 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:		PLANNING COMMITTEE
	DATE:		16 th December 2020
	REPORT OF:		HEAD OF PLACES & PLANNING
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AGENDA ITEM:	5	WARD:	Horley East and Salfords

APPLICATION NUMBER:		20/01624/F	VALID:	19/08/2020
APPLICANT:	Mr I Chuter		AGENT:	HW Planning Ltd
LOCATION:	SALFORDS VILLAGE STORE, 21 BRIGHTON ROAD, SALFORDS, RH1 5BT			
DESCRIPTION:	Demolition of the existing buildings and erection of a building comprising 6 flats with parking and a new access. As amended on 05/10/2020, 06/10/2020, 14/10/2020, 03/11/2020 and on 09/11/2020			
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SUMMARY

The site is located at the corner of Brighton Road and Honeycrook Lane in Salfords. The site is occupied by a part single and part two storey building which is occupied by a vacant retail unit and a dwelling, together with two single storey buildings used for storage. The existing retail unit extends to the front of the property boundaries to Brighton Road and Honeycrook Lane.

This is a full application for the demolition of existing retail unit and dwelling on the site and the erection of a two storey building which would comprise 6 apartments in a mix of 4 x 2 bed and 2 x 1 bed units, together with a new access from Honeycrook Lane and 6 car parking spaces.

The retail unit on the site has been vacant since 2017. Through a marketing exercise, the applicants have demonstrated that there is no demand for the retail unit on the site. It is also accepted that, due to the location of the unit on the eastern side of Brighton Road and to the north of Honeycrook Lane, that the loss of the retail use would not adversely impact on the vitality and viability of the local shopping centre.

The proposed building would be located towards the northern end of the site with the car park and access from the southern boundary to Honeycrook Lane. The building would be of a traditional design with a shallow pitched roof. It is considered the scale, form and design of the proposed building is acceptable.

The application has been amended following the original submission to improve the relationship with the neighbouring property at no. 1 Honeycrock Lane. The proposed building would be located to the front of the neighbouring property and at least 3.5m from the eastern boundary. Windows in the closets part of the proposed building facing towards the east would be obscure glazed and partly fixed shut. To the north, the proposed building would align with the neighbouring property, resulting in an acceptable impact on the amenities of neighbouring residents.

The proposed flats would be provided with 6 unallocated parking spaces, including 2 suitable for a disabled driver. This would meet the appropriate standard for a site located in an area with medium accessibility and it is accepted that the availability of parking on streets in the surrounding area would provide sufficient space for occasional visitors without causing harm to the amenities of the area.

The applicant has also agreed to dedicate small areas of the site to the highway authority to provide additional footway and cycleway space around the site. This would be secured through a section 106 agreement if permission is granted.

The application site is partly located within Flood Zone 1 and partly in Flood Zone 2. The applicants have submitted a Flood Risk Assessment which demonstrates that only a small part of the northern part of the site may be subject to flooding. In these circumstances the FRA recommends that the ground floor of the building be set at a minimum floor level of 55.40 AOD. A condition is recommended to secure this.

Each proposed dwelling would accord with the appropriate space standards and would have access to communal amenity space. Cycle parking would be secured by condition.

Subject to the conditions recommended, it is considered that an acceptable relationship to the character of the area and neighbouring properties would be achieved.

RECOMMENDATIONS

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) The dedication of land to provide additional footway and cycleway space as shown red on the submitted RGP plan numbered 2019/4869/001 rev F.
- (ii) 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 29th May 2021 or such longer period as may be agreed, the Head of Places and Planning be authorised to refuse permission for the following reason

1. The proposal fails to provide for the dedication of land to provide additional footway and cycleway space, in contravention of policy TAP1 of the Reigate and Banstead Development Management Plan 2019.

Consultations:

Highway Authority: The proposed development has been considered by the County Highway Authority who recommends an appropriate agreement should be secured before the grant of permission to for the dedication of land to provide additional footway and cycleway as shown red on the submitted RGP plan numbered 2019/4869/001 rev F and subject to the imposition of conditions relating to the provision of an access of the appropriate width, sightlines and pedestrian visibility splays of the appropriate dimensions and a means of preventing water from entering the highway, the closure of the redundant access points from Honeycrock Lane and Brighton Road, the provision of the parking and turning areas prior to occupation, the provision of a Construction Transport Management Plan, the provision of cycle parking for each flat and the provision of electric vehicle charging points.

Environmental Health (Contaminated Land): There is some potential for contamination to be present or in close proximity to the application site. As such a condition to deal with contaminated land and an informative to provide additional guidance is recommended.

Environment Agency – The application is covered by their Flood Standing Advice and there is no need for a consultation with the EA.

Patrick Parsons Ltd (The Council's flooding and drainage consultants) - Have reviewed the Flood Risk Assessment and the risk of flooding is low based on the information provided by the Environment Agency. They have suggested they lift the floor level to above any potential flood, which is acceptable. However, they must provide adequate flood compensation if they are lifting ground levels within a flood zone. Given the low level of risk, I would envisage that this information can be submitted as part of a condition.

Salfords and Sidlow Parish Council – Raise objections on the grounds that the site is in a Primary Shopping Area, and the proposed access is too close to the junction of Honeycrock Lane with Brighton Road to allow adequate visibility. They also consider that the parking proposed is insufficient

Representations:

Letters were sent to neighbouring properties on 19th August 2020. Neighbours were re-notified of revised plans for a 14 day period commencing 4th November.

4 responses have been received raising the following issues:

Issue	Response
Inadequate parking	See paragraph 6.35 – 6.40
Noise & disturbance	See paragraph 6.28 – 6.33
Inconvenience during construction	See paragraph 6.33

Out of character with surrounding area	See paragraph 6.17 – 6.23
Increase in traffic and congestion	See paragraph 6.35 – 6.40
Overdevelopment	See paragraph 6.17 – 6.23
Hazard to highway safety	See paragraph 6.35 – 6.40
Overlooking and loss of privacy	See paragraph 6.28 – 6.33
Overshadowing	See paragraph 6.28 – 6.33
Drainage/sewage capacity	See paragraph 6.41 – 6.49
Flooding	See paragraph 6.41 – 6.49
No need for development. Alternative location or proposal preferred	Each application must be assessed on its own merits
Loss of private view	This is not a material planning consideration

1.0 Site and Character Appraisal

- 1.1 The application site currently comprises a single storey shop unit that lies in a prominent corner location on the north-east side of the junction of the A23 with Honeycrook Lane. Behind the shop unit and set back from the road frontages is a two storey Victorian style house. Accessed from the A23 road frontage is a garage set at a lower level than that of the house and shop. To the Honeycrook Lane frontage is the access to the shop along with a narrow gated access into the upper part of the site. A detached brick outbuilding set up hard to the site boundary with the pavement to the eastern end of the Honeycrook Lane frontage.
- 1.2 The existing house on the site is of two storeys in scale. It is of white painted render under a hipped roof of concrete interlocking tiles (believed to be Redland 49s). The house is set back from the road and is largely hidden from views from by the shop other than from the northwest.
- 1.3 The shop is a single storey flat roofed building of brick construction with render to the northern and southern ends. Part of its western elevation has been rebuilt. It lies immediately adjacent to the footpath to the A23 and Honeycrook Lane frontages. It has an imposing presence on the streetscene but adds little architecturally and is not a structure that could be said to be of significance architecturally.
- 1.4 The outbuilding to the southeast corner of the site is of brick construction with a gable ended roof formed of interlocking concrete tiles of a similar profile to those on the house. It lies hard up to the southern and eastern boundaries of the site.

- 1.5 Land levels on the site drop from the southeast corner to the northwest corner, the garage being set lower than the house and shop. Access to the shop is from its southern end with the building being set up higher from adjacent ground level at its northern end. The house is set at a slightly higher floor level than the shop.
- 1.6 The only parking available on site is accessed from the A23, with no space available to turn a car within the site. There is no parking available on site for customers of the (vacant) shop on either road frontage the nearest parking being further along Honeycrook Lane to the east or on the opposite side of the main road.
- 1.7 The wider area is typically residential in character although the site lies within a local centre. The majority of the local centre lies to the opposite side of the busy A23. The only retail elements to this eastern side of the A23 are this site and the vacant shop to the east on Honeycrook Lane. Other buildings on this side of the A23 are the village hall, the church on the opposite side of the junction to the application site and Ambleside Lodge a small residential care home with 8 single rooms. Conversely, the bulk of the Local Centre lies on the western side of the road, where a range of shops and services are provided including a convenience store, launderette, chemist, barbers and a café. These are set on a slip road with limited frontage parking.
- 1.8 To the north of the site and set at a lower level is a pair of semi-detached two storey dwellings of brick construction under a plain tile roof. The upper floor is tile hung. These two dwellings are set back from the road frontage and at a higher level.
- 1.9 To the east of the site on Honeycrook Lane are two residential properties, one is a bungalow with accommodation in the roof and the second is a two storey house, beyond which is the village hall. The double yellow lines extend along the lane and part way across the hall frontage. The hall has no dedicated parking.
- 1.10 To the southern side of Honeycrook Lane, opposite the application site, is the church of Christ the King. To the west of the site on the opposite side of the road, is a recently constructed residential development that replaced a caravan sales centre. To the south of that new development is a three storey block of flats with the top floor being set within a mansard roof. To the south of the flats is the local centre, which has been described above.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: The applicant did not approach the Council for pre-application advice therefore the opportunity to secure improvements did not arise.
- 2.2 Improvements secured during the course of the application: Amendments have been made to the design and configuration of the proposed block of flats in order to improve the relationship of the proposal with the neighbouring

property to the east. Further amendments have been submitted to address concerns raised by the County Highway Authority.

- 2.3 Further improvements could be secured through the use of conditions and a legal agreement to make provision for the dedication of land to provide additional footway and cycleway space.

3.0 Relevant Planning and Enforcement History

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|-----|------------|--|-----------------------|
| 3.1 | 90/06070/F | First floor extension to existing store building | Refused
20/08/1990 |
|-----|------------|--|-----------------------|

4.0 Proposal and Design Approach

- 4.1 This is a full application for the demolition of the existing shop and dwelling on the site and the erection of a two storey block of 6 apartments (4 x 2 bed and 2 x 1 bed) together with a new access from Honeycrook Lane leading to 6 parking spaces. The proposed building would be set back from the Brighton Road and Honeycrook Lane frontages with areas of hard and soft landscaping providing a setting for the building. The building has also been set further away from the eastern boundary of the site to improve the relationship with the neighbouring dwelling at no. 1, Honeycrook Lane.
- 4.2 The proposed building would be of a traditional design with brick and render to the main elevations and a shallow tiled pitched roof. The main entrance to the building would be on the western elevation in a slightly recessed area which provides shelter to the main front door.
- 4.3 The proposed vehicular access would be located on the Honeycrook Road frontage and would lead to a parking court containing 6 unallocated parking spaces.
- 4.4 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:
Assessment;
Involvement;
Evaluation; and
Design.
- 4.5 Evidence of the applicant's design approach is set out below:

Assessment	The character of the surrounding area is assessed as mixed residential and commercial. The site is assessed as being on the fringe of the local shopping centre.
	No site features worthy of retention were identified.

Involvement	No community consultation took place.
Evaluation	The other development options considered were the retention of a commercial use on part of the site.
Design	The applicant's reasons for choosing the proposal were informed by the marketing exercise which demonstrated a lack of interest in the site for other uses. The only interest in the site came from residential developers.

4.6 Further details of the development are as follows:

Site area	0.07 ha
Existing use	Mixed retail and residential
Proposed use	Residential
Existing parking spaces	2
Proposed parking spaces	6
Parking standard	6 + 1 visitor
Net increase in dwellings	5

5.0 Policy Context

5.1 Designation

Urban area
Flood Zone 2 (only part of site)

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)
CS5 (Valued People/Economic Development),
CS7 (Town/Local Centres),
CS10 (Sustainable Development),
CS11 (Sustainable Construction),
CS14 (Housing Needs)
CS17 (Travel Options and accessibility)

5.3 Reigate and Banstead Development Management Plan 2019

RET1 (Development Within identified retail frontage and local centres)
RET3 (Local Centres)
DES1 (Design of New development)
DES4 (Housing Mix)
DES5 (Delivering high quality homes)
DES8 (Construction Management)
DES9 (Pollution and Contaminated Land)
TAP1 (Access, Parking and Servicing)
CCF1 (Climate Change Mitigation)

CCF2 (Flood Risk)
INF3 (Electronic communication networks)

5.4 Other Material Considerations

National Planning Policy Framework

National Planning Practice Guidance

Supplementary Planning Guidance

Surrey Design

Local Distinctiveness Design Guide

Vehicle and Cycle Parking

Guidance 2018

Other

Human Rights Act 1998

Community Infrastructure Levy

Regulations 2010

6.0 **Assessment**

6.1 The application site is within the urban area, within an existing town shopping centre, where there is a presumption in favour of sustainable development and where the principle of residential development is acceptable.

6.2 The main issues to consider are:

- Loss of retail floorspace
- Design appraisal
- Housing Mix and Standard of Accommodation
- Neighbour amenity
- Highway matters
- Drainage and Flooding
- Energy, Sustainability and Broadband
- Community Infrastructure Levy

Loss of Retail Floorspace

6.3 The site forms the most north easterly part of the Brighton Road, Salfords Local Centre, designated in the Council's Development Management Plan.

6.4 DMP Policy RET1 states that:

Development within identified retail frontages and local centres' says that within local centres:

1. Development must:

- a. Retain an active ground floor frontage which is accessible to the public from the street

- b. Be of a character and scale appropriate to the nature and function of the centre in which it is located
 - c. Not harm residential, public or visual amenity through impacts such as noise, odour, fumes, litter, general disturbance or late night activity
 - d. Not have an unacceptable impact on traffic, movement and parking, and not compromise highway or pedestrian safety in the locality; and
 - e. Protect and where possible enhance the public realm through environmental improvements including provision of high quality surfacing and careful planting.
2. On upper floors, proposals for A1/2/3; B1a; D1/2 and C3 uses that make effective and efficient use of space will be considered favourably subject to the above criteria”.

6.5 DMP Policy RET3 ‘Local Centres’ says that “within designated local centres, proposals resulting in the loss of A1-A4 and D1/2 uses will be only permitted where:

1. It can be demonstrated that reasonable attempts have been made for a minimum 6 month period without success to let or sell the premises for a retail and/or community use; (see marketing requirements in Annex 3); and
2. The proposed use would make a positive contribution to vitality and viability and would not be harmful to the overall balance of services in the local centre.

6.6 In accordance with DMP Policy RET3 and Annex 3, information/evidence has been provided which shows that:

- Commercial Agents Robinsons have marketed the unit since it fell vacant in October 2017. It has been marketed online on Robinson’s own website and through web-listings on commercial portals such as EG Property Link, Rightmove Commercial; through their offices in Dorking and Reigate; and that a marketing board has been erected for the duration of the marketing period.
- Throughout the marketing period, the marketing strategy has been reviewed and since November 2018, it has been marketed with the potential for a rent free period to assist a new tenant.
- The unit has been marketed at £12,000 pax which is confirmed by Crow Watkin commercial agents to be appropriate.
- There has been interest from a range of users including retail, gym and hairdressers but the prospective tenants have not pursued the unit for a number of reasons including nearby competition, lack of on-site parking and parking restrictions on-street; and limited street presence compared to the units on the opposite side of Brighton Road.

- 6.7 The Council's Planning Policy team have reviewed the submitted evidence and the marketing strategy and are satisfied that reasonable attempts have been made for a minimum 6 month period to let or sell the premises for a retail and/or community use.
- 6.8 With regards to the impact on vitality and viability, it is not considered that the proposals would make a positive contribution to the vitality and viability of the local centre. However, given that the retail unit has been vacant since October 2017 (last used as a convenience store), and has not made a contribution to the local centre, it is considered that the proposal would have a neutral impact on vitality and viability of the local centre. Therefore, it is not considered that there are sufficient reasons to justify refusal. The Planning Policy team are also satisfied that reasonable attempts have been made to try to attract a more vibrant use than a vacant unit to the local centre, but this has not been possible.
- 6.9 In terms of the impact on the overall balance of services in the local centre, the Planning Policy team are satisfied that the proposal would not be harmful to the overall balance of services in the local centre. Whilst Salfords Local Centre has a good mix of uses it has limited convenience retail - the Council's most recent Local Centre Monitor (2019)¹ shows that convenience retail accounts for only 10% of the units and 5% of the floorspace and that convenience retail is limited to a pharmacy and convenience store. Whilst ideally, it would be advantageous to see an improvement to the convenience retail offer within the centre, the Policy team are satisfied that reasonable attempts have been made to let the unit for convenience retail and this has not been possible. It is also noted that no further loss is proposed as part of this application as this unit has been vacant for a considerable time and it is noted that during the vacancy period, this loss of convenience retail has not been harmful to the overall balance of services within the local centre.
- 6.10 With regards to Policy RET3(2), although the proposed use would fail to make a positive contribution to vitality and viability, as the unit has been vacant for so long, the proposed use on the edge of this local centre would not be harmful to the overall balance of services in the local centre.
- 6.11 No objections are therefore raised to the proposed loss of retail uses. Also, being a proposed residential use in an urban settlement, surrounded by residential houses, it would accord with Core Strategy Policy CS13(2) which identifies existing urban areas as one of the areas of focus for housing delivery.
- 6.12 In accordance with criterion 1(a) DMP Policy RET1, development within local centres "must retain an active ground floor frontage which is accessible to the public from the street". Whilst the proposal will not comply with this criterion, it is not considered that it is a sufficient reason to justify refusal as due to the design of the building, it would not have a street frontage and would not form part of a continuous street frontage which would be disrupted/altered due to the proposal.

- 6.13 With regards to the principle of the appropriateness or otherwise of the character and scale of development in relation to the nature and function of the local centre (DMP Policy RET1 criterion 1(b)) it is noted that:
- The retail unit is an isolated retail unit on one edge of the local centre and therefore does not form part of a continuous frontage which would be disrupted by the proposed development;
 - There is other residential development within this local centre boundary and other local centre boundaries, and residential uses adjacent to the site on both sides;
 - In accordance with the definition of main town centre uses in the revised National Planning Policy Framework (NPPF), residential development is considered an appropriate local centre use.
- 6.14 No are therefore raised to the objection to the principle of the character and scale of the development in relation to the nature and function of the local centre.
- 6.15 Given that the proposal is for residential development, it is not considered that the proposal would harm residential, public or visual amenity through impacts such as noise, odour, fumes, litter, general disturbance or late night activity (DMP Policy RET1 criterion 1(c)).
- 6.16 In light of these comments, it is considered that the applicants have demonstrated through their marketing exercise, that there is no demand for a retail unit in this location and that the loss of the vacant retail unit (since 2017) would not be harmful to the overall balance of services in the local centre. The proposals would therefore accord with DMP Policies RET1 and RET3.

Design appraisal

- 6.17 DMP Policy DES1 relates to the Design of New Development and requires new development to be of a high quality design that makes a positive contribution to the character and appearance of its surroundings. New development should promote and reinforce local distinctiveness and should respect the character of the surrounding area. The policy states that new development will be expected to use high quality materials, landscaping and building detailing and have due regard to the layout, density, plot sizes, building siting, scale, massing, height, and roofscapes of the surrounding area, the relationship to neighbouring buildings, and important views into and out of the site.
- 6.18 The site is currently occupied by a two storey dwelling, located towards the rear of the site, with a flat roofed single storey retail unit which wraps around the two storey element and a single storey storage building located close to the highway on both the Brighton Road and Honeycrock Lane frontage. The only open space on the site is located at its northern end where the site is

occupied by a single storey garage which has access directly onto Brighton Road.

- 6.19 The proposed block of apartments would be of two storey scale and would be set back from the road frontage providing a more open character to this prominent corner in the streetscene. The building would be located towards the northern end of the property but would extend no further north than the rear elevation of the adjoining property at 1, Honeycrook Lane. The scale and form of the proposed development is considered acceptable in this location.
- 6.20 The location of the parking area to the southern side of the building with access from Honeycrook Lane is considered acceptable and would provide an appropriate setting for the building. The position of the access to the car park has been carefully considered by the County Highways Authority and subject to conditions is considered to be the most appropriate location for the access with acceptable pedestrian visibility splays and sightlines from the access point.
- 6.21 The design of the proposed block is considered acceptable. The existing building on the comprising a much-altered Victorian house which has been extended to the front and side with single storey elements which were occupied as the retail unit. The two single storey storage buildings There is a mixture of style and designs of dwellings in the area including more modern properties of a traditional design on the western side of Brighton Road and it is considered that the proposals would add to the mix and variety of housing in the area.
- 6.22 The building would be finished in a mix of brick and render to the elevations and tiles to a shallow pitched roof. Precise details of the materials have not been provided at this stage and if permission is granted, it is suggested that further details are provided by condition.
- 6.23 It is considered therefore that the proposals comply with the provisions of DMP Policy DES1.

Housing Mix and Standard of Accommodation

- 6.24 DMP Policy DES4 relates to Housing Mix and states that all new residential developments should provide homes of an appropriate type, size and tenure to meet the needs of the local community. The proposed housing mix must on sites of up to 20 homes, at least 20% of market housing should be provided as smaller (one and two bedroom) homes. In this case, the scheme would provide a 2 x 1 bedroom flats and 4 x 2 flats and would accord with the terms of the policy. In this case, and due to the number of units proposed, and the small size of the site, no larger units (3 beds) are proposed.
- 6.25 Policy DES5 requires that all new residential development must provide high quality adaptable accommodation and provide good living conditions for future occupants. New accommodation must meet the relevant nationally

prescribed internal space standard for each individual unit unless the council considers that an exception should be made. Sufficient space must be included for storage, clothes drying and the provision of waste and recycling bins in the home. Adequate outdoor amenity space including balconies and terraces and /or communal outdoor space should be provided.

- 6.26 Each dwelling would have a floor area which accords with the relevant standard in the Nationally Described Space Standards. The 1 bedroom units would have a floor area of 39m², which is acceptable for a 1 bed 1 person units, whilst each of the 2 bedroom units would have a floor area of 61 m², suitable for a 2 bedroom 3 person unit.
- 6.27 Each dwelling would also have access to appropriate levels of communal amenity space for small residential units. In this regards the proposal would accord with DMP Policy DES6.

Neighbour amenity

- 6.28 In addition to the comments noted above DMP Policy DES1 also requires 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 of overbearing, obtrusiveness, overshadowing, overlooking and loss of privacy.
- 6.29 To the east, the site lies adjacent to no.1, Honeycrock Lane, a detached bungalow with rooms in the roof, whilst the north is no. 19A, Brighton Road, a 2 storey semi-detached dwelling. With regards to no.1 Honeycrock Lane, the revised plans propose a smaller building which sits further away from neighbouring property with a gap of 3.5m to the boundary. The proposed building would site forward of the neighbouring property and with the larger gap would not have an overbearing impact on the neighbouring dwelling. At the rear, the rear elevation of the new building would align with the rear elevation of the dwelling at no.1 resulting in a limited impact on the amenities of neighbouring residents in terms of overbearing impact.
- 6.30 The submitted plans show 1 windows in the rear (east) elevation at first floor level to flat 6 which is the closest point to the eastern boundary and 2 windows in the east facing elevation in flat 4 located further away. Given the position of the proposed block to the side of the neighbouring property, facing the flank wall of no.1 Honeycrock Lane, it is considered that the of the proposals would not result in overlooking or a loss of privacy to the neighbouring property to the east.
- 6.31 With regards to no.19A, Brighton Road to the north, the nearest part of the proposed block of apartments would be broadly aligned with the front and rear elevations of the neighbouring property. A gap of between 2m and 3.6m would be retained to the northern boundary, resulting in only a limited impact on the amenities of the neighbouring property.

- 6.32 The proposed layout shows car parking located in a parking court to the southern side of the proposed block, with access to Honeycrook Lane. The location of the spaces and their use would not lead to unacceptable levels of noise and disturbance to neighbouring properties.
- 6.33 Objection has been raised on the grounds of inconvenience during the construction period. Whilst it is acknowledged there may be a degree of disruption during the construction phase, the proposal would not warrant refusal on this basis and statutory nuisance legislation exists to control any significant disturbance caused during the construction of the proposal. A construction method statement would be secured by planning condition.
- 6.34 In conclusion, the proposals would not have a significant adverse effect upon existing neighbouring properties and would accord with the provisions of DMP Policy DES1.

Highway matters

- 6.35 Policy TAP1 of the Development Management Plan 2019 requires new development to demonstrate that it would not adversely affect highways safety or the free flow of traffic, that it would provide sufficient off-street parking in accordance with published standards and that it would constitute development in a sustainable location.
- 6.36 The revised proposals have been reviewed by the County Highway Authority who note that the developer is providing six car parking spaces in a medium accessible location in accordance with adopted parking standards. In order to achieve the appropriate sightlines, form the access point, and ensure they remain available in perpetuity, the applicants have agreed to dedicate land to the highway to provide more footway and cycleway space. The developer is providing appropriate pedestrian sight lines on both sides of the access point.
- 6.37 With regards to the car parking provision, it is noted that 6 car parking spaces are proposed. The site is located within an area of medium accessibility and therefore in accordance with DMP Policy TAP1 'Access, Parking and Servicing' and Annex 4, a minimum of 8 car parking spaces (6 resident and 2 visitor) would be required. It is proposed that all of the car parking spaces will be unallocated. DMP Annex 4 says that unallocated parking should only be made available for residents of the development and their visitors, not for general use. It also states that where unallocated communal parking is provided, 5% of spaces should be reserved for disabled users, rounded upwards to the nearest 1 space (providing a minimum of 1 disabled space).
- 6.38 The revised plans submitted show the provision of 2 spaces which would be suitable for use by a disabled driver. However, the visitor spaces have not been proposed. In support of this, the applicants make the following summarised points:
- The proposed level of car parking accords with the policies of Surrey County Council (SCC), which RBBC's Policy Team has confirmed will

have the responsibility of maintaining the highway network and confirming the levels of car parking required. In the case of SCC's parking policy, it confirms that all 1 and 2 bedroom flats should provide 1 space per unit including visitor spaces, with all spaces recommended to be unallocated.

- The provision of unallocated car parking with inclusive visitor allowance (rather than allocated resident spaces and additional visitor spaces) is an approach that is widely accepted by RBBC officers and Planning Committee members on residential schemes. This approach strikes a suitable balance between RBBC and SCC requirements, and ensures efficiency in the use of the parking rather than allocating a space to a resident who doesn't need one (and may own a car unnecessary as they have a space).
- In this case, the site benefits from significant levels of on-street parking availability to cater for the demand of any visitors in the unlikely event that all spaces are full. This on-street parking commences some 45 metres to the east of the site on Honeycrock Lane, with double yellow lines across the frontage of the site to prevent any unsafe parking occurring close to the site or the adjacent junction at any time.
- The proposal would offer a significant reduction in on-street parking demand when compared to the historic use of the site as a convenience store, which would have generated regular on-street parking requirements on a daily basis with a high turnover of vehicle movements, a reasonable proportion of these trips undertaken at peak times. The previous use is also likely to have generated the need for regular deliveries of goods which would have been required to park on street locally.
- The existing 4 bedroom house on site provides car parking for 1 vehicle, with a garage unlikely to have been used due to restricted dimensions. The existing house itself does not comply with RBBC's policies which require 2 spaces per house and would have required all visitors to parking on-street. The proposed demand for on-street parking would therefore be like-for-like with the existing dwelling (notwithstanding the demands of the retail use).

6.39 On this basis, it is considered that the provision of 1 space per unit would be appropriate and would comply with RBBC Policy TAP1 criterion (c), with suitable justification for a reduction in parking without resulting any detriment to highway safety. It should also be noted that this situation was accepted on appeal recently at 39, Garratt Lane, Banstead, where the Inspector noted the absence of visitor parking on the site but considered that the likely scenario is that visitor parking would take place legally and responsibly on the side streets where there are designated on-street parking areas and that the occasional parking of one or perhaps two cars on these side streets would be unlikely to unacceptably harm the character or amenity of the surrounding area.

6.40 Accordingly, it is considered that the proposals are acceptable from a highway point of view and accord with the provisions of DMP Policy TAP1.

Drainage and Flooding

- 6.41 DMP Policy CCF2 relates to Flood Risk and states that development proposals must avoid areas at risk of flooding where possible and prioritise development in areas with the lowest risk of flooding. The Sequential Test shall be undertaken for developments in flood zones 2 and 3 except where exempt in accordance with the requirements of the NPPF and Planning Practice Guidance. Development will not be permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. Where necessary the Exception Test must also be satisfied in line with national guidance.
- 6.42 The site is identified as being located partly within Flood Zone 2 and the applicants have submitted a Flood Risk Assessment with the application. The Environment Agency have been consulted but have not offered any comments but have referred to their Standing Advice. The applicants in the FRA, confirm that the EA Standing Advice on flooding has been followed.
- 6.43 The Council's independent flooding and drainage consultants have also been consulted and have reviewed the Flood Risk Assessment. Based on the information provided by the Environment Agency, it is noted that the risk of flooding is low. The applicants have suggested that floor levels on the site should to be above any potential flood, which is considered acceptable. However, the consultants state that they must provide adequate flood compensation if they are lifting ground levels within a flood zone. Given the low level of risk, it is recommended that this information can be submitted as part of a condition.
- 6.44 The Evans Rivers and Coastal site-specific flood risk assessment (FRA) submitted as part of the application uses the topographical survey and EA flood level data to determine the flood risk and flood zones across the site. The FRA has determined that the site is largely located within Flood Zone 1 with a small area along the northern frontage of the site (comprising the existing parking area adjacent to the garage) to be within Flood Zone 2. The 1 in 1000 year/Flood Zone 2 flood level is 55.38m AOD. The site is located outside of the climate change flood extents.
- 6.45 The Council's guidance document entitled *Development Management Plan (Regulation 19) Sequential Test for Flood Risk dated 2018*, states that within each site with more than one flood zone, new development should be directed first to areas at the lowest probability of flooding.
- 6.46 The applicants have provided a drawing (ref: BR/SP/01/D) which shows the current extent of the Flood Zone 2 over the site. It shows that the proposed building would slightly extend into this area. The applicants state that the proposed building would be set above all modelled flood levels and at 56.486m AOD. Therefore, in order to meet the requirements of the Sequential Test and applying the test within the site boundary, it is proposed that the current Flood Zone 2 area is raised above 55.38m AOD so that the entire site becomes Flood Zone 1.

- 6.47 With regards to flood compensation, the applicants make reference to Appendix 3 of the 2012 Strategic Flood Risk Assessment and Chapter 10 of the 2017 Strategic Flood Risk Assessment, which only mentions flood compensation on a level-for-level basis for Flood Zone 3 areas. Furthermore, they state that the flood compensation guidance outlined within CIRIA C624 *Development and flood risk – guidance for the construction industry (2004)*, and subsequent Environment Agency guidance indicates that flood compensation is only relevant to the “design” climate change 1 in 100 year flood extent/level. In this case, the applicants state that the design flood level/extent does not reach the site and therefore it is considered that any land raising within the Flood Zone 2 will not need flood compensation as per the guidance.
- 6.48 The Council’s independent flooding and drainage consultants have been consulted on this response and agree that given the 1:100year design flood extent does not reach the site, there would be no need for any flood compensation. In these circumstances, no objections are raised to the proposals on flooding grounds subject to a condition requiring compliance with the recommendations of the Evans Rivers and Coastal Flood Risk Assessment which state that ground floor levels will be set at a minimum of 55.40m AOD and therefore above the flood level and that the warning and evacuation strategy has been developed within the assessment is implemented in full, including registration with the Environment Agency’s Flood Warnings Direct and the preparation of a Family_Flood Plan.
- 6.49 In these circumstances, it is not considered that there would be any conflict with DMP Policy CCF2.

Energy, Sustainability and Broadband

- 6.50 In accordance with adopted policy, conditions are imposed to seek the installation of carbon reduction measures within the dwellings hereby permitted to secure energy savings through the use of renewable technologies where appropriate and the provision of fast broadband services for future residents to ensure that the dwellings are future proofed.

Community Infrastructure Levy (CIL)

- 6.51 The Community Infrastructure Levy (CIL) is a fixed charge which the Council will be collecting from some new developments from 1 April 2016. It will raise money to help pay for a wide range of infrastructure including schools, road, public transport and community facilities which are needed to support new development. This development would be CIL liable and the exact amount would be determined and collected after the grant of planning permission.

CONDITIONS

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

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

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

Plan Title	Plan Number	Revision	Dated
Location plan	BRLP/01		03/08/2020
Existing ground floor plan	BR/EXP/01		03/08/2020
Existing first floor plan	BR/EXP/01		03/08/2020
Existing elevations	BR/EXE/01		03/08/2020
Proposed site plan	BR/SP/01	G	01/12/2020
Proposed ground floor	BR/P/01	C	03/11/2020
Proposed first floor	BR/P/02	C	03/11/2020
Proposed elevations	BR/E/01	B	03/11/2020
Proposed Access Arrangements	2019 4869 001	F	01/12/2020

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

3. 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 and the proposed finished ground floor levels of the buildings. 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 development and to safeguard the visual amenities of the locality with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

4. 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 fenestration and roof, 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 the Local Planning Authority are satisfied with the details of the proposal and its relationship with adjoining development and to safeguard the visual amenities of the locality with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

5. No development above slab level shall commence on site until a scheme for the landscaping of the site including the retention of existing landscape features has been submitted to and approved in writing by the LPA. Landscaping schemes shall include details of hard and soft landscaping, including any tree removal/retention, 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 and management programme.

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

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

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

6. The developer must either submit evidence that the building was built post 2000 or provide an intrusive pre-demolition and refurbishment asbestos survey in accordance with HSG264 supported by an appropriate mitigation scheme to control risks to future occupiers. The scheme must be written by a suitably qualified person and shall be submitted to the LOA and must be approved prior to commencement of the development. The scheme as submitted shall identify potential sources of asbestos contamination and detail removal or mitigation appropriate for the proposed end use. Detailed working methods are not required by the scheme of mitigation shall be independently verified to the satisfaction of the LPA prior to occupation. The development shall then be undertaken in accordance with the approved details.

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land before development commences and to make the land suitable for the development without resulting in risk to construction workers, future occupiers of the land, occupiers of nearby land and the environment with regard to policy CS10 of the Reigate and Banstead Borough Core Strategy and the provisions of the NPPF.

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

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

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

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

9. Prior to commencement of the development, a contaminated land site investigation and risk assessment, undertaken in accordance with the site investigation proposal as approved that determines the extent and nature of contamination on site and is reported in accordance with the standards of DEFRA's and the Environment Agency's Model Procedures for the Management of Contaminated Land (CLR 11) and British Standard BS 10175, shall be submitted to the Local Planning Authority and is subject to the approval in writing of the Local Planning Authority and any additional requirements that it may specify. If applicable, ground gas risk assessments should be completed inline with CIRIA C665 guidance.

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

10. 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 be in accordance with 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 Reigate and Banstead Borough Council Core Strategy CS10 and the provisions of the NPPF

11. 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 Reigate and Banstead Borough Council Core Strategy CS10 and the provisions of the NPPF

12. Prior to the commencement of the development, full details (and plans where appropriate) of the waste management collection point, (and pulling distances where applicable) on the site shall be submitted to and approved in writing by the Local Planning Authority.

All waste storage and collection points should be of an adequate size to accommodate the bins and containers required for the dwelling(s) which they are intended to serve in accordance with the Council's guidance contained within Making Space for Waste Management in New Development.

Each dwelling or flat shall be provided with the above facilities in accordance with the approved details prior to occupation of the relevant dwellings.

Reason: To provide adequate waste facilities in the interests of the amenities of the area with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

13. Notwithstanding the submitted plans no part of the development shall be first occupied unless and until the proposed access to Honeycrock Lane has been provided with:
- a) pedestrian visibility splays of 2 metres by 2 metres on both sides of the access
 - b) sight lines of 23.5 metres to the west of the access from a point 2.4 metres back into the access from the near side kerb line
 - c) a means within the private land of preventing private water from entering the highway
 - d) Width of access increased to 5.5 metres in accordance with a revised scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter the vehicle and pedestrian visibility zones shall be kept permanently clear of any obstruction between 0.6 metres and 2.0 metres high above the ground.

Reason: The condition above is required 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 2019 and Policy TAP1 Parking, access, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

14. The development hereby approved shall not be first occupied unless and until redundant access points onto Brighton Road and Honeycrock Lane have been permanently closed and kerbs, footway and verges reinstated in accordance with a scheme to be submitted to and approved in writing with the local planning authority.

Reason: The condition above is required 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 2019 and Policy TAP1 Parking, access, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

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

Reason: The condition above is required 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 2019 and Policy TAP1 Parking, access, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

16. No development shall commence until a Construction Transport Management Plan, to include details of:

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) programme of works (including measures for traffic management)
- (e) provision of any boundary hoarding behind visibility zones
- (f) on-site turning for construction vehicles
- (g) construction hours has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: The condition above is required 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 2019 and Policy DES8 Construction Management of the Reigate and Banstead Local Plan Development Management Plan September 2019.

17. The development hereby approved shall not be occupied unless and until a minimum of two of the available parking spaces are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) and a minimum of two of the available spaces are provided with an electrical supply to fit an electric charging point in the future accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason: The condition above is required in order to reduce greenhouse emissions and move to net zero carbon to accord with the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

18. The development shall not be occupied until space for parking a minimum of six bicycles in an accessible, covered and secure location has been constructed in accordance with a scheme to be submitted to and approved in writing with the Local Planning Authority, all to be permanently retained.

Reason: The condition above is required 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 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

19. The development shall not be occupied until a plan indicating the positions, design, materials and type of boundary treatment to be erected has been submitted to and approved in writing by the Local Planning Authority. The boundary treatment shall be completed before the occupation of the development hereby permitted.

Reason: To preserve the visual amenity of the area and protect neighbouring residential amenities with regard to the policy DES1 of the Reigate and Banstead Development Management Plan 2019.

20. The first floor windows in the east facing window in Flat 6 within the development hereby permitted shall be glazed with obscured glass which shall be fixed shut, apart from a top hung opening fanlight whose cill height shall not be less than 1.7 metres above internal floor level, and shall be maintained as such at all times.

Reason: To preserve the visual amenity of the area and protect neighbouring residential amenities with regard to the policy DES1 of the Reigate and Banstead Development Management Plan 2019.

21. The development hereby approved shall not be first occupied unless and until an Energy and Water Efficiency Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall detail how the development will:
- a) Ensure that the potential water consumption by occupants of each new dwelling does not exceed 110 litres per person per day
 - b) Achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations

The development shall be carried out in accordance with the approved details and any measures specific to an individual dwelling(s) shall be implemented, installed and operational prior to its occupation.

Reason: To ensure that the development supports the efficient use of resources and minimises carbon emissions with regard to Policy CS10 of the Reigate & Banstead Core Strategy 2014 and Policy CCF1 of the Reigate & Banstead Development Management Plan 2019.

22. All dwellings within the development hereby approved shall be provided with the necessary infrastructure to facilitate connection to a high speed broadband. Unless otherwise agreed in writing with the Local Planning Authority, this shall include as a minimum:
- a) A broadband connection accessed directly from the nearest exchange or cabinet
 - b) Cabling and associated installations which enable easy access for future repair, replacement or upgrading.

Reason: To ensure that the development promotes access to, and the expansion of, a high quality electronic communications network in accordance with Policy INF3 of the Reigate & Banstead Development Management Plan 2019.

23. The ground floor of the development hereby permitted shall be set at 55.40 AOD and the development hereby approved shall be carried out in

accordance with the recommended actions in Section 8 of the Evans Rivers and Coastal Flood Risk Assessment dated March 2019.

Reason: In order to ensure that the permitted development is safe from flooding in the future and to comply with Policy CCF2 of the Reigate and Banstead Development Management Plan 2019.

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.
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions.
3. The use of a landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above relevant condition. The planting of trees and shrubs shall be in keeping with the character and appearance of the locality.
4. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, to contact the Council's Neighbourhood Services team to confirm the number and specification of recycling and refuse bins that are required to be supplied by the developer. The Council's Neighbourhood Services team can be contacted on 01737 276292 or via the Council's website at http://www.reigate-banstead.gov.uk/info/20085/planning_applications/147/recycling_and_waste_developers_guidance
5. You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:
 - (a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs Saturday and not at all on Sundays or any Public and/or Bank Holidays;
 - (b) The quietest available items of plant and machinery should be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels;
 - (c) Deliveries should only be received within the hours detailed in (a) above;
 - (d) Adequate steps should be taken to prevent dust-causing nuisance beyond the site boundary. Such uses include the use of hoses to damp down stockpiles of materials, which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of bowsters 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.

6. The applicant is advised that the essential requirements for an acceptable communication plan forming part of a Method of Construction Statement are viewed as: (i) how those likely to be affected by the site's activities are identified and how they will be informed about the project, site activities and programme; (ii) how neighbours will be notified prior to any noisy/disruptive work or of any significant changes to site activity that may affect them; (iii) the arrangements that will be in place to ensure a reasonable telephone response during working hours; (iv) the name and contact details of the site manager who will be able to deal with complaints; and (v) how those who are interested in or affected will be routinely advised regarding the progress of the work. Registration and operation of the site to the standards set by the Considerate Constructors Scheme (<http://www.ccscheme.org.uk/>) would help fulfil these requirements.
7. The applicant is advised that the Borough Council is the street naming and numbering authority and you will need to apply for addresses. This can be done by contacting the Address and Gazetteer Officer prior to construction commencing. You will need to complete the relevant application form and upload supporting documents such as site and floor layout plans in order that official street naming and numbering can be allocated as appropriate. If no application is received the Council has the authority to allocate an address. This also applies to replacement dwellings. If you are building a scheme of more than 5 units please also supply a CAD file (back saved to 2010) of the development based on OS Grid References. Full details of how to apply for addresses can be found http://www.reigatebanstead.gov.uk/info/20277/street_naming_and_numbering.
8. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
9. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the

County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.

10. When a temporary access is approved or an access is to be closed as a condition of planning permission an agreement with, or licence issued by, the Highway Authority Local Highways Service will require that the redundant dropped kerb be raised and any verge or footway crossing be reinstated to conform with the existing adjoining surfaces at the developers expense.
11. 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).
12. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
13. The applicant is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
14. 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.
15. 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. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.
16. A pedestrian inter-visibility splay of 2m by 2m shall be provided on each side of the access, the depth measured from the back of the footway and the

widths outwards from the edges of the access. No fence, wall or other obstruction to visibility between 0.6m and 2m in height above ground level shall be erected within the area of such splays.

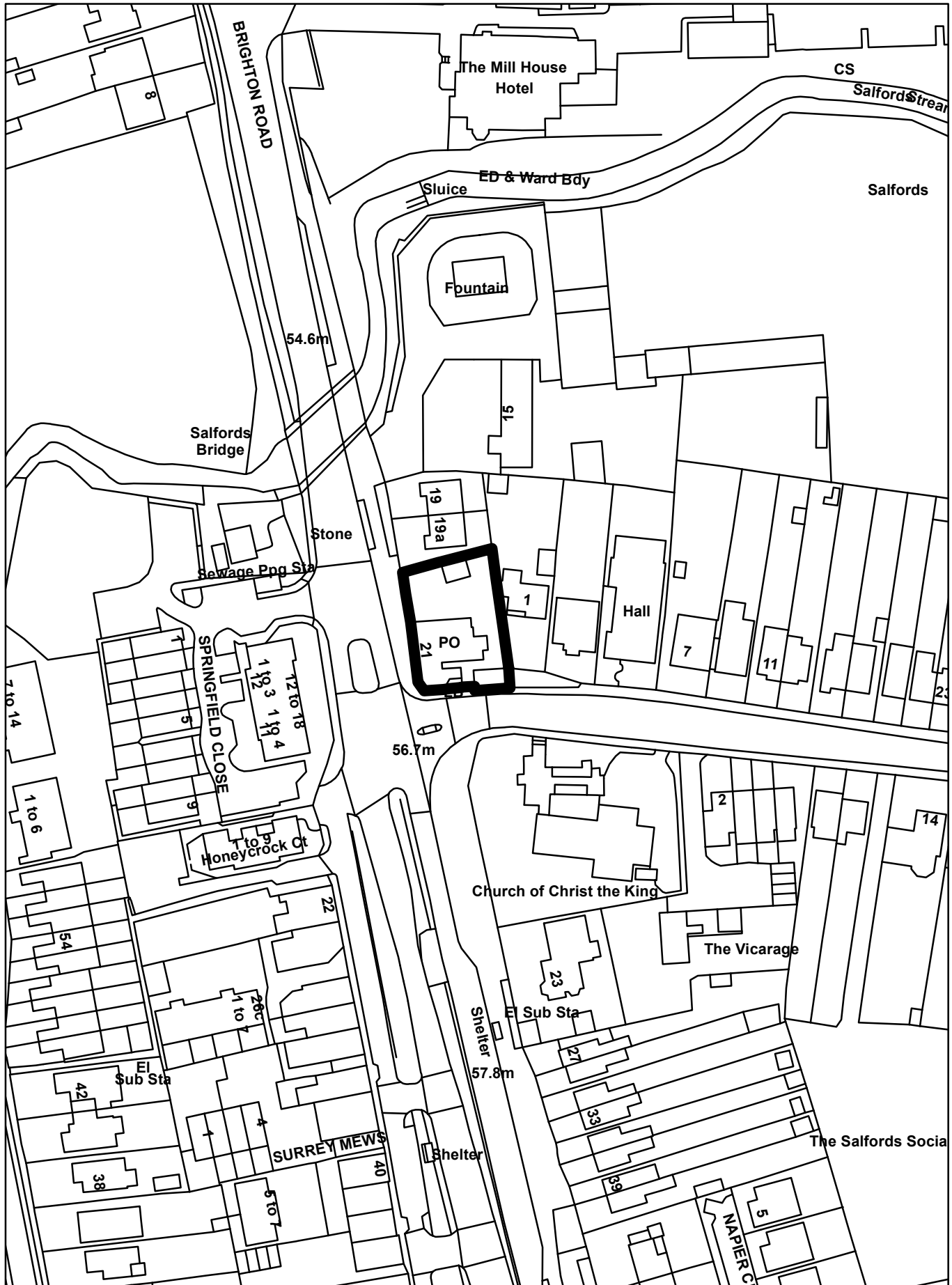
REASON FOR PERMISSION

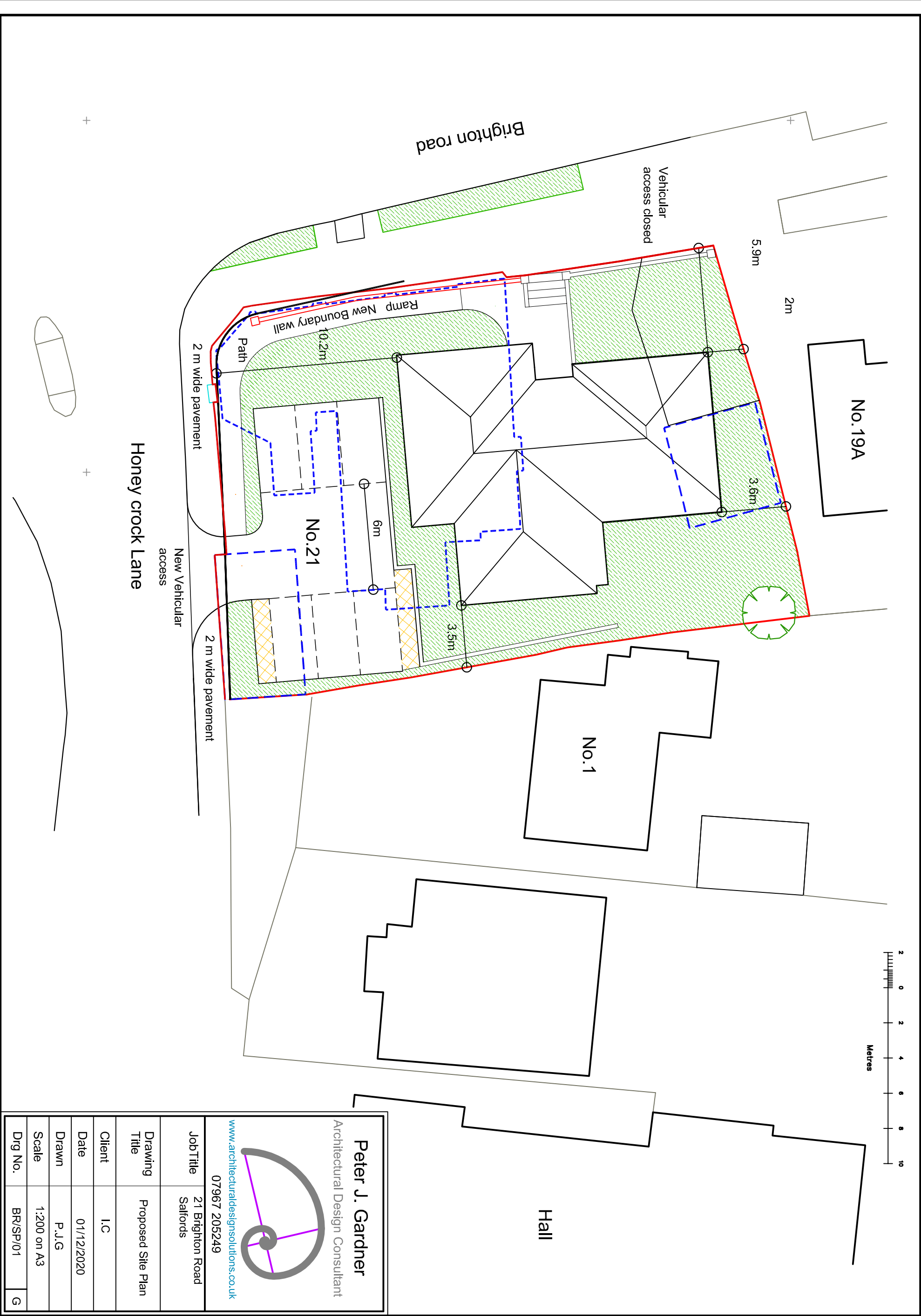
The development hereby permitted has been assessed against development plan policies CS1, CS5, CS7, CS10, CS11, CS14, CS17, RET1, RET3, DES1, DES4, DES5, DES8, DES9, TAP1, CCF1, CCF2, INF3 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

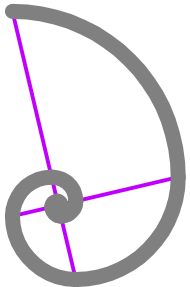
Proactive and Positive Statements

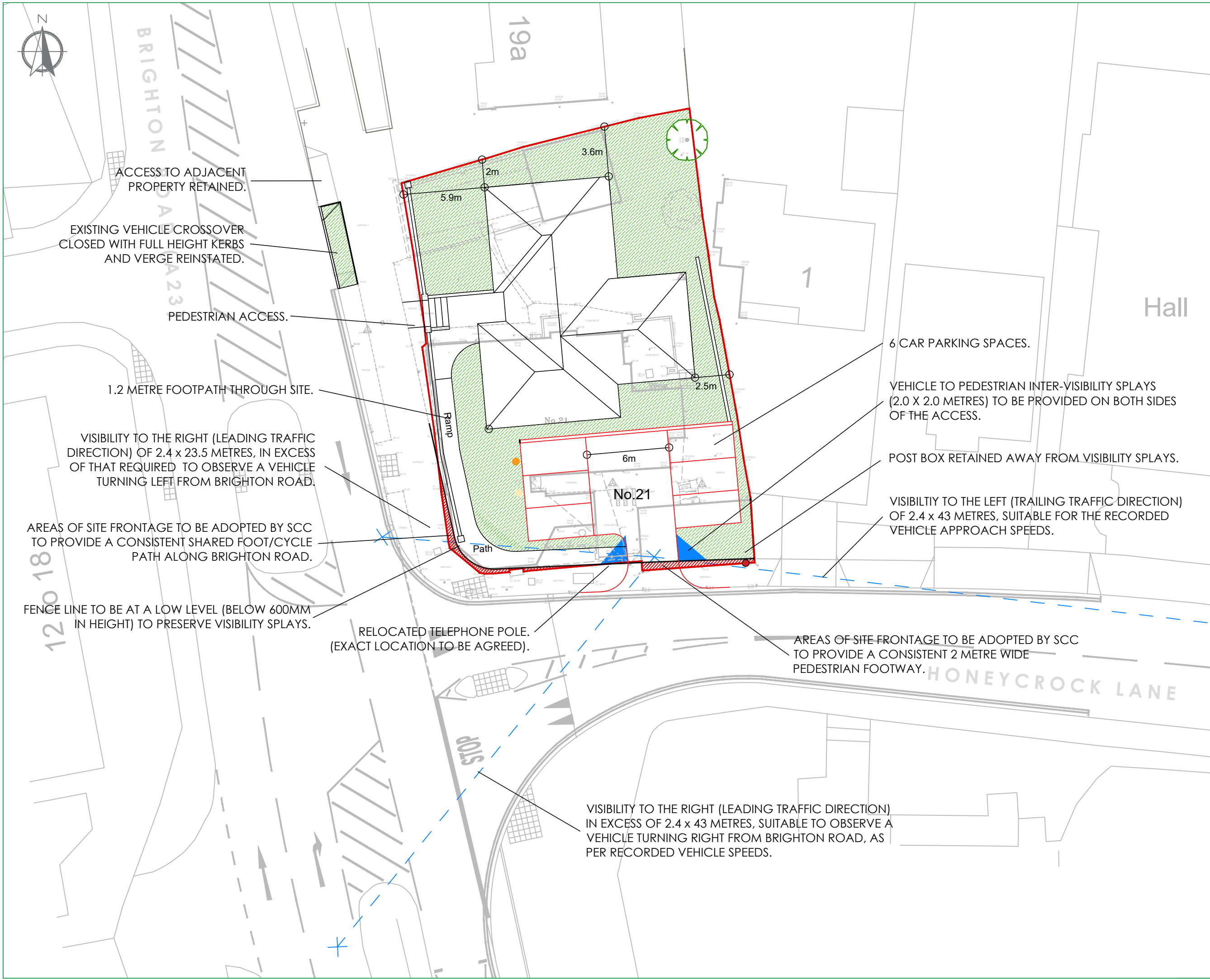
The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in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

20/01624/F - Salfords Village Store, 21 Brighton Road, Salfords





<div><div>Peter J. Gardner</div><div>Architectural Design Consultant</div><div></div><div>www.architecturaldesignsolutions.co.uk</div><div>07967 205249</div></div>			
Job Title	21 Brighton Road Salfords		
Drawing Title	Proposed Site Plan		
Client	I.C		
Date	01/12/2020		
Drawn	P.J.G		
Scale	1:200 on A3		
Drwg No.	BR/SP/01		G



NOTES

A3

SITE BOUNDARY

LAND TO BE ADOPTED BY SCC TO PROVIDE FOOT AND CYCLE CONNECTIONS

VISIBILITY SPLAYS

FENCE LINE

VERGE/LANDSCAPED AREAS

'ACTIVE' ELECTRIC VEHICLE CHARGING POINT (SPECIFICATION TO BE AGREED).

'PASSIVE' INFRASTRUCTURE FOR FUTURE SPACE IF REQUIRED.

POST BOX

This drawing has been prepared for the purposes of planning discussions and does not constitute a detailed design drawing, or Construction drawing.

A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

This map is based on or reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationary Office (c) Crown Copyright. Licence Number: AL100037123 - RGP accept no liability for any inaccuracies with the data.

RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

rgp

Transport Planning and Infrastructure Design Consultants

Shackleford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY

Tel: 01483 861681 Fax: 01483 861682 www.rgp.co.uk

Client

Mr I. Chuter

Project

21 Brighton Road, Redhill

Drawing Title

Proposed Access Arrangements

Scale

1:250

Drawn By

SAJ

Checked By

CMB

Approved By

NDR

Date

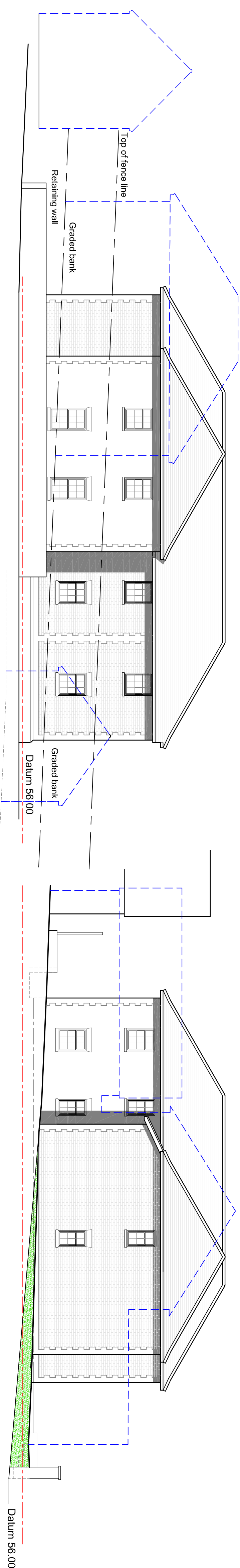
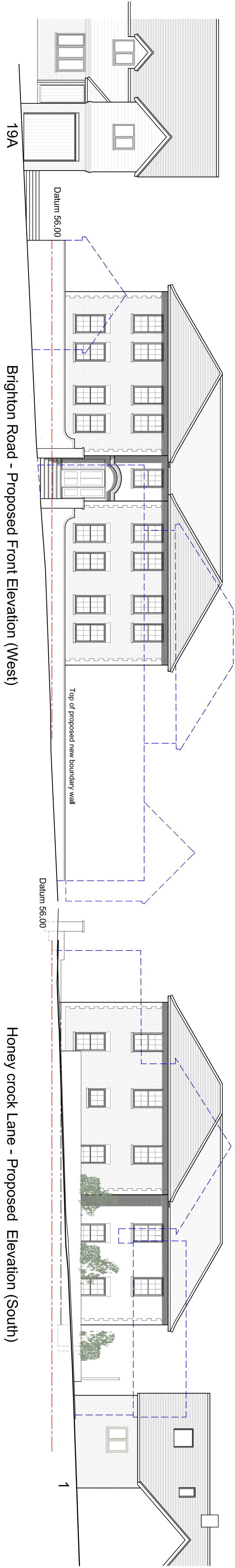
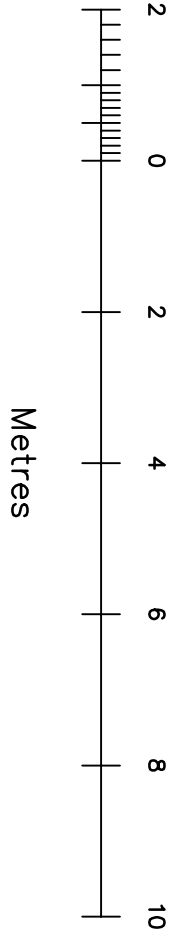
June 2019

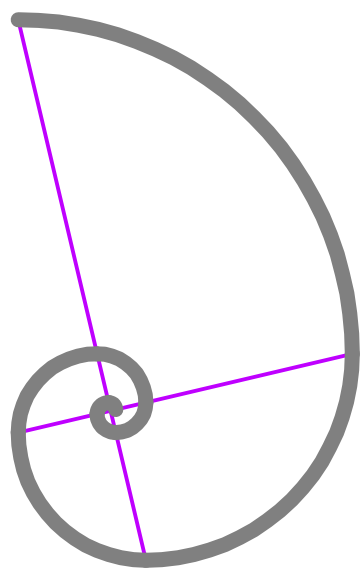
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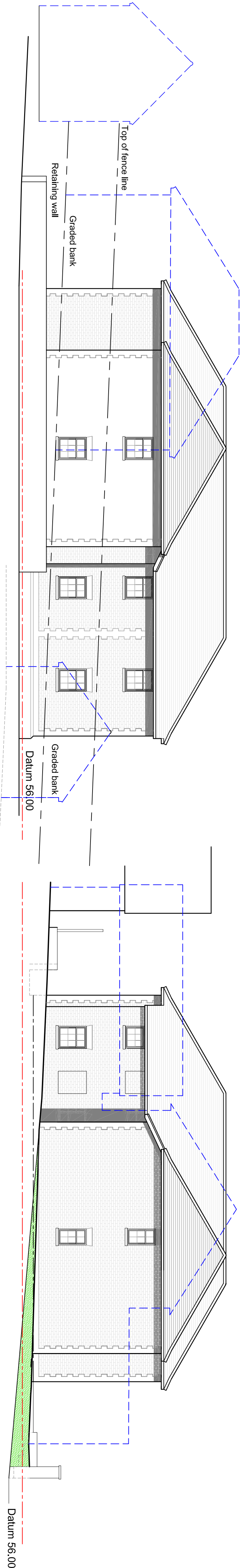
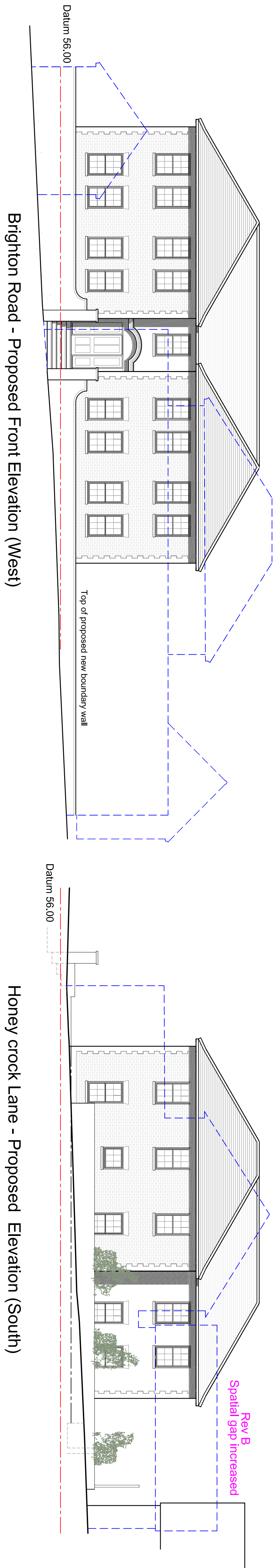
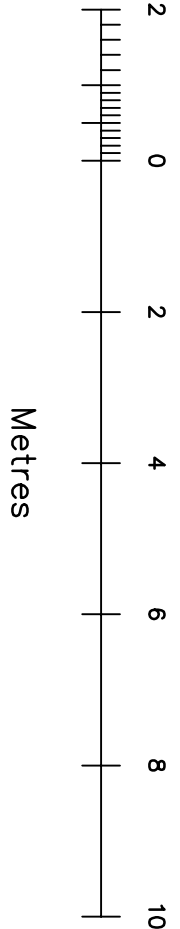
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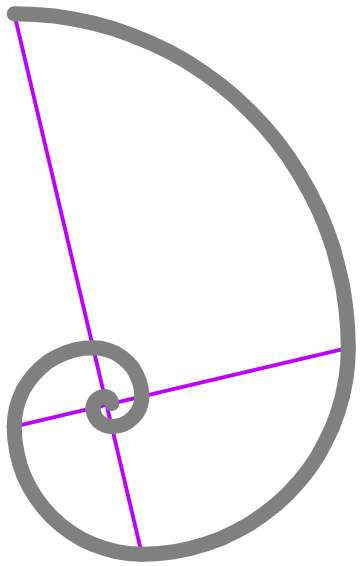
Rev.

B



Peter J. Gardner Architectural Design Consultant	
	
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