

 <p>Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate</p>	TO:	PLANNING COMMITTEE
	DATE:	09 February 2022
	REPORT OF:	HEAD OF PLANNING
	AUTHOR:	Lesley Westphal
	TELEPHONE:	01737 276769
	EMAIL:	Lesley.westphal@reigate-banstead.gov.uk
AGENDA ITEM:	5	WARD: Horley Central and South

APPLICATION NUMBER:	21/02485/OUT	VALID:	29 September 2021
APPLICANT:	Collingwood Batchelor	AGENT:	SAACT Ltd
LOCATION:	COLLINGWOOD BATCHELOR, 46-48 VICTORIA ROAD HORLEY, SURREY		
DESCRIPTION:	Additional floors to accommodate up to 34 residential dwellings, as amended 10/1/21 and 12.11.21		
DRAWING NUMBERS:	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.		

SUMMARY

This is an outline application, with all matters reserved, for the demolition of part of the existing and construction of an extended retail area and three floors of residential accommodation on the existing building at 46-48 Victoria Road comprising of 34 flats in a mix of sizes (11 x 1, 8 x 2 and 5 x 3 bedroom units) and including both private and affordable housing. This is a part two storey and part three storey building. The ground, first and second floors of the existing building are in retail use and the scheme proposes that the retail use would be retained on the ground and first floors with three floors of residential above.

The building is one of the finest within the town with attractive Victorian detailing and has been the flagship store of Collingwood Batchelor since opening there in 1968.

The re-configured ground floor of the building would include predominantly retail space with access, cycle parking and refuse storage for the proposed flats with a service entrance for the retail space. No car parking is proposed.

The first floor would be retail with the second floor predominantly residential and a small area being offices and staff facilities. The third and fourth floors would be entirely residential.

Having regard to the scale of development the indicative drawings suggest a tiered approach to the additional floors, with additional floors that broadly reflect the existing building in their design, with a flat roof. However this is an outline application where matters of design are reserved and to achieve a similar quantum of development it would be possible to achieve a different design approach with the upper floors set within a partly or fully pitched roof form.

The proposed development would have a significant scale on a prominent corner site in the town centre. Whilst its scale would not be out of character with the scale of development within nearby parts of Victoria Road, it would have a very different impact when viewed from the rear of the site and in the context of the more domestic scale buildings that lie on the opposite corner and side of Consort Way East. Given that the rear of the site is largely undeveloped by

buildings and with the two storey former engine shed being the nearest building in proximity to the rear of the site, the scale of the proposal would be evident.

However this is an outline proposal and whilst the applicants have shown an illustrative scheme that retains the existing unique design of this site within the town centre, the scheme would undergo a significant change as a result of the additional development and the general mass of the scheme on the upper floors could be softened if they were included within a pitched tiled roof. Further consideration of the most appropriate design approach may demonstrate that a different treatment of the upper floors could reduce the apparent bulk and mass of the scheme. This is an outline application and such clarity is therefore unclear at present.

The submitted drawings illustrate that the proposed flats would be of an appropriate size and that each unit could be provided with adequate natural sunlight and daylight and with adequate outdoor amenity space for a town centre location.

The proposed development would be located a sufficient distance away from the neighbouring residential properties around the site so that the amenities of neighbouring residents would not be adversely impacted in terms of overshadowing, overlooking or a loss of privacy.

The proposals do not include any parking for residents. DMP Policy TAP1 requires development to provide appropriate levels of parking as set out in the parking standards in Annex 4 of the DMP unless satisfactory evidence is provided to demonstrate that non-compliance would not result in unacceptable harm. Such evidence could include on-street parking surveys, evidence of parking demand, and/ or further information on accessibility. Development should not result in unacceptable levels of on-street parking demand in existing or new streets. Annex 4 also states that a lower amount of parking may be appropriate within or adjacent to town centres

In this case, the applicants have provided evidence to show that the site benefits from good access to public transport facilities, and to a good range of shops and services. The application has been reviewed by the County Highway Authority who do not believe that the proposals would lead to unacceptable harm or unacceptable levels of demand for on-street parking due to the parking restrictions in the surrounding area and there is capacity within the nearby town centre car parks should it be required. For this reason and given the acceptance within Annex 4 of the DMP that a lower amount of parking may be appropriate within or adjacent to town centres, no objections are raised with regards to the lack of parking on the site.

The application would also provide 12 units of affordable housing which accords with the requirements of DMP Policy DES6. The mix and tenure of the affordable housing is considered acceptable. In the event that planning permission was to be granted, any permission would be subject to a legal agreement which would bring forward the affordable housing units.

The main starting point for the consideration of this scheme is that the proposal is within the urban area and a redevelopment of the site to provide a more effective and efficient use of the site and provide a residential development would be acceptable in principle.

Significant weight is given to the fact that a development of the scale proposed could demonstrate a significant contribution towards housing delivery, provide a type of housing within demand in the Borough and opportunity for economic growth. The applicants cite the scheme being critical to the continued operation of the store. Whilst it is agreed that the store is a great asset to the town, and we are advised that these works would aid the ongoing operation of the store in what are difficult trading circumstances, no evidence has been provided to demonstrate that the refusal of permission would lead to the closure of the store

or that the grant of permission would lead to its ongoing retention. Furthermore, it is difficult to ensure this through any planning mechanism and so this argument is only given limited weight.

Concern has been expressed about the impacts of the bulk and mass of the scheme when viewed from some perspectives around the site. Whilst this is so, there are other examples of larger developments within the town and there is likely to be a process of gradual change and densification leading to taller buildings as with most centres such that this would not be harmful. The scheme would provide benefits in providing additional housing including affordable housing in a very sustainable location. On balance therefore it is considered that the benefits attached to additional housing are such that the scheme is considered acceptable and in accordance with the development plan.

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) A minimum of 30% of the dwellings be provided as affordable housing
- (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 1 August 2022 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 an agreed contribution towards affordable housing provision within the Borough of Reigate & Banstead and is therefore contrary to policy DES6 of the Reigate and Banstead Development Management Plan 2019.

Consultations:

Highway Authority:

The County Highway Authority has assessed the application on safety, capacity and policy grounds, and is satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway with respect of access, net additional traffic generation and parking. The County Highway Authority therefore has no highway requirements subject to conditions relating to the provision of bicycle parking, refuse storage arrangements, the provision of a construction transport management plan and the provision of a travel statement to include a travel information pack for future residents".

It is advised that the site is well within acceptable walking distance of a supermarket and other retail outlets and Horley Train Station which has links to central London and East Croydon and their range of education, employment, retail and leisure land uses.

SCC Lead Local Flood Authority:

Are satisfied that the proposed drainage scheme meets the requirements set out in the relevant technical standards, subject to conditions requiring details of the design of a surface water drainage scheme, and submission of a verification report.

Reigate and Banstead Planning Policy Team:

The application refers to a loss of retail floorspace although it is noted that Policy RET2, which was prepared before the new Class E, seeks to protect the retail frontage in town centres, which this scheme would maintain.

It appears that the scheme would provide 12 affordable homes which would comply with the 30% requirement identified in the DMP Policy DES6 para 2b.

The Policy advises that the latest evidence of affordable housing needs in the borough identifies a need for 60% rented and 40% other affordable housing tenures and for 1,2 and 3 bedroom flats and houses. It would appear that the scheme would meet this requirement.

The scheme is in the heart of the town centre and in a highly accessible location. Policy TAP1 requires off street parking and provision of cycle parking. There is no parking included in the application and no evidence to indicate the applicant buying or leasing space elsewhere for future residents. A reduction in car parking in accessible town centres is permitted under this policy.

At the time of submission, the Council had just adopted a new Climate Change and Sustainable Development SPD providing a useful steer on the integration of different low carbon technologies for different developments. The application focusses on carbon reduction through the building fabric and use of electric heating systems rather than introducing additional renewable energy technologies. The Building Regulations are being updated which is likely to impact on future build outs as more stringent carbon reduction and ventilation standards would be applied. It may be prudent to plan for the changes as they could impact on the appearance of the proposal.

With reference to the concerns on climate change, this is in an outline scheme with matters of design reserved for future applications and this is not therefore considered of concern at this stage.

Surrey Police:

To support the Building Regulations 2010, compliance with the Secured By Design scheme would satisfy all requirements providing the developer and future residents with a police preferred minimum level of security.

Horley Town Council:

No objections

Representations:

Letters were sent to neighbouring properties on 1.10.21, a site notice was posted 6.10.21 and an advertisement placed in the local press on 14.10.21. Three responses have been received raising the following issues:

Issue	Number	Response
Over development	3	See paragraph 6.5-6.13
Overbearing building added to an iconic Victorian building in the town centre: harmful to the character of the town	2	See paragraph 6.5-6.13
Overlooking/Loss of privacy and overshadowing	1	See paragraph 6.18-6.23
Inadequate parking	2	See paragraphs 6.24-6.30
Increased traffic and congestion	2	See paragraphs 6.24-6.30
Lack of infrastructure	1	See paragraph 6.35

1.0 Site and Character Appraisal

- 1.1 The site comprises the Collingwood Batchelor department store, which varies between two and four storeys in height. The frontage on Victoria Road and the return on Consort Way East are of traditional design with a glazed ground floor shop front, rendered upper floors, pitched roof and parapet walls. A modern glazed element turns the corner from Consort Way onto a slip road that separates the site from Consort Way car park. The rear of the building to Consort Way East rises to three storeys and has been re-developed to mimic the front elevation.
- 1.2 The site is located within the Horley town centre primary shopping area and is situated on the corner of Consort Way East and Victoria Road. Opposite to the south west there is Russell Square a relatively new mixed use development including a library at ground floor and flats to the upper floors in a part 4/5/6 storey building. That scheme steps down from 6 stories on the Russell Road/Victoria Road corner to 4 stories opposite the site. Alongside that and opposite the site lies Sovereign Walk, a three storey scheme. Adjacent to the north west is a three storey building with a food store (Iceland) on the ground floor. Opposite to the south east there are a number of food and drink uses (single and 2 storey) and the entrance to the Waitrose car park. To the rear of the site lies the Consort Way East surface car park and the Locally listed Factory Shop adjacent to the railway line.
- 1.3 Existing buildings in the town centre are of a mixed design and character, but of predominantly 2 – 3 storeys in height, but with a few 4 storey buildings and the development of the 3-6 storey scheme on the corner of Victoria Road and Russells Crescent. The 4 storey element of that scheme lies opposite the site. On the opposite side of Consort Way East lie single and two storey buildings of a domestic scale, whilst the adjoining storey on Victoria Road is 3 storeys in height.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: A reduction in storey height resulting from discussions following the determination of the previous application.
- 2.2 Improvements secured during the course of the application: None the scheme being considered unacceptable
- 2.3 Further improvements could be secured: None the scheme being considered unacceptable

3.0 Relevant Planning and Enforcement History

- 3.1 21/00205/OUT Additional floors to accommodate 42 residential dwellings

Refused for the following reasons:

1 The proposal would, by virtue of the additional height, bulk and mass of the proposed additional storeys result in an unacceptable form of development, which would appear unduly prominent, out of keeping with and harmful to the character and appearance of the host building and of the surrounding area, contrary to, policies RET1, DES1 and NHE9 of the Reigate and Banstead Development Management Plan 2019 and the provisions of the Council's Local Distinctiveness Design Guide SPD.

2 In the absence of a legal agreement under Section 106 to secure 13 units of affordable housing, the proposed development would be contrary to Policy CS14 of

the Core Strategy 2014 (reviewed 2019); Policy DES6 of the Development Management Plan 2019 and the provisions of the Council's Affordable Housing SPD.

- 3.2 01/02275/F Erection of second floor extension (amendment to applications 98/02680/F and 98/11860/F
Granted 27 February 2002
- 3.3 05/01410/F Demolition of part of existing and construction of extended retail area
Granted 11 August 2005
- 3.4 06/00239/F Amendment to phase two of 05/01410/F for alterations and second floor extension
Granted 7 April 2006
- 3.5 10/02028/F Extension to existing department store to provide additional retail space
Granted January 2011

4.0 Proposal and Design Approach

- 4.1 This is an outline application with all matters reserved for the demolition of parts of the existing building at second storey level and the erection of 3 additional floors of accommodation over the existing retained ground and first floors to provide up to 34 new residential flats in a mix of sizes and providing both market and affordable housing. The submitted illustrative plans show a partially tiered development approach, with a 'wedding cake' approach, ie with each floor generally being smaller than the one below. This tiered approach would be particularly evident from the flank elevation (Consort Way and from Victoria Road to the south from where the step back of the front elevation would be most noticeable and to a lesser extent from Consort Way to the rear of the site.
- 4.2 The scheme would retain both ground and first floors for retail use with access and facilities such as bins and cycle storage for the flats to the rear of the site. No car parking is proposed and servicing of the retail floors would, we are advised, take place mostly from the rear of the site.
- 4.3 The application is made in outline with all matters reserved. The application seeks to establish the principle of the volume of development shown with indications of scale and layout and illustrative drawings which show a possible external appearance. In the event that outline permission is granted, further details of the scale, external appearance, layout, landscaping and means of access would need to be submitted as reserved matters.
- 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 being a town centre location where there is a mix of commercial and
-------------	--

	residential uses. Ground floor locations are generally in retail or commercial use whilst upper storeys accommodate both commercial and residential uses. The town is characterised by a variety of differing building styles and sizes.
Involvement	No community consultation took place.
Evaluation	The statement does not include any evidence of other development options being considered, albeit it is acknowledged that the design has gone through several variations including changes to layout and overall size..
Design	The applicant's reasons for choosing the proposal are based on the need to make more efficient use of the site and provide additional income streams to facilitate improvements to the department store and ensure its retention in the town centre.

4.6 Further details of the development are as follows:

Site area	0.165ha
Existing use	Retail
Proposed use	Retail and residential
Existing parking spaces	0
Proposed parking spaces	0
Parking standard	0
Number of affordable units	12
Net increase in dwellings	34
Infrastructure contribution	0
Existing site density	0
Proposed site density	206dph

5.0 Policy Context

5.1 Designation

Urban Area
Horley Town Centre
Primary Shopping Centre

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)
CS15 (Affordable Housing)
CS17 (Travel Options and accessibility)

5.3 Reigate and Banstead Development Management Plan 2019

RET1 Development within identified retail frontages and local centre
DES1 (Design of new development)
DES4 (Housing mix)
DES5 (Delivering high quality homes)
DES6 (Affordable Housing)
DES8 (Construction Management)
TAP1 (Access, Parking and Servicing)
CCF1 (Climate Change Mitigation)
EMP5 (Local Skills and Training Opportunities)
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
Affordable Housing
Climate Change and Sustainable
Development

Other

Human Rights Act 1998
Community Infrastructure Levy Regulations
2010

6.0 **Assessment**

- 6.1 The application site is within the urban area, where there is a presumption in favour of sustainable development and where the principle of residential development is acceptable.
- 6.2 Policy RET1 relates specifically to development within identified retail frontages and local centres. Part 2 of the policy offers encouragement to the provision of a range of uses, including residential flats to upper floors.
- 6.3 There is no objection in principle to a potential redevelopment of the site and such a redevelopment would help the Council meet some of the Borough's identified housing need and furthermore would be welcomed as a contribution to housing supply. However, the principle of acceptability in this case rests upon considering the impact

of the proposal and resultant harm and the need to provide additional housing, and its resultant benefit. The following report sets out the key considerations.

6.4 The main issues to consider are:

- Design appraisal
- Housing Mix and Standard of Accommodation
- Neighbour amenity
- Highway matters
- Trees and Landscaping
- Affordable Housing
- Energy, Sustainability and Broadband
- Community Infrastructure Levy

Design Appraisal

- 6.5 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.
- 6.6 This is an outline planning application with all matters reserved and the application provides illustrative design parameters in terms of the volume and scale of development. In terms of local distinctiveness and urban design, the proposal steps down to Victoria Road, but has a large number of storeys behind. The proposed scheme has been reduced in scale following a previous refusal, now proposing eight fewer dwellings (one less floor) than previously. The illustrative general design approach has been maintained seeking to match the existing style with an illustrative tiered approach. This building has a highly individual design within the town centre and the applicants plans maintain that design approach. The illustrative plans show the elevations of the extensions to blend with those of the existing building in terms of materials, window style, design and layout, the extension of an existing central gable on the rear elevation upto the top floor and matching decorative banding, window details and decorative finials on the proposed rear gable.
- 6.7 The scheme, although it proposes 5 stories, would be level in height with the 4 storey element of the Russell Square development. This is reflected in the storey heights with the top two floors having shorter storey heights (2.9m's) than the bottom three floors (3.290m's). When compared to the existing scheme opposite therefore the height of the building would not be out of character. However, when compared to the scale of development immediately to the south the scheme it would appear of a larger scale on this corner and compared to the more domestic scale buildings on the opposite side of Consort Way East.
- 6.8 The illustrative plans submitted with the application show a building that raises an urban design issue in terms of the design of the upper floors. The proposed design illustrates a form of building which due to the reduced storey heights on the two upper floors would fail to follow the traditional rules of proportion and compositions for a classically based building with the piling of forms on top of one another, with the repercussions of over squeezing storeys into the silhouette, resulting in a cramped and disjointed appearance. Whilst indicative, they do illustrate the difficult that exists in designing extensions that

have due regard to the important architectural features of the existing building and harmonise with its scale and that of its surroundings. The concerns about the cramped nature of the upper floors in design terms would possibly not be noticeable from much of Victoria Road, being viewed either at close proximity or such an angle as to disguise the precise proportions of the building. This site lies within one of the main views into this part of the town centre when viewed from the south. When viewed from the south and the rear of the site in Consort Way East (and stretching to the north east along this road) the scale, design and full impact of the scheme would be more evident.

- 6.9 The submitted drawings show that the façade of the existing Victorian Collingwood Batchelor store would cease to exist as it would be extended forward in the elevations with the gable removed and the elevation lowered, so effectively demolished. However, the floor plan seems to show a set back to the original footprint, which is confusing but not critical given the outline nature of the proposal.
- 6.10 The Council's conservation officer has reviewed the submitted plans and considers that the existing Victorian building could be considered as an undesignated heritage asset. It is an important townscape building, a furniture repository of the 1870's and is valued locally. The Horley Town Centre Regeneration SPD does identify the Collingwood and Batchelor department store as a key building which contributes to the urban form of the town centre.
- 6.11 However whilst the applicants have pursued their illustrative design with an approach that replicates the existing building design, it would also be possible to pursue an approach that includes a pitched roof, incorporating much of the additional accommodation in the roofspace, but minimising the impression of bulk and mass within the roofspace. Such an approach would undoubtedly change the character of the existing building, but there are other buildings within the town centre that have a deep roof plan or where the roof forms are quite prominent (buildings around the crossroads of Massetts Road and Victoria Road and the post office building to the north). Such an approach would not be without precedent therefore.
- 6.12 It would be possible to extend this building in a manner that would minimise the impacts upon all views of the site by reducing the scale of the scheme but the applicants have not agreed to reduce the volume of development sufficiently to achieve that aim. The Council therefore has to determine the scheme in front of us.
- 6.13 It is recognised that the scheme could cause some harm to the character and appearance of the town centre due to its bulk and mass but that a more appropriate design may be possible that would reduce that impact. On balance, taking account of the scale of more recent development adjacent to the site and the potential to mitigate the impacts of the scale of development sought through an appropriate design, it is considered that the scheme would not cause such significant impact and harm as to warrant a refusal of permission. It is clear that significant work would be needed at the reserved matters stage to analyse the impacts upon the surrounding area of a scheme of this magnitude, to ensure the most appropriate design is achieved to minimise the appearance of the scale and mass of the building and seek a design that preserves the character of the existing building without damaging its surroundings.

Housing Mix and Standard of Accommodation

- 6.14 Policy DES4 requires that on sites of 20 homes or more that at least 30% of the market housing should be provided as smaller (1 and 2) bed homes and that at least 10% must have three or more bedrooms.

- 6.15 The submitted plans shows a total of 22 flats would be used for market housing in a mix of 8 x 1 beds, 11 x 2 beds and 5 x 3 beds. This accords with the requirements of DMP Policy DES4. The affordable housing mix is discussed below.
- 6.16 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 described 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.
- 6.17 The drawings submitted illustrate that each flat proposed would accord with the appropriate space standard and would be provided with outdoor amenity space in the form of terraces/small balconies with further access to a communal terrace. Although some flats would be single aspect only, in most cases, the flats would also overlook a central glazed atrium providing further natural light to the rear of the units. In this regard the proposals would comply with the requirements of DMP Policy DES5.

Neighbour Amenity:

- 6.18 DMP Policy DES1 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.
- 6.19 The closest residential properties to the site would be located on the south-western side of Victoria Road in the Russell Square development :the closest flats being in the 4 storey element of the Russell Square Development. The proposed flats in this case would be located over 25m away from the north-east facing elevation of Russell Square. The applicants have provided a drawing which shows that the proposed development in this case would not break a line drawn at a 25 degree angle from the ground floor windows (2m above ground level) towards the proposed development. This demonstrates that the proposed development would not result in overshadowing of the block of apartments Russell Square.
- 6.20 The drawings also demonstrate that there would be a gap of over 25m between the facing elevations of the proposed development and Russell Square. In normal circumstances, this distance is considered acceptable to mitigate the impact of the development on privacy and overlooking to neighbouring properties.
- 6.21 The submitted plans show that the upper storeys of the proposed development would be set back from the lower ground and first floor storeys leading to a form of development would not be overbearing on its surroundings.
- 6.22 Objections have been received due to the loss of private views, but this is not a material planning consideration. Noise and disturbance resulting from the development when completed would be acceptable and accord with normal town centre environments whilst any resulting from construction would be temporary and could be mitigated by condition: a construction method statement would be secured by planning condition if planning permission was to be granted.
- 6.23 As a result, it is not considered that the proposals would have an acceptable impact on the amenities of neighbouring properties and would accord with the provisions of DMP Policy DES1 in this regard.

Highway matters

- 6.24 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.
- 6.25 No off street parking is proposed for this scheme whereas the parking standards suggest that 34 spaces should be provided. The standards do though accept that a lower provision may be acceptable within or adjacent tot town centres. It is noted that the proposed development would be located within acceptable walking distance of a supermarket, and other retail outlets. The site is also well within acceptable walking distance of Horley Train Station which has links to Central London and East Croydon and their range of education, employment, retail and leisure land uses. The site is also well within walking distance of bus services to destinations further afield. The site is in a location with no parking at any times restrictions and where parking is permitted it is between 1800 and 0600 hours Monday to Saturday and all day Sunday. The site is therefore likely to be attractive to people who do not own a car. It is considered that any car users using the site would be able to use the Central Horley Car Park, and the on street parking restrictions would prevent inappropriate parking.
- 6.26 Policy TAP1 states that all types of development should include car parking and cycle storage for residential and non-residential development in accordance with adopted local standards (see Annex 4) unless satisfactory evidence is provided to demonstrate that non-compliance would not result in unacceptable harm. Such evidence could include on-street parking surveys, evidence of parking demand, and/ or further information on accessibility. Development should not result in unacceptable levels of on-street parking demand in existing or new streets.
- 6.27 In support of the application the following transport characteristics of the area have been identified:
- Horley train station is a 7 minute walk from the site. Horley train station provides cross-country services to a variety of destinations including direct rail links to central London, as well as local services.
 - There is a Town centre bus stop opposite site with six services:
 - Route Fastway 20: Frequent service operating between Broad field and Langshott, every 20 minutes in each direction at peak time.
 - Route 424: Service operating between Redhill and Crawley, 1 bus per hour in each direction.
 - Route 422: Less frequent service operating between Reigate and Crawley, 1 bus per 2 hours in each direction.
 - Route 324 and 524: School buses to / from St Bede's School and Imberhorne Schools.
 - Route 26: Horley Town Bus, 1 bus per hour in a single direction the morning on Monday, Wednesday and Friday only.
 - The site is in very close proximity to Gatwick Airport located approximately 1.8 miles away (5 minute drive, 33 minute walk).
 - The site is accessible on foot using existing foot-ways. It is a couple of minutes' walk from the High Street.
 - The Reigate and Barnstead Cycling Plan sets out the local implementation of the Surrey Cycling Strategy. They have proposed that Victoria Road, which Horley Library is situated on, should have cycle friendly traffic management. This connects to existing signed advisory routes and greenways.
 - There are public footways located along the southern, western and eastern boundaries.

- Vehicular access to the site is constrained by the highways issues on Victoria Road and its junction with Consort Way East, particularly restrictions relating to the impact on the signalized junction at this location and that at the junction of Victoria Road with Consort Way East.
- Retention of the existing vehicular access location from Consort Way East has been the only option because of the need to also comply with the restrictions of the access easement to the adjoining land north of the site.
- Service access to the Victoria Road frontage will be constrained by the requirements of Surrey County Council to ensure the safety of road users and pedestrians is maintained. Servicing to shops will generally be from the rear of the site.

- 6.28 No evidence has been provided in the form of on-street parking surveys, or evidence of parking demand. However, the information on the accessibility of the site is compelling and demonstrates that the site benefits from good access to public transport facilities, and to a good range of shops and services. Given the proximity to the train station and Gatwick Airport the majority of streets locally are subject to parking restrictions in any case, further limiting any harm in this regard.
- 6.29 The County highways Officer raised no objection to these matters subject to conditions as detailed above.
- 6.30 Accordingly it is concluded that the proposals would not lead to unacceptable harm or unacceptable levels of demand for on-street parking due to the parking restrictions in the surrounding area. On this basis, no objections are raised with regards to the lack of parking on the site and other matters such as details of cycle parking, refuse storage, construction management could be addressed by appropriate conditions.

Affordable Housing

- 6.31 Policy DES6 requires that on developments such as this providing 11 or more homes, that 30% of the homes on site should be affordable housing. It advises that vacant building credit will be applied with a methodology in the Affordable Housing SPD.
- 6.32 Of the 34 units proposed in the development, 12 are indicated as being provided as affordable housing, providing a mix of 1,2 and 3 bedroom units, all to be provided on the second floor of the proposed development. This equates to just over 30% provision and accords with the requirements of DMP Policy DES6.
- 6.33 The mix of the proposed units to be allocated for affordable housing is similar to that previously agreed, providing a mix of unit type and the final details would be secured by means of a S106 Obligation. In this regard the scheme would comply with the requirements for the provision of affordable housing set out in the Council's adopted SPG on Affordable housing. A S106 Obligation would be required to procure these units.

Energy, Sustainability and Broadband

- 6.34 In accordance with adopted policy, if permission was to be granted, conditions would be imposed to seek the installation of carbon reduction measures within the development 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

Community Infrastructure Levy (CIL)

- 6.35 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 any planning permission.

Conclusion

- 6.36 When considering the balance between the benefits and the harm identified, the Local Planning Authority has sought to act proactively and positively in determining the planning application. In addition, encouragement and recognition of the contribution of sustainable development, including the 3 main strands of economic, social and environmental have been fully considered. In this case the LPA has raised and resolved issues where possible and where the time constraints of a live application allow.
- 6.37 The main starting point for the consideration is that the proposal is within the urban area and a redevelopment of the site to provide a more effective and efficient use of the site and provide a residential development would be acceptable in principle. However, the illustrative design of the proposal is poor.
- 6.38 Significant weight should be given to the fact that a development upon the scale of the proposal could demonstrate a contribution towards housing delivery, provide a type of housing within demand in the Borough and opportunity for economic growth. Arguments regarding the benefit of the proposal in securing the store's future are not based in any evidence submitted in support of the application, nor has any evidence been provided that a scheme of reduced scale could not also achieve the same benefits.
- 6.39 Weighing against the scheme are the impact upon the character and appearance of the building and surrounding area that the proposed quantum of accommodation would have. However, it is considered, on balance, that a scheme could be achieved that would minimise the adverse impacts of such a quantum of development, to a point where the benefits achieved as a result of the scheme would outweigh the harms identified. Accordingly considered against all the relevant policies of the Development Plan the scheme would be acceptable.

CONDITIONS

1. Approval of details of the layout, scale, appearance, access and the landscaping of the site (hereinafter called the "reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced and carried out as approved.

Plans and particulars of the reserved matters referred to above, shall be submitted in writing to the Local Planning Authority before the expiration of three years from the date of this permission.

The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason: To comply with Article 5 of the Town and Country Planning (General Development Procedure) (England) Order 2015 (or any order revoking and re-enacting that Order) and Section 92(2) of the Town and Country Planning Act 1990 as amended by Section 51(2) of the Planning and Compulsory Purchase Act 2004.

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

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.

Note: Should alterations or amendments be required to the approved plans, it will be necessary to apply either under Section 96A of the Town and Country Planning Act 1990 for non-material alterations or Section 73 of the Act for minor material alterations. An application must be made using the standard application forms and you should consult with us, to establish the correct type of application to be made.

Plan Type	Reference	Version	Date Received
Floor Plan	P04	Rev A	10.11.2021
Floor Plan	P01	Rev A	10.11.2021
Floor Plan	E02	Rev A	10.11.2021
Floor Plan	E01	Rev A	10.11.2021
Floor Plan	E03	Rev A	10.11.2021
Floor Plan	P02	Rev A	10.11.2021
Floor Plan	P03	Rev A	10.11.2021
Location Plan	SLP01		17.09.2021
Block Plan	BP01		17.09.2021
Floor Plan	P05		17.09.2021
Roof Plan	P07		17.09.2021
Elevation Plan	P08(A)		17.09.2021
Elevation Plan	P08(B)		17.09.2021
Street Scene	P10		17.09.2021
Elevation Plan	P11		17.09.2021
Roof Plan	E04		17.09.2021
Elevation Plan	E05		17.09.2021
Elevation Plan	E01		17.09.2021

3. 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 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. No HGV movements to or from the site shall take place between the hours of 0800 and 0900am and 1700 and 1800 pm nor shall the contractor permit any HGV's associated with the development at the site to be laid up, waiting, in/ on the highways surrounding the site during these times.

Has been submitted to and approved in writing by the LPA. Only the approved details shall be implemented during the construction of the development.

Reason: In order that the development should not prejudice highways safety nor cause inconvenience to other highway users and to satisfy Policy TAP1 of the Reigate and Banstead Development Management Plan 2019 and the objectives of the National Planning Policy Framework.

4. 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 plan reference PO1 Rev A for refuse collection or an alternative as may be approved at the reserved matters stage. Thereafter the refuse storage area shall be retained and maintained for its designated purpose.

Reason: In order that the development should not prejudice highways safety nor cause inconvenience to other highway users and to satisfy Policy TAP1 of the Reigate and Banstead Development Management Plan 2019 and the objectives of the National Planning Policy Framework.

5. Prior to the occupation of the development, a Travel Statement shall be submitted for the written approval of the Local Planning Authority in accordance with the sustainable development aims and objectives of the NPPF, Surrey County Council's "Travel; Plans Good Practice Guide" to include a travel information pack containing information on education, employment, retail and leisure land uses within 2km walking distance and 5km cycling distance of the site and further afield by public transport.

The approved Travel Statement shall be implemented upon first occupation and for each and every subsequent occupation of the development, thereafter maintain and develop the Travel Statement to the satisfaction of

the LPA. The approved Travel Plan shall be implemented for each and every subsequent occupation of the development, and thereafter shall be maintained and developed to the satisfaction of the Local Planning Authority

Reason: In order that the development should not prejudice highways safety nor cause inconvenience to other highway users and to accord with the objectives of the National Planning Policy Framework and Policy CS17 of the Reigate and Banstead Core Strategy 2014.

6. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with approved plan numbered PO1 Rev A for 60 cycles to be stored. Thereafter the bike storage area shall be retained and maintained for its designated purpose.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highways users and to accord with the NPPF 2021 and Policies TAP1 and TAP2 of the Reigate and Banstead Development Management Plan 2019.

7. The development hereby permitted shall not commence until details of the design of surface water drainage scheme has been submitted to and approved in writing by the LPA. 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 1:30 and 1:100 (+40% allowance for climate change) storm events, during all stages of the development, . the final solution should follow the principles set out in the approved drainage strategy/Associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 3 l/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 (ie 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 responsibility 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 that the design meets the national Non Statutory Technical Standards for SuDS and the final drainage design does not increase flood risk on or off the site.

8. Prior to first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the

LPA. 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.

Reason: To ensure the Drainage system is constructed to the National Non Statutory Technical Standards for SuDS.

9. The Victorian building to Victoria Road shall be retained in terms of its structural walls and roof.

Reason: The existing building makes a significant contribution to the character of this part of the Town Centre and this is to ensure that the existing building is retained. In accordance with the provisions of policies DES1 and NHE9 of the Reigate and Banstead Development Management Plan 2019.

10. 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

11. All units 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.

12. 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.

13. Within three months of the commencement of development details setting out how the applicant will ensure that at least 20%, unless otherwise agreed in writing, of the homes meet the Building Regulations requirements for 'accessible and adaptable dwellings' have been submitted to and agreed in writing by the Local Planning Authority. The development shall be implemented in accordance with the agreed details.

Reason: In order that the scheme provides accessible housing in accordance with Reigate and Banstead Development Management Plan 2019 policy DES7.

14. Notwithstanding the drawings this permission does not purport to grant consent for the elevation details shown and revised details of which shall be submitted and approved in writing by the LPA before works commence, showing a roof form to the second floor of the Victoria Road frontage and upper two floors, following the pitches and spans of the Victorian pitched roof to Victoria Road. A measured drawing of the existing building shall also be provided and form the basis for the proportions and hierarchy of the window openings. The roof shall be of natural slate with Staffordshire blue clay ridge tiles and the windows (except for the current walling) shall be vertically sliding sashes with external glazing bars and set back behind the reveal at one brick depth, with cornices and architrave to match the original Victorian profile and detailing.

Reason: To ensure a satisfactory appearance upon completion in accordance with the provision of Policy DES1 and NHE9 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.org.uk.
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. 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
4. 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
5. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or to 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).
6. 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 the site. The Highway Authority will pass on the costs of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
7. The development shall achieve standards contained within the Secure by Design award scheme to be successfully granted the award.

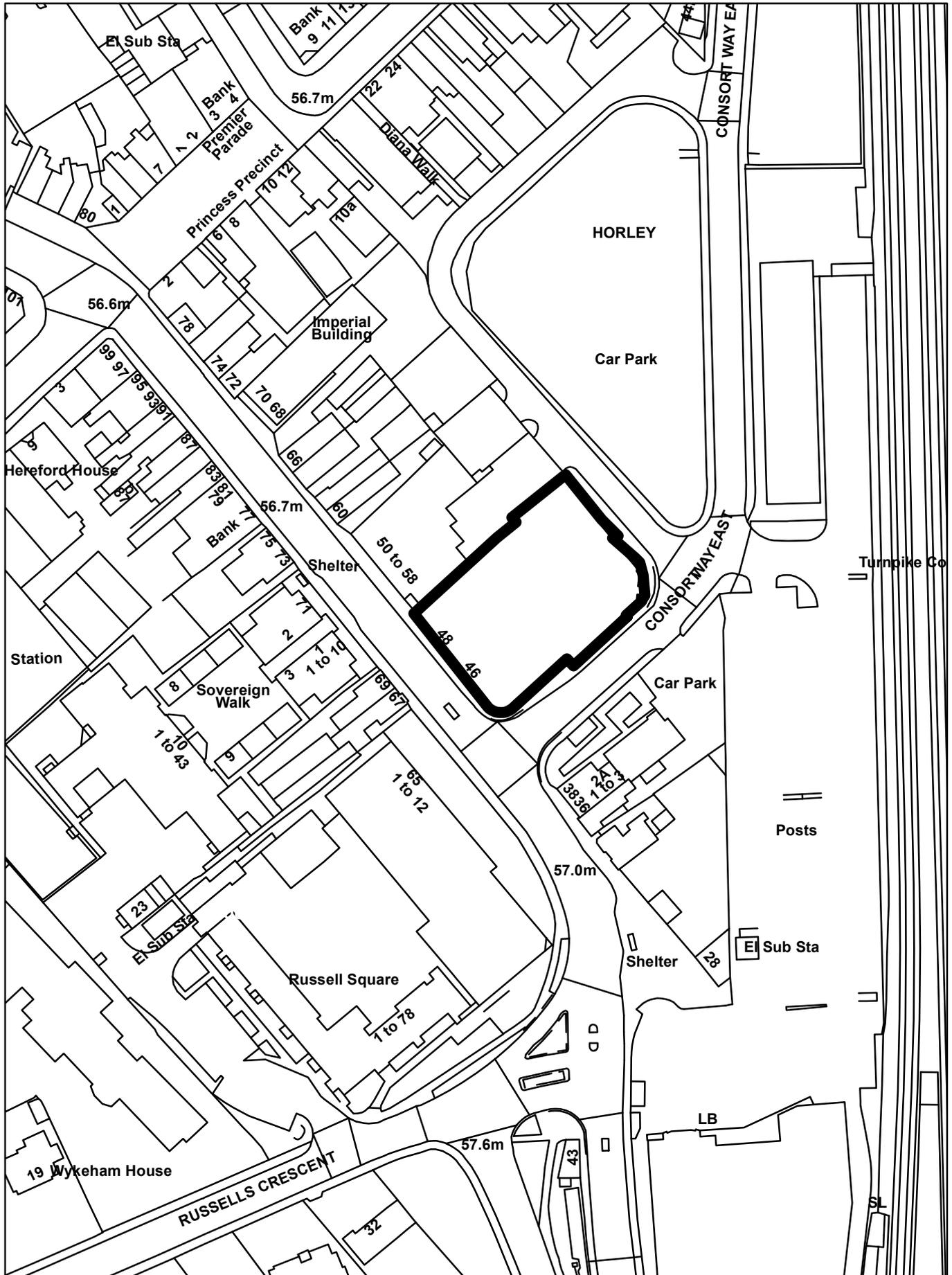
REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies CS1, CS4, CS5, CS7, CS10, CS11, CS14, CS17 and EMP4, RET3, DES1, DES4, DES5, DES6, DES8, DES9, TAP1, CCF1, CCF2, INF3, NHE2, NHE3 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.

21/02485/OUT - Collingwood Batchellor, 46 - 48 Victoria Road, Horley



Studio1, The Hub
 3 Drove Road
 Newhaven
 East sussex
 BN9 0AD

free phone number 0808 1699964
 e: support@staac.co.uk

NOTES:

This drawing is to be read in conjunction with all relevant Architects and Engineers drawings
 Only figured dimensions are to be used for construction
 All dimensions are to be verified on site prior to work commencing

No.	Description	Date

Client:

Address: Collingwood
 Batchellor 46-48
 Victoria Road,
 Horley, Surrey
 RH6 7QE

Project: Proposed
 Extension

Drawing title: Block Plan

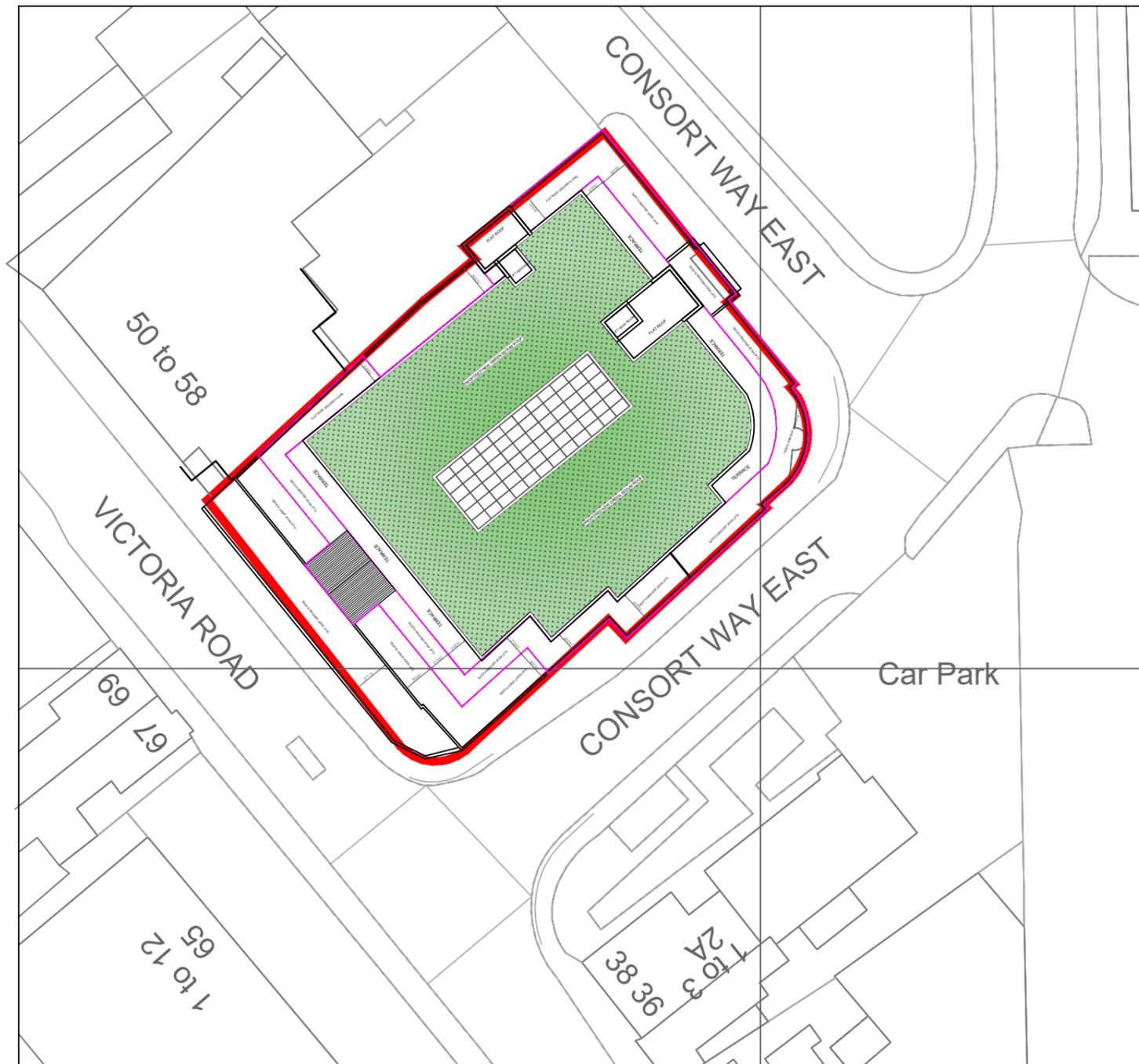
Project No 19113

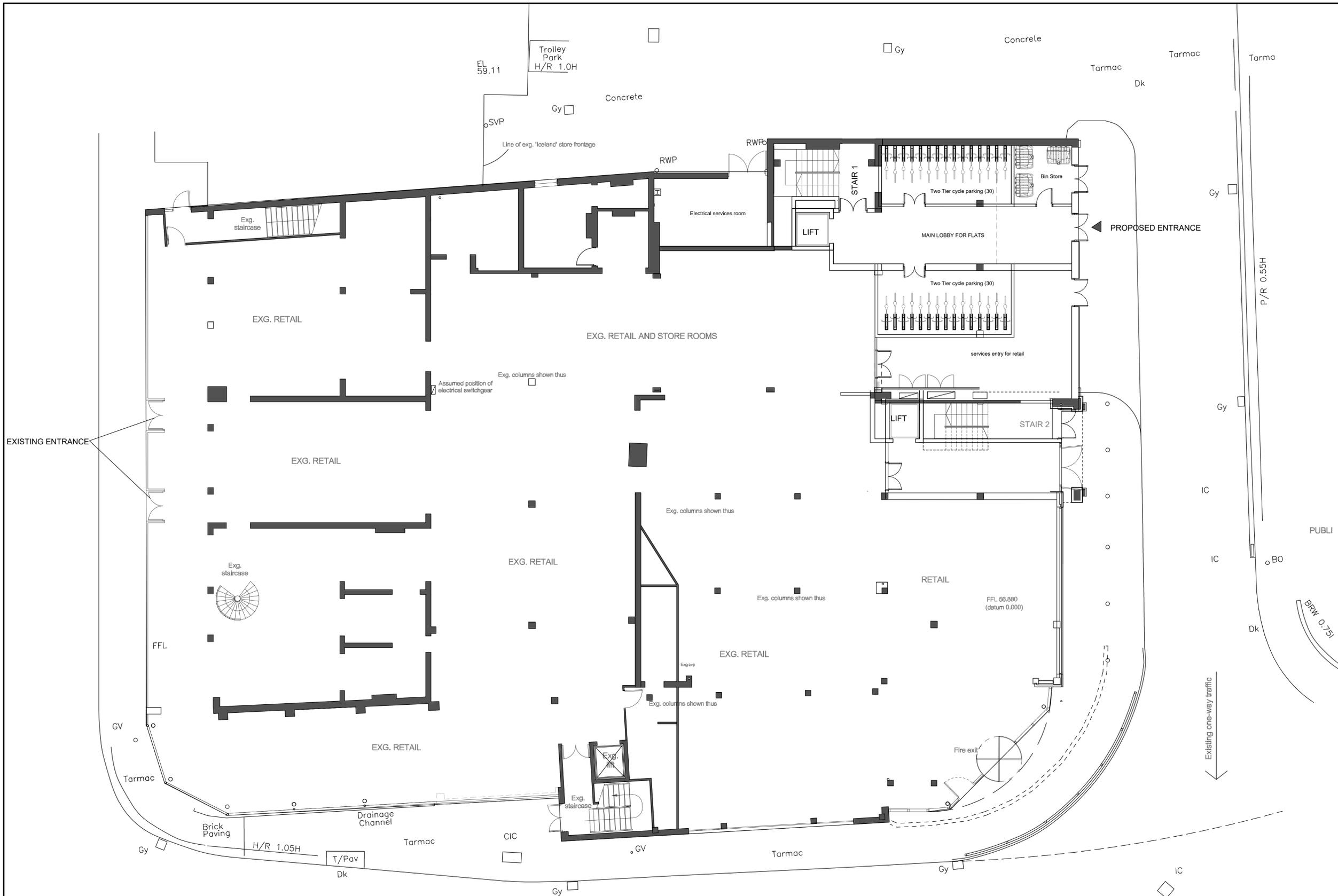
Date 15-09-21

Drawn by IA

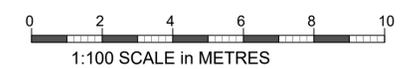
Drawing No BP01

Scale 1:500@A3





GROUND FLOOR PLAN

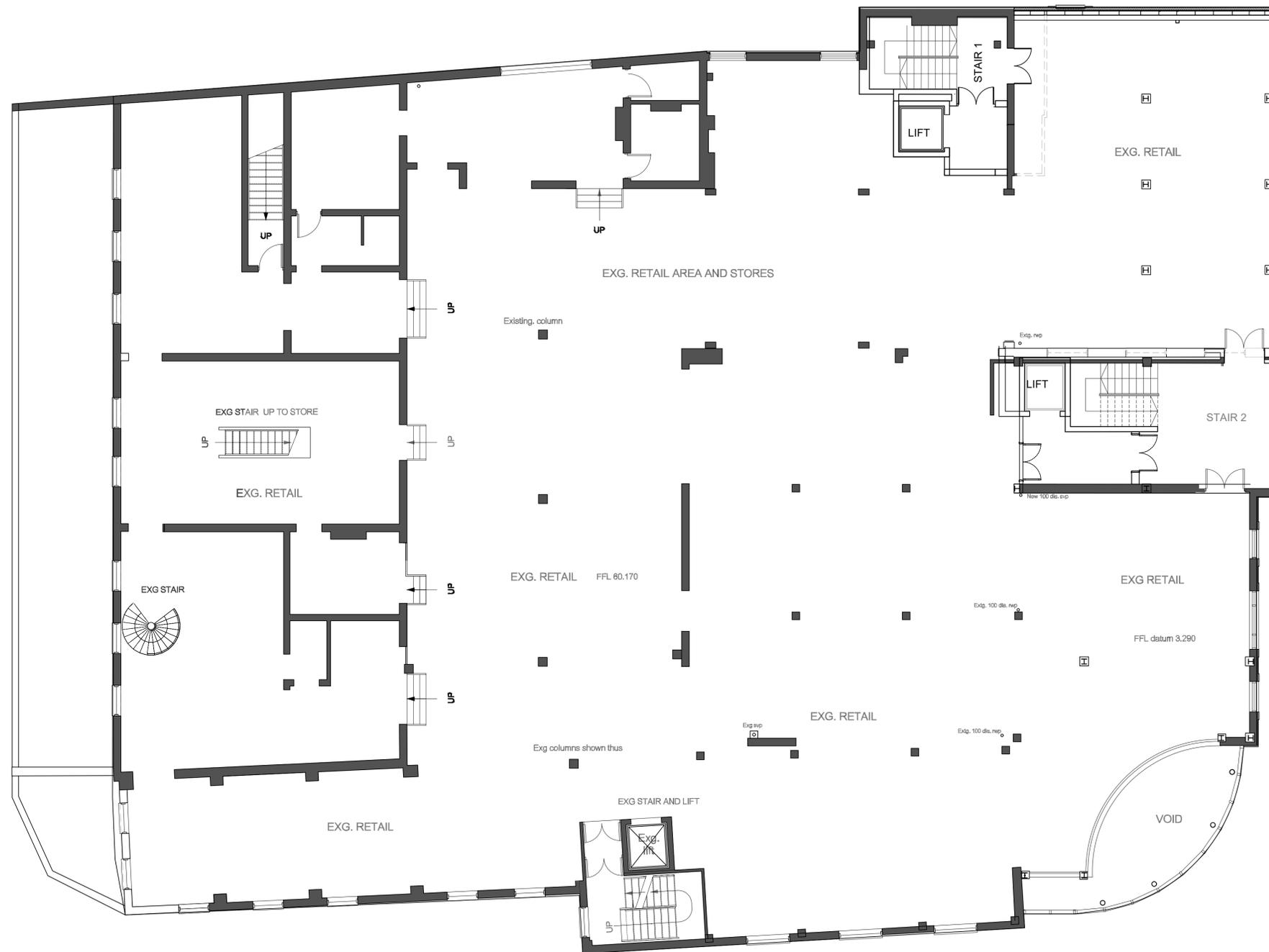


Studio1, The Hub
 3 Drove Road
 Newhaven
 East Sussex
 BN9 0AD

t: 01323 325354
 t: 01932 506111
 t: 0808 1699964 /free/
 e: support@staac.co.uk

NOTES:
 This drawing is to be read in conjunction with all relevant Architects and Engineers drawings. Only figured dimensions are to be used for construction. All dimensions are to be verified on site prior to work commencing.

Description	Date
Client:	
Address: Collingwood Batchellor 46-48 Victoria Road, Horley, Surrey RH6 7QE	
Project: Proposed Extension	
Drawing title: Proposed Plans	
Project No	19113
Date	04-01-20
Drawn by	IA
Drawing No	P01
Scale	1:100@A1



FIRST FLOOR PLAN



Studio1, The Hub
 3 Drove Road
 Newhaven
 East sussex
 BN9 0AD

t: 01323 325354
 t: 01932 506111
 t: 0808 1699964 /free/
 e: support@staac.co.uk

NOTES:

This drawing is to be read in conjunction with all relevant Architects and Engineers drawings. Only figured dimensions are to be used for construction. All dimensions are to be verified on site prior to work commencing.

Description	Date
Client:	
Address: Collingwood Batchellor 46-48 Victoria Road, Horley, Surrey RH6 7QE	
Project: Proposed Extension	
Drawing title: Proposed Plans	
Project No	19113
Date	29-08-21
Drawn by	IA
Drawing No	P02
Scale: 1:100@A1	



SECOND FLOOR PLAN



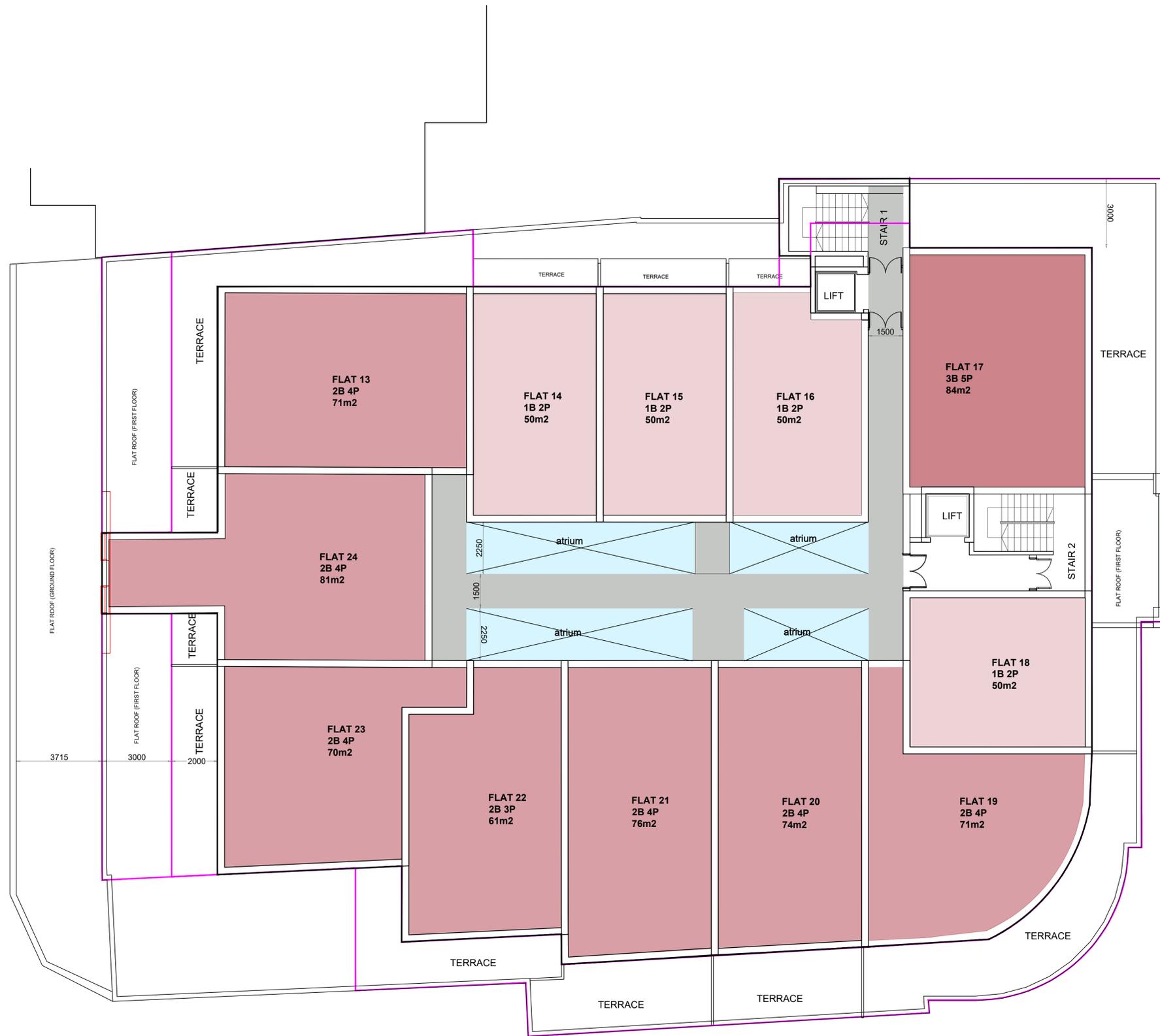
	1 BED	2 BED	3 BED	
AFFORDABLE	[Green bar]			
PRIVATE	[Red bar]			
	1 BED	2 BED	3 BED	
Second	3	7	2	12
Third	4	7	1	12
Fourth	4	4	2	10
Total	11	18	5	34
	(10 affordable required @ of 30%)			
	Gross Internal Area		Type	
Ground	1649.4sqm (as existing)		Retail	
First	1549.0sqm (as existing)		Retail	
Second	1387.5 sqm		Flats	
Third	1104.1sqm		Flats	
Fourth	906.8 sqm		Flats	



Studio1, The Hub
 3 Drove Road
 Newhaven
 East sussex
 BN9 0AD
 t: 01323 325354
 t: 01932 506111
 t: 0808 1699964 /free/
 e: support@staac.co.uk

NOTES:
 This drawing is to be read in conjunction with all relevant Architects and Engineers drawings. Only figured dimensions are to be used for construction. All dimensions are to be verified on site prior to work commencing.

Description	Date
Client:	
Address: Collingwood Batchellor 46-48 Victoria Road, Horley, Surrey RH6 7QE	
Project: Proposed Extension	
Drawing title: Proposed Plans	
Project No	19113
Date	29-08-21
Drawn by	IA
Drawing No	P03
Scale:1:100@A1	



THIRD FLOOR PLAN



	1 BED	2 BED	3 BED	
AFFORDABLE	[Color swatches]			
PRIVATE	[Color swatches]			
	1 BED	2 BED	3 BED	
Second	3	7	2	12
Third	4	7	1	12
Fourth	4	4	2	10
Total	11	18	5	34
	(10 affordable required @ of 30)			
	Gross Internal Area		Type	
Ground	1649.4sqm	(as existing)	Retail	
First	1549.0sqm	(as existing)	Retail	
Second	1387.5 sqm		Flats	
Third	1104.1sqm		Flats	
Fourth	906.8 sqm		Flats	

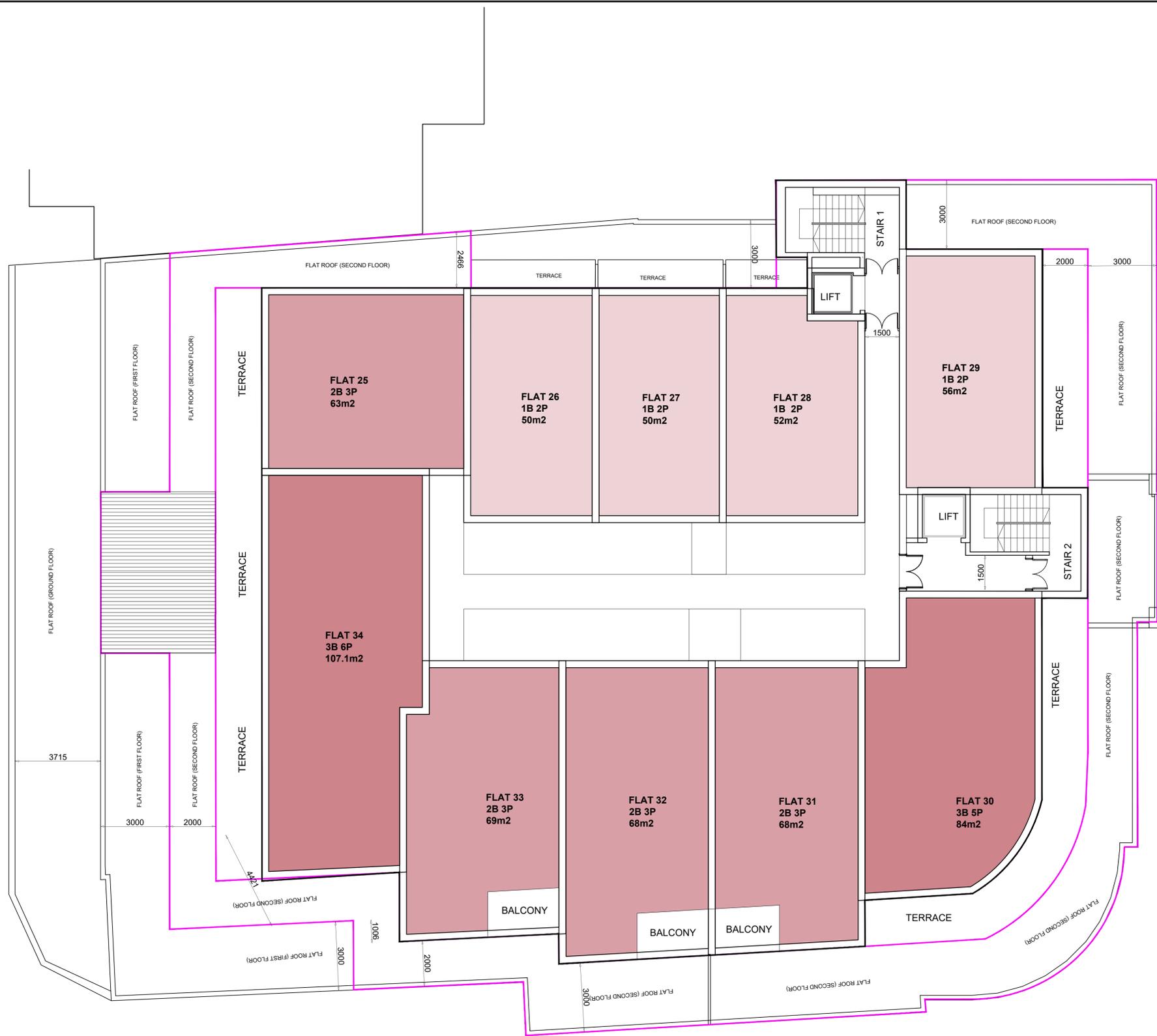


Studio1, The Hub
 3 Drove Road
 Newhaven
 East Sussex
 BN9 0AD

t: 01323 325354
 t: 01932 506111
 t: 0808 1699964 /free/
 e: support@staac.co.uk

NOTES:
 This drawing is to be read in conjunction with all relevant Architects and Engineers drawings. Only figured dimensions are to be used for construction. All dimensions are to be verified on site prior to work commencing.

Description	Date
Client:	
Address: Collingwood Batchellor 46-48 Victoria Road, Horley, Surrey RH6 7QE	
Project: Proposed Extension	
Drawing title: Proposed Plans	
Project No	19113
Date	29-08-21
Drawn by	IA
Drawing No	P04
Scale: 1:100@A1	



FOURTH FLOOR PLAN



	1 BED	2 BED	3 BED
AFFORDABLE	[Color swatches]		
PRIVATE	[Color swatches]		

	1 BED	2 BED	3 BED	
Second	3	7	2	12
Third	4	7	1	12
Fourth	4	4	2	10
Total	11	18	5	34
	26%	56%	16%	(10 affordable required @ of

	Gross Internal Area	Type
Ground	1649.4sqm (as existing)	Retail
First	1549.0sqm (as existing)	Retail
Second	1242.8sqm	Flats
Third	1014.1sqm	Flats
Fourth	809.3 sqm	Flats



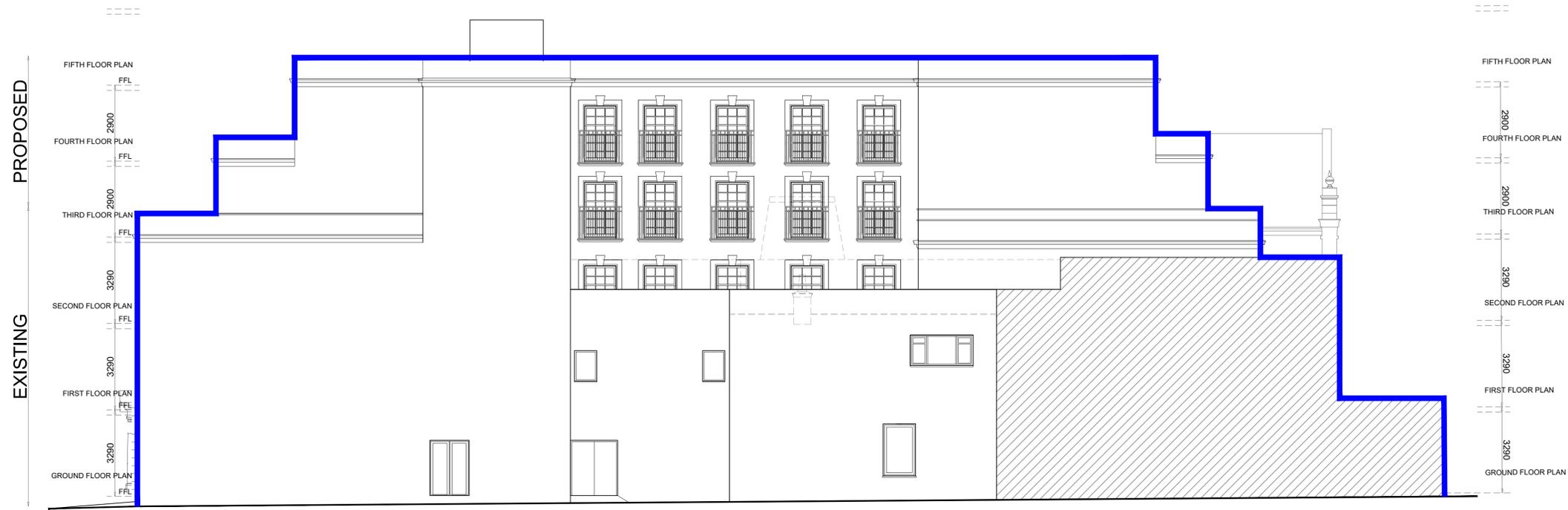
Studio1, The Hub
 3 Drove Road
 Newhaven
 East sussex
 BN9 0AD
 t: 01323 325354
 t: 01932 506111
 t: 0808 1699964 /free/
 e: support@staac.co.uk

NOTES:
 This drawing is to be read in conjunction with all relevant Architects and Engineers drawings. Only figured dimensions are to be used for construction. All dimensions are to be verified on site prior to work commencing.

Description	Date
Client:	
Address: Collingwood Batchellor 46-48 Victoria Road, Horley, Surrey RH6 7QE	
Project: Proposed Extension	
Drawing title: Proposed Plans	
Project No	19113
Date	29-08-21
Drawn by	IA
Drawing No	P05
Scale: 1:100@A1	



NORTH EAST ELEVATION
(facade on Consort Way E)



NORTH WEST ELEVATION



Studio1, The Hub
3 Drove Road
Newhaven
East sussex
BN9 0AD

t: 01323 325354
t: 01932 506111
t: 0808 1699964 /free/
e: support@staac.co.uk

NOTES:
This drawing is to be read in conjunction with all relevant Architects and Engineers drawings. Only figured dimensions are to be used for construction. All dimensions are to be verified on site prior to work commencing.

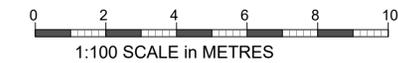
Description	Date
Client:	
Address: Collingwood Batchellor 46-48 Victoria Road, Horley, Surrey RH6 7QE	
Project: Proposed Extension	
Drawing title: Proposed Elevations	
Project No	19113
Date	04-01-20
Drawn by	IA
Drawing No	P08 (A)
Scale	1:100@A1



SOUTH WEST ELEVATION
(facade on Victoria Road)



SOUTH EAST ELEVATION
(facade on Consort Way E)



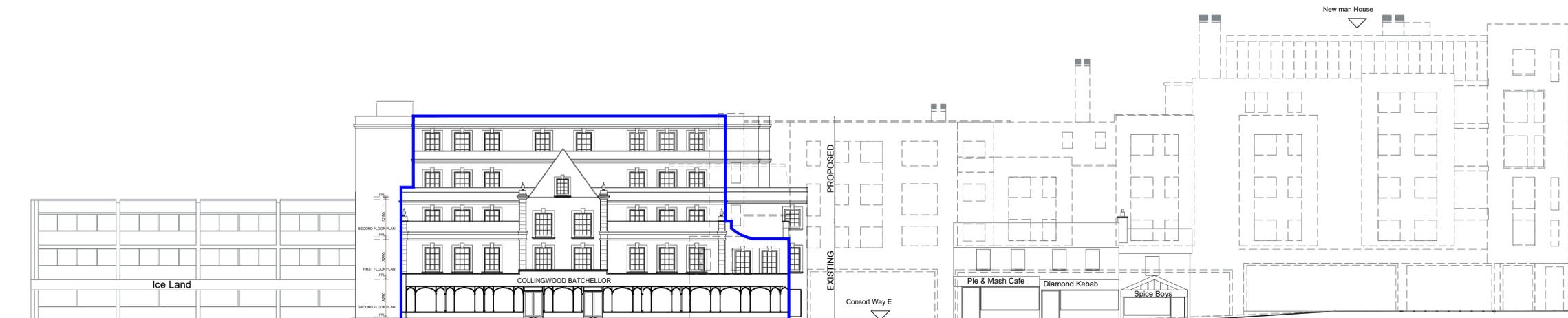
STAAC

Studio1, The Hub
3 Drove Road
Newhaven
East sussex
BN9 0AD

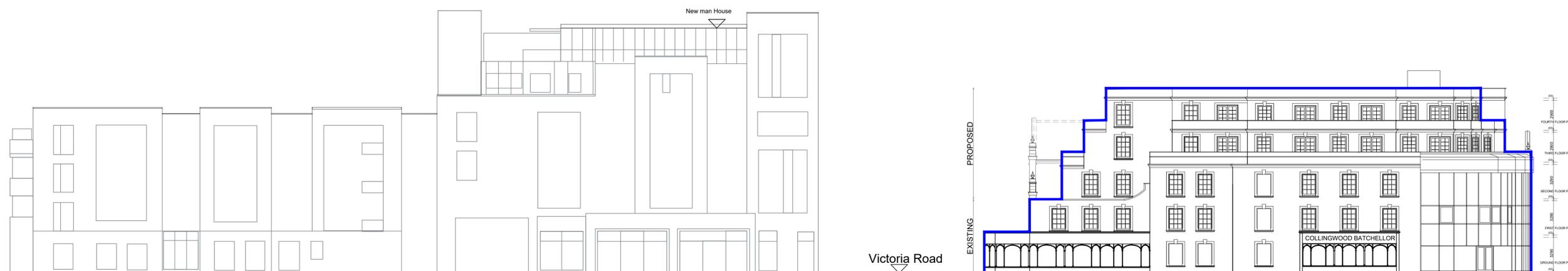
t: 01323 325354
t: 01932 506111
t: 0808 1699964 /free/
e: support@staac.co.uk

NOTES:
This drawing is to be read in conjunction with all relevant Architects and Engineers drawings
Only figured dimensions are to be used for construction
All dimensions are to be verified on site prior to work commencing

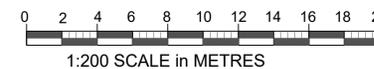
Description	Date
Client:	
Address: Collingwood Batchellor 46-48 Victoria Road, Horley, Surrey RH6 7QE	
Project: Proposed Extension	
Drawing title: Proposed Elevations Sun Light Angle	
Project No 19113	
Date 04-01-20	
Drawn by IA	
Drawing No P08 (B)	
Scale 1:100@A1	



SOUTH WEST STREET SCENE
(facade on Victoria Road)



SOUTH EAST STREET SCENE
(facade on Consort Way E)



Studio1, The Hub
3 Drove Road
Newhaven
East Sussex
BN9 0AD

t: 01323 325354
t: 01932 506111
t: 0808 1699964 /free/
e: support@staac.co.uk

NOTES:

This drawing is to be read in conjunction with all relevant Architects and Engineers drawings. Only figured dimensions are to be used for construction. All dimensions are to be verified on site prior to work commencing.

Description	Date
-------------	------

Client:
Address: Collingwood Batchellor
46-48 Victoria Road,
Horley, Surrey RH6 7QE

Project: Proposed Extension

Drawing title: Proposed Street Scene
Project No 19113
Date 04-01-20
Drawn by IA
Drawing No P10
Scale 1:200@A1



flat windows opposite

25° Angle Indication - SOUTH EAST ELEVATION
(facade on Consort Way E)



Studio1, The Hub
3 Drove Road
Newhaven
East sussex
BN9 0AD

t: 01323 325354
t: 01932 506111
t: 0808 1699964 /free/
e: support@staac.co.uk

NOTES:
This drawing is to be read in conjunction with all relevant Architects and Engineers drawings
Only figured dimensions are to be used for construction
All dimensions are to be verified on site prior to work commencing

	Description	Date
Client:		
Address:	Collingwood Batchellor 46-48 Victoria Road, Horley, Surrey RH6 7QE	
Project:	Proposed Extension	
Drawing title:	Proposed Elevations Sun Light Angle	
Project No	19113	
Date	04-01-20	
Drawn by	IA	
Drawing No	P11	
Scale:	1:100@A1	