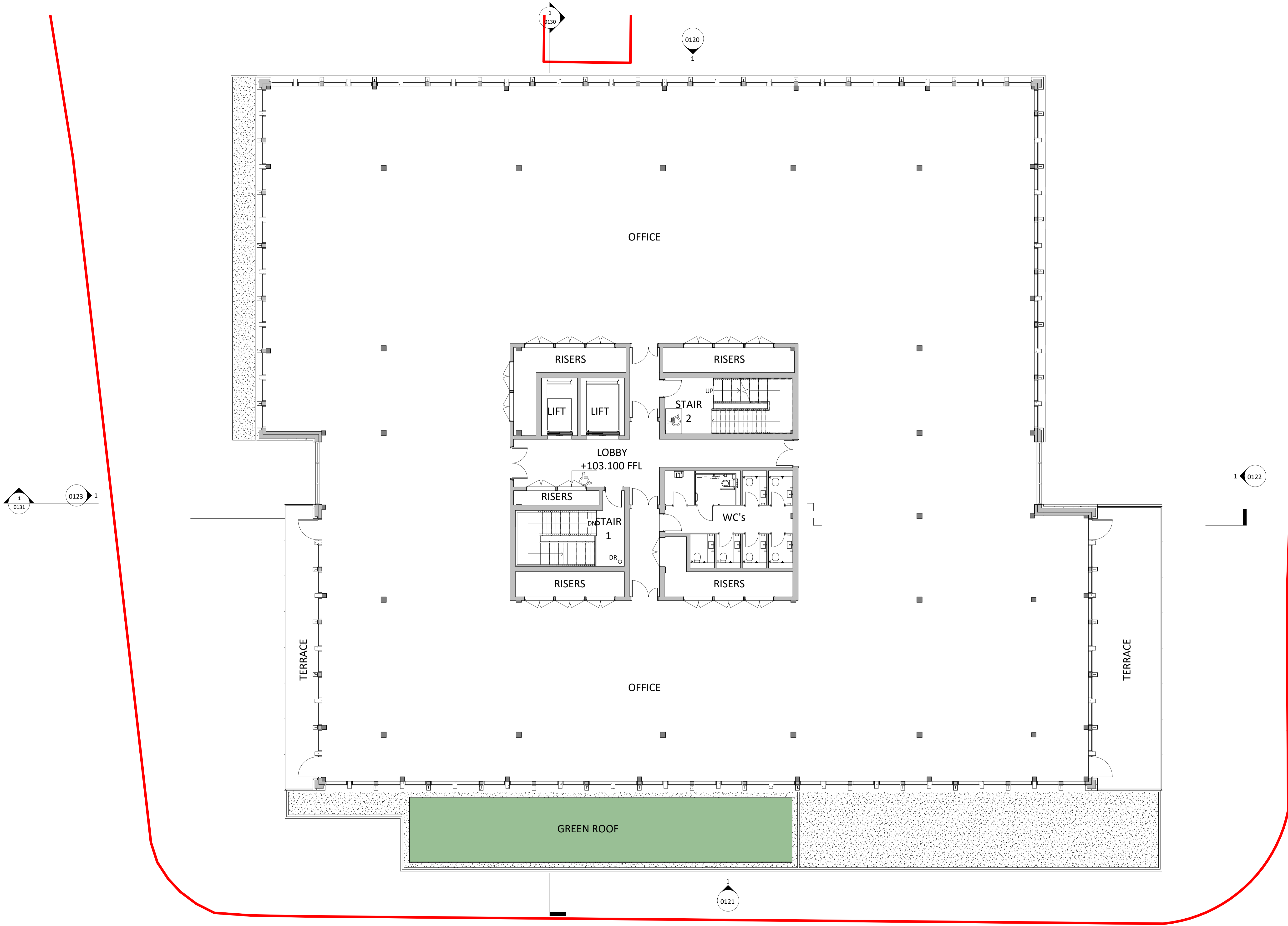
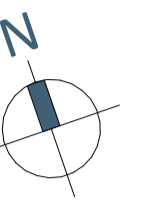


**DOUGLAS HOUSE**

**PROPOSED FIRST FLOOR**

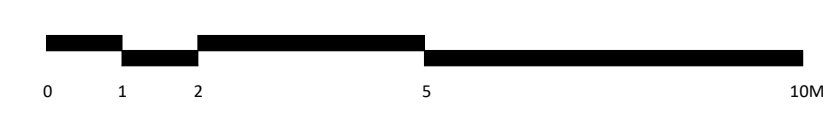


Drawn By: <b>BA</b>	Checked By: <b>JD</b>	Authorised By: <b>JD</b>	Issue Status <b>PLANNING</b>	Revision By: <b>BA</b>	Rev Auth By: <b>JD</b>	Midmoor House 1-2 Kew Road TW9 2NQ t: +44 (0) 20 8332 3900 email: info@mydn-a.com www.mydn-a.com
Date <b>24/02/2023</b>	Scale <b>1 : 100@A1</b>	Drawing No. <b>1421 -PL - 0101</b>		Revision date: <b>28/07/2023</b>	Rev <b>A</b>	



**DOUGLAS HOUSE**

**PROPOSED SECOND FLOOR**



Drawn By: <b>BA</b>	Checked By: <b>JD</b>	Authorised By: <b>JD</b>	Issue Status <b>PLANNING</b>	Revision By: <b>BA</b>	Rev Auth By: <b>JD</b>	Midmoor House 1-2 Kew Road TW9 2NQ t: +44 (0) 20 8332 3900 email: info@mydn-a.com www.mydn-a.com
Date <b>24/02/2023</b>	Scale <b>1 : 100@A1</b>	Drawing No. <b>1421 -PL - 0102</b>		Revision date: <b>28/07/2023</b>	Rev <b>A</b>	