 <b>Reigate &amp; Banstead</b> BOROUGH COUNCIL Banstead   Horley   Redhill   Reigate	<b>TO:</b>		PLANNING COMMITTEE
	<b>DATE:</b>		23 January 2019
	<b>REPORT OF:</b>		HEAD OF PLACES AND PLANNING
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<b>AGENDA ITEM:</b>	7	<b>WARD:</b>	Merstham

<b>APPLICATION NUMBER:</b>		18/01887/F	<b>VALID:</b>	07 September 2018
<b>APPLICANT:</b>		JD Developments (Surrey) Ltd	<b>AGENT:</b>	Mr Keith Anderson
<b>LOCATION:</b>		<b>THE RAILWAY ARMS PUBLIC HOUSE, LONDON ROAD NORTH, MERSTHAM</b>		
<b>DESCRIPTION:</b>		<b>Conversion of a former public house into 5 no. dwellings including demolition of rear extension and construction of new rear extension.</b>		
<b>All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.</b>				

## SUMMARY

This is a full application for the conversion of the former public house and a two storey extension to the rear. The site is within the Merstham Village Conservation Area and the building locally listed. This would allow for three 1 bedroom flats and two 2 bedroom flats. There would also be associated works, including the conversion of the 19<sup>th</sup> century brew house to the rear to bike storage, bin storage and associated landscaping. Three car parking spaces would be provided to the front of the building on the current parking area, and there would be two additional spaces that would be accessed from Old Mill Lane.

The proposal has been subject to extensive pre-application advice and amendments during the course of the application relating to the layout and landscaping of the external areas. The conservation officer is satisfied that subject to conditions, the proposal would not cause harm to the surrounding conservation area or the locally listed building and the proposal would be in keeping with the wider area.

The proposal has taken into account the locally listed building and the conservation area and subject to conditions relating to the materials of the extension and to the repairs, there would be no harm to the building or the wider area in terms of its appearance.

The internal arrangements of flats within the building would meet with the technical standards for living standards and therefore, whilst small, would be of sufficient size

to provide an acceptable standard of living for future occupiers. Whilst not all would have access to outdoor space, this cannot be insisted upon in urban conversions such as this, particularly given the heritage constraints of the site.

It is noted that there has been concern raised in terms of the parking and parking layout. Five spaces have been provided which is considered sufficient for the five flats. Furthermore, the site is within a highly sustainable location and is within walking distance to bus stops, the railway station and the village centre. Bike storage would be provided. In addition, the Highways Authority has not raised any objection in terms of parking provision or highway safety. The proposal is therefore considered acceptable.

## **RECOMMENDATION**

Planning permission is GRANTED subject to conditions.

### **Consultations:**

Highway Authority: The proposed development has been considered by the county highway authority who having assessed the application on safety, capacity and policy grounds recommends that conditions relating to car parking provision, electric car charging and the provision of a Construction Transport Management Plan are added.

SES Water: no comments received

Surrey Archaeological Officer: Although the site is within an area as being identified as being of High Archaeological Potential, new ground disturbance is largely confined to areas that will have been previously disturbed and so as it is very unlikely that archaeological remains will be present, I have no concerns in this case.

Contaminated Land Officer: Recommends conditions

Neighbourhood Services: States requirements for the number and type of refuse bins and that the bin store should be collected from Old Mill Lane.

Conservation Officer: This is a locally listed building in Merstham Conservation Area. It dates from the construction of the new turnpike road to its front and side of its plot in 1807, through what was previously rear gardens. There are few internal features dating to the regency period except for the top landing handrail and balustrade and a small cupboard door adjacent to the balustrade. The conservation officer has recommended conditions relating to the materials, cycle store and landscaping.

Tree Officer: Recommends a tree protection compliance condition.

### **Representations:**

Letters were sent to neighbouring properties on 01 October 2018 and 18 December 2018. A site notice was posted on 11 November 2018. Nine letters of representations have been received from neighbouring properties with the following concerns.

<b>Issue</b>	<b>Number</b>	<b>Response</b>
Highway safety issues	3	See paragraph 6.22
Lack of parking	6	See paragraph 6.21
Overdevelopment	5	See paragraph 6.10
Overlooking	1	See paragraph 6.14
Inconvenience during construction	1	This is not a material planning consideration

Two letters of support have also been received.

## **1.0 Site and Character Appraisal**

- 1.1 This is a locally listed former public house in the Merstham Village Conservation Area. It was built around the time of the 1807 Turnpike Road being laid out to the front. It is set on a relatively prominent corner location on the main road A23, on the approach to the village centre and is set in a relatively constrained plot. There is currently parking to the front and a beer garden to the side and rear. There is an existing outbuilding to the rear.
- 1.2 The surrounding area is typified by a mixture of residential and commercial properties, with residential properties to the north and west, a petrol station to south and a car park for another public house opposite. The site is relatively flat. There are trees in the rear gardens of the properties in Quality Street that could be affected by the proposal.

## **2.0 Added Value**

- 2.1 Improvements secured at the pre-application stage: Advice was given in terms of the need to reduce the number of units from six, the scale of the extension, the materials proposed, landscaping and the principle of the change of use.
- 2.2 Further improvements could be secured: Conditions will be placed on the grant of permission in regard to the materials used, tree protection plan, landscaping, parking, electric car charging, construction management plan

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

- 3.1 Whilst there has been applications relating to the signage of the pub as well as new kitchen flues, these are not relevant to the current proposal.

## **4.0 Proposal and Design Approach**

- 4.1 This is a full application for the conversion of the existing public house into five residential flats with associated landscaping and car parking.
- 4.2 This would involve a new two storey extension to the rear following the removal of an existing extension. A pitched roof would be erected over the existing side extension facing Old Mill Lane.
- 4.3 Amended plans have been received showing the existing 18<sup>th</sup> century Brewhouse to the rear of the property to be retained and used as a cycle store for the flats. Amenity space has been provided to the rear of the property and flat 1 would have its own private garden and flat 3 would have a small patio area.
- 4.4 Following extensive discussions, five car parking spaces have been provided, two to the rear accessing Old Mill Lane and three spaces to the front facing onto London Road North. The reduction in car-parking spaces to the front from four as existing have allowed for enhanced landscaping to be provided.

4.5 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.

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

Assessment	The statement states that the site is within a conservation area and the design has evolved to take into account the materials used and the style of the proposed buildings
	The scale of the building since pre-application stage has been reduced from six flats to five flats and depth of the extension has been reduced. Amendments to the car parking have also been received during the course of the application.
Involvement	No community consultation took place.
Evaluation	The statement does not include any evidence of other development options being considered.
Design	<p>Conversion of the existing building into flats will utilise as much of the existing structure as possible. Parts which are to be demolished and amended are mostly later additions which are not in themselves attractive.</p> <p>Existing fenestration and decorative details on the principal facades of the building will be retained, consistent with the building's location in a conservation area.</p> <p>There are two existing entrance doors on the London Road North frontage: these will be retained as entrances to the new flats.</p> <p>A third flat entrance will be created on a side elevation, which is not seen from the street frontage.</p> <p>At the rear of the building the refurbishment seeks to enhance the street frontage to Old Mill lane by adding a pitched roof in place of an unsightly flat roof.</p> <p>A new extension at the rear adds to the proposed accommodation and aids the viability of the project. This extension is designed sympathetically with the existing building and its cladding draws inspiration from a recently constructed pair of houses on Old Mill Lane. The extension in height, width and length will remain subservient to the existing building</p>

## **5.0 Policy Context**

### **5.1 Designation**

Urban Area  
Merstham Village Conservation Area

### **5.2 Reigate and Banstead Core Strategy**

CS1(Sustainable Development)  
CS4 (Valued Townscapes and Historic Environment)  
CS10 (Sustainable Development),  
CS11 (Sustainable Construction),  
CS15 (Affordable Housing)  
CS17 (Travel Options and Accessibility)

### **5.3 Reigate & Banstead Borough Local Plan 2005**

Conservation	Pc10, Pc12, Pc13
Housing	Ho9, Ho13, Ho16
Movement	Mo5, Mo7
Landscape	Pc4

### **5.4 Other Material Considerations**

National Planning Policy Framework	
Supplementary Planning Guidance	Surrey Design Local Distinctiveness Design Guide Householder Extensions and Alterations
Other	Human Rights Act 1998

## **6.0 Assessment**

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

6.2 The main issues to consider are:

- Principle of Change of Use
- Impact on local character and conservation area
- Amenity for residents
- Neighbour amenity
- Landscaping and impact on trees
- Highway and parking matters
- CIL
- Affordable housing

Principle of Change of Use

- 6.3 The proposed development would result in the loss of the existing public house on the site, an A4 use. There are no local planning policies that explicitly seek the retention of public houses. Policy Cf1 resists the use of community buildings unless it is demonstrated that there is no longer a need for them. Whilst the public house plays a role in the community and is valued by some, public houses are not specified within policy Cf1 as an example of a community facility to be protected and historically have not been treated as such. The NPPF does however recognise the value of public houses as a community asset (para 92 c)
- 6.4 No application has been received by the Council for the site to be registered as an Asset of Community Value. In addition, it is noted the public house was closed due to anti-social behaviour and there is another popular public house directly opposite. These are material considerations when assessing this application.
- 6.5 Furthermore, the property has been marketed following the suspension of the premises licence. No enquiries were received regarding A4 use. The estate agent has stated that given the recent history of violent incidents at the property, the chance of reinstating the premises licence is greatly reduced and likely to be resisted by the Licensing Authority. In addition the lack of offers received for continued public house use reinforces their opinion that the reinstating the premises licence is very unlikely and therefore the property does not provide a viable business in its existing use.
- 6.6 It is considered therefore that the principle of a change of use to residential at this location is acceptable.

Impact on local character and conservation area

- 6.7 The proposal would incorporate a two storey extension to the rear of the property following some demolition of the existing single storey elements to the rear. This extension would extend 2.5m to the rear of the existing property. It is considered that the design of this extension, along with the new pitched roof along the side elevation with Old Mill Lane would be acceptable as it is subservient to the locally listed building. In addition, the proposed extension would use materials similar to those used on the existing property.
- 6.8 The remainder of the building would remain as per the existing with only minor alterations to the exterior with some fenestration changes to the sides.
- 6.9 The existing 19<sup>th</sup> century brew house to the rear of the property would be restored and repurposed as cycle storage. A condition will be added to the permission to ensure that the building is refurbished correctly and a further condition will be imposed in order to ensure that the cycle storage is fit for purpose.

- 6.10 Concern has been raised in terms of the overdevelopment of the property with five flats being proposed. It is considered that whilst the flats are relatively small, they meet the nationally prescribed technical living standards. Furthermore, the extension to the property is relatively modest and on balance, this is not considered to be significantly harmful to the wider area.
- 6.11 The proposal, following amended plans, includes enhanced landscaping to the front of the property. Currently, there is extensive hardstanding to the front of the property with parking for at least four cars; this would be reduced to three spaces with increased areas of soft landscaping. A condition would be placed on the decision to ensure that the landscaping is suitable for the conservation area. Two other parking spaces are proposed to the rear of the property with access onto Old Mill Lane.
- 6.12 In terms of the impact on the conservation area, the conservation officer has made the following comments: "The proposal seems acceptable in terms of the extension in terms of size and form, though is at the upper limit of what would be expected. My main concern has been in regard to car dominated frontages, and having special regard to enhancing the Conservation Area." Subject to further conditions such as the landscaping one above, and conditions relating to the restoration of the well house and the materials of the extension, the conservation officer has no further concerns.

Neighbour amenity

- 6.13 The conversion of the existing property into residential, would not, in itself cause harm to neighbouring amenity. There would be no additional windows to the first floor level in the existing building.
- 6.14 The proposed extension would have two first floor windows facing Button Cottages opposite. Whilst concern has been raised from these properties in relation to overlooking and loss of privacy, one of these windows serves a bathroom and would be obscure glazed. In any case, the extension is set back from the road and the distance between the properties is no different than properties opposite each other in many roads.
- 6.15 There would be one additional window to the north-western elevation and one window to the south-western elevation of the extension. Lane Cottage, to the north –west, and the properties in Quality Street are some distance away and it is considered that this would mitigate against any material or significant overlooking.
- 6.16 It is not considered that the changes to the parking layout and the landscaping would cause harm to the amenity of neighbouring properties. Whilst concern has been raised to the overdevelopment of the site in terms of impact on neighbour amenity, mindful of its previous use, it is not considered that this would cause significant harm to the character of the area.



Landscaping and impact upon trees

- 6.17 There are a number of trees south east of the site, within land in separate ownership to the south east. Following amended plans and further information, the council's tree officer has raised no concerns subject to a tree protection condition requiring compliance with the submitted tree protection plan.
- 6.18 As discussed above, a condition will be placed on the decision requiring the submission of landscaping details in order that the conservation area is enhanced.

Highway matters

- 6.19 The County Highway Authority has undertaken an assessment in terms of safety, capacity and policy grounds recommends that conditions relating to car parking provision, electric car charging and the provision of a Construction Transport Management Plan are added.
- 6.20 The development is in a sustainable location with frequent bus services and is within walking distance to the local shopping centre in the high street and the railway station.
- 6.21 The number of car parking spaces on site is considered satisfactory and complies with Parking Standards in the Borough Local Plan. Furthermore, there is sufficient cycle storage proposed.
- 6.22 Whilst concerns have been raised in terms of highway safety, there is currently provision for four car parking spaces to the front of the property that have access onto the A23. The removal of one of these car parking spaces is considered an improvement to the current situation and is therefore acceptable.
- 6.23 The Highways Authority and the LPA are satisfied with the arrangements proposed for refuse collection, and this will be collected from Old Mill Lane.

CIL

- 6.24 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, roads, public transport and community facilities which are needed to support new development. This development would be CIL liable although the exact amount would be determined and collected after the grant of planning permission.

Affordable Housing

- 6.25 Core Strategy Policy CS15 and the Council's Affordable Housing SPD require financial contributions towards affordable housing to be provided on housing developments of 1-9 units. However, in November 2014, the Government introduced policy changes through a Written Ministerial Statement and changes to the national Planning Practice Guidance which restrict the use of planning obligations to secure affordable housing contributions from developments of 10 units or less. These changes were given legal effect following the Court of Appeal judgement in May 2016
- 6.26 In view of this, and the revised wording within the 2018 NPPF, the Council is not presently requiring financial contributions from proposals such as this resulting in a net gain of 10 units or less.

**CONDITIONS**

1. 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.

<b>Plan Type</b>	<b>Reference</b>	<b>Version</b>	<b>Date Received</b>
Location Plan	PL01		05.09.2018
Existing Plans	PL04		05.09.2018
Existing Plans	PL03		05.09.2018
Site Layout Plan	PL02		05.09.2018
Proposed Plans	PL09		19.10.2018
Floor Plan	PL06	A	26.09.2018
Floor Plan	PL07	A	26.09.2018
Elevation Plan	PL08	A	26.09.2018
Site Layout Plan	LD 12 / PL 05	D	14.12.2018
Arboricultural Plan	TPP 02		14.12.2018

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

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

3. Notwithstanding the drawings, the proposed external finishing materials and details shall be carried out using the external facing materials and details specified below and there shall be no variation without the prior approval in writing of the Local Planning Authority;
- a) The roof shall be of handmade sandfaced plain clay tiles with hogsback ridge tiles.
  - b) The existing painted brick elevation shall be retained as painted brick white or cream. All new elevations shall be of white or cream painted render with the new first floor elevation to the rear to be handmade sandfaced peg tile hanging of the same colour but a lighter shade than the existing roof or black or white painted featheredge timber.
  - c) All external joinery shall be of painted timber with no bargeboards and no Winchester cut kick to tile hanging as not traditional to tile hanging within the area.
  - d) All casement windows shall be of white painted timber, side hung, with casements in each opening and glazing bars of traditional profile.
  - e) All sash windows shall be white painted timber vertically exposed box sliding sashes with architrave surrounds to match existing, set flush with the exterior of the building, with glazing bars of traditional profile.
  - f) All fascias shall be black painted and no more than two bricks depth.
  - g) All rainwatergoods shall be of black painted cast metal.
  - h) All footpaths shall be of Yorkstone with granite sets to parking spaces and hardstandings. All parking spaces and hardstandings shall be of fixed pea shingle gravel.
  - i) All fences and means of enclosure, including the refuse store, shall be of vertical closed timber with timber posts and timber gravel boards.
  - j) The former brewhouse shall retain its existing central entrances and all repairs and making good shall be to match existing with handmade sandfaced red stocks in Flemish bond and handmade sandfaced peg tiles reusing the existing tiles where possible.

Reason: To ensure that the development hereby permitted is only constructed using the appropriate external facing materials or suitable alternatives in the interest of the visual amenities of the conservation area with regard to Reigate and Banstead Borough Local Plan 2005 policies Ho9, Ho13 and Pc13.

4. No development shall commence including groundworks preparation and demolition until all related arboricultural matters relating to tree/ground protection measures are implemented in accordance with the approved details contained on the Tree Protection Plan compiled by David Archer Associates plan Ref: TPP02 dated December 2018

Reason: To ensure good arboricultural practice in the interests of the maintenance of the character and appearance of the area and to comply with British

Standard 5837:2012 'Trees in Relation to design, demolition and construction - Recommendations' and policies Pc4, Pc12 and Ho9 of the Reigate and Banstead Borough Local Plan.

5. No development shall commence on site until a scheme for the landscaping of the site 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. The plant species should be appropriate and typical of traditional species in the Conservation Area.

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 policies Pc4, Pc12, Ho9 of the Reigate and Banstead Borough Local Plan 2005.

6. Notwithstanding the submitted plan numbered LD 12 PL 05 D the development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with a revised scheme to be submitted to and approved in writing by the Local Planning Authority for each of the proposed parking spaces to measure a minimum of 2.4 metres wide by 4.8 metres deep within the red line edging of the site. Thereafter the parking areas shall be retained and maintained for their designated purpose.

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 2018 and Policy Mo5 highway safety, and Policy Mo7 Parking of the Reigate and Banstead Local Plan 2005.

7. The development hereby approved shall not be occupied unless and until a minimum of one of the available parking spaces is 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) in 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 that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework

2018 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility)

8. 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 boundary hoarding behind any visibility zones
  - (h) measures to prevent the deposit of materials on the highway
  - (k) on-site turning for construction vehicles 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 2018 and Policy Mo5 highway safety, Policy Mo7 Parking, and policy Mo6 Turning Space of the Reigate and Banstead Local Plan 2005.

## INFORMATIVES

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

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

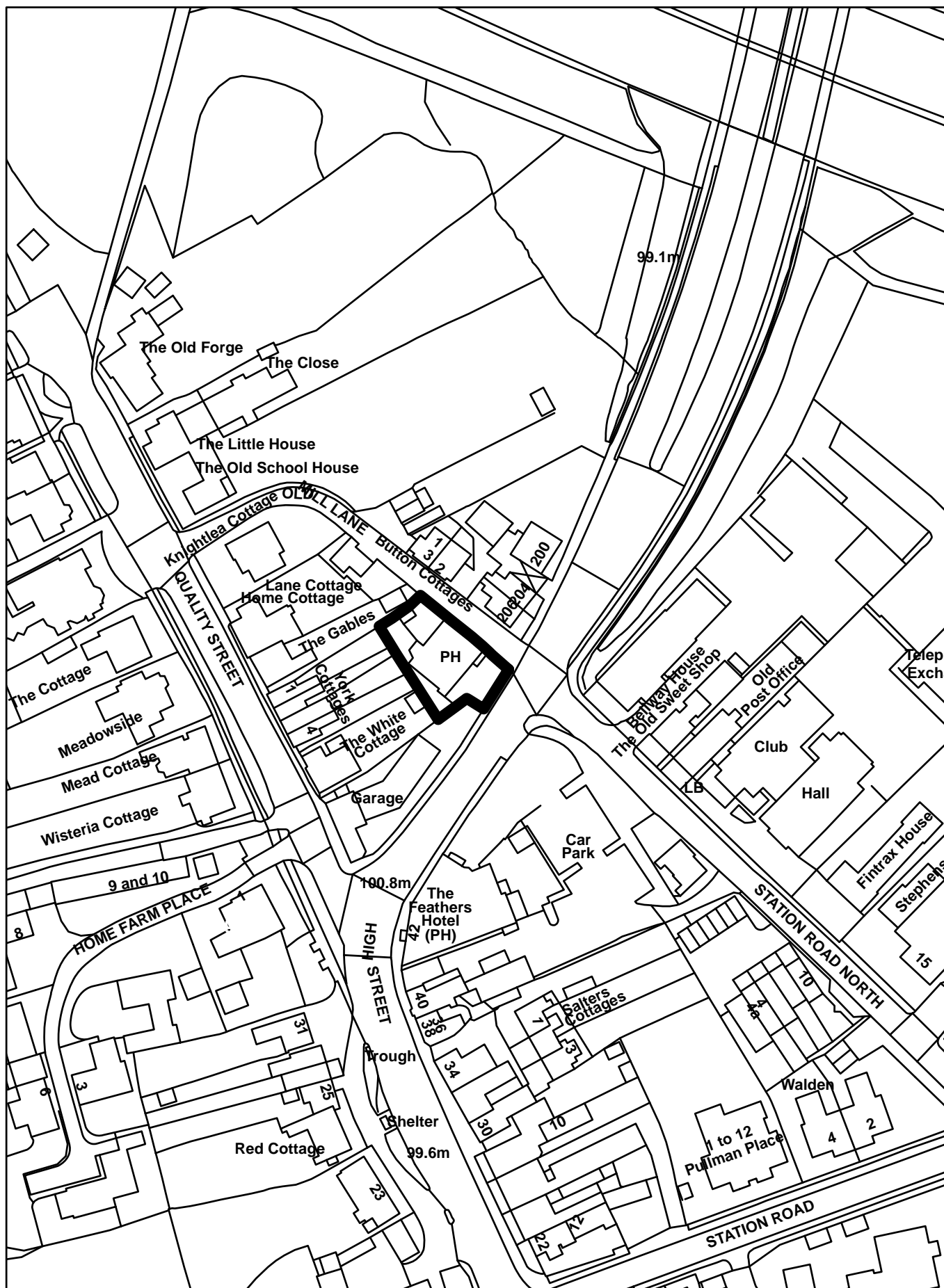
2. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at [www.firesprinklers.info](http://www.firesprinklers.info).
3. The use of a suitably qualified arboricultural consultant is essential to provide acceptable supervision and monitoring in respect of the arboricultural issues in respect of the above condition. All works shall comply with the recommendations and guidelines contained within British Standard 5837.
4. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover or to install dropped kerbs. Please see [www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs](http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs).
5. 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).

## **REASON FOR PERMISSION**

The development hereby permitted has been assessed against development plan policies Ho9, Ho13, Ho14, Ho16, Pc10, Pc12, Pc13, Mo5 and Mo7, 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.

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

# 18/01887/F - The Railway Arms Public House, London Road North, Merstham







Do not scale from this drawing, except for planning purposes.  
Any discrepancies are to be reported to Earlswood Homes.  
Refer to Structural Engineers details for structural design criteria.  
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N

0 1 2 4 6 8 10m

Highways pavement / verge areas shown shaded

D	12.12.18	Refuse area corrected
C	12.12.18	Parking & landscape updated
B	19.10.18	Highway details added; parking updated
A	25.9.18	Refuse storage amended
Rev	Date	Description



Date	Aug 2018	Drawn	KA
Scale	1:200 @ A3	Checked	*
Client	Earlswood Homes		
Project	Railway Arms Merstham RH1 3BG		
Title	Proposed Site Plan		
Drawing No	LD 12 / PL 05 D		



SOUTH EAST



SOUTH WEST



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NORTH WEST



NORTH EAST

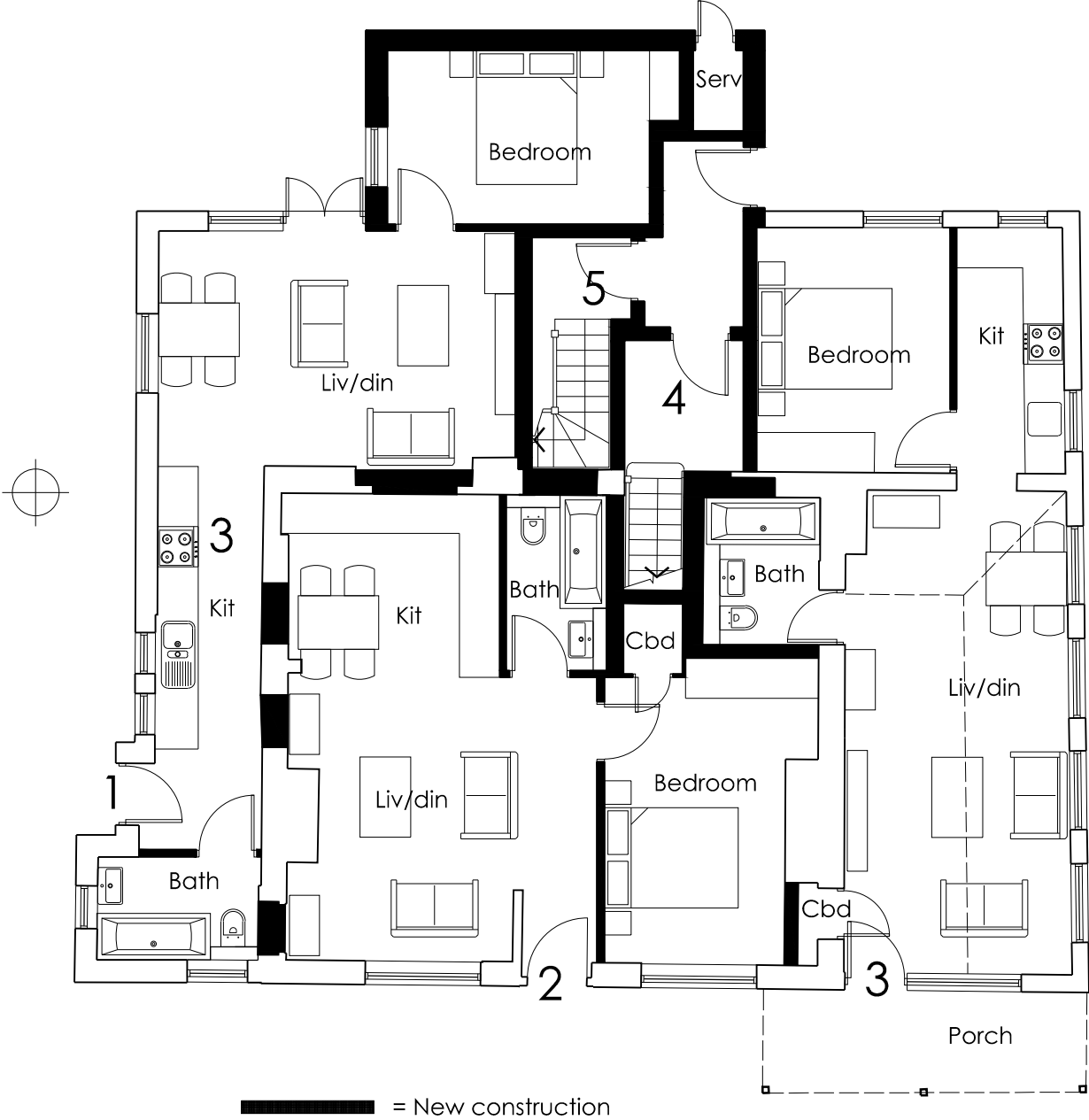


A		25.9.18	Extension length reduced
Rev	Date	Description	

  
Date: Aug 2018  
Scale: 1:100 @ A3  
Client: Earlswood Homes  
Project: Railway Arms Merstham RH1 3BG  
Title: Proposed Elevations  
Drawing No: LD 12 / PL 08 A

Drawn	KA
Checked	*

Ground Floor



First Floor



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Schedule of accommodation

- Plot 1: 1 b 2p flat 42.7 sq m 460 sq ft
- Plot 2: 1b 2p flat 47.4sq m 510 sq ft
- Plot 3: 1 b 2p flat 45.6 sq m 491 sq ft
- Plot 4 2 bed 3p maisonette 63 sq m 678 sq ft
- Plot 5 2 bed 3p maisonette 58.8 sq m 632 sq ft

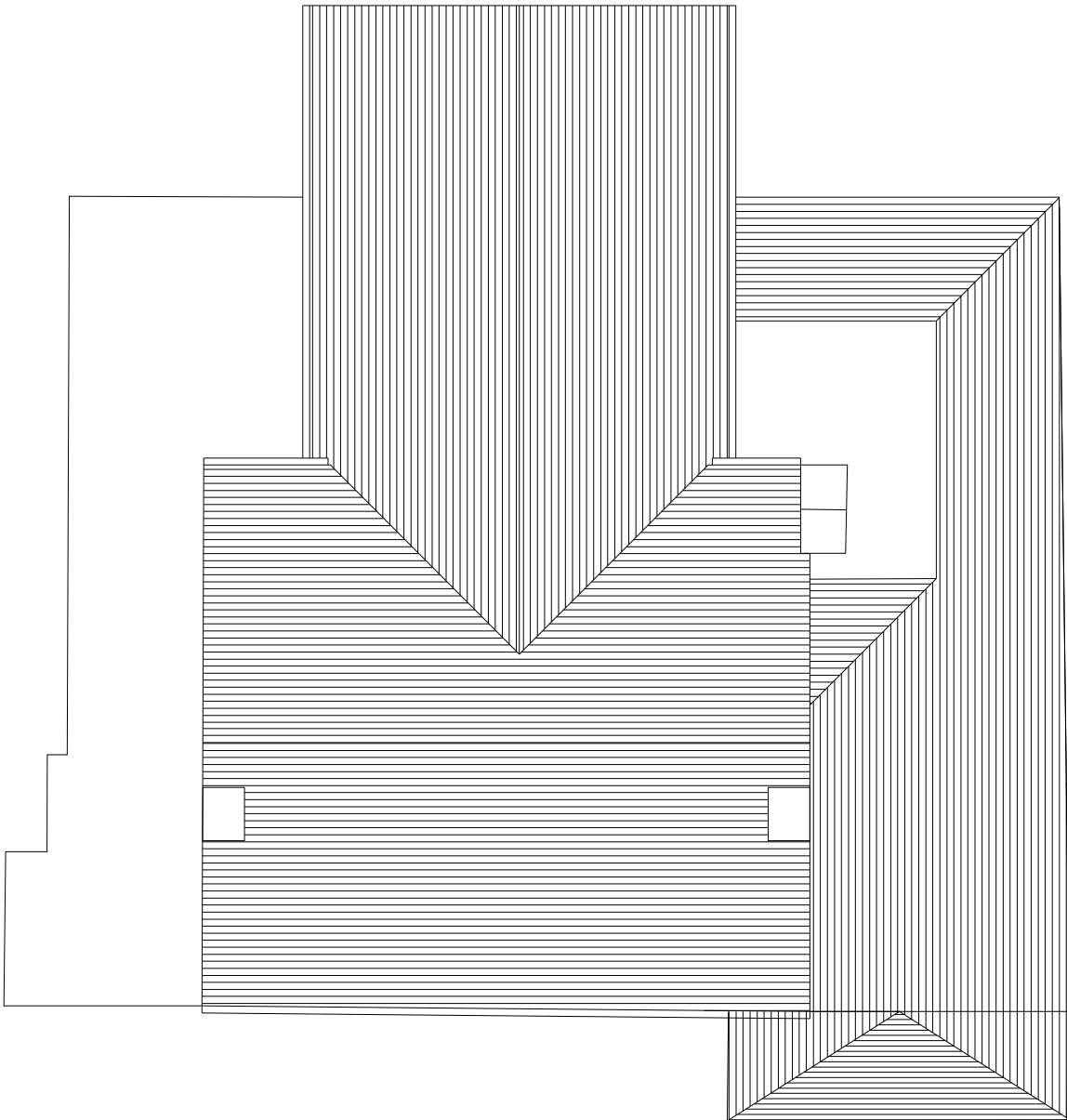
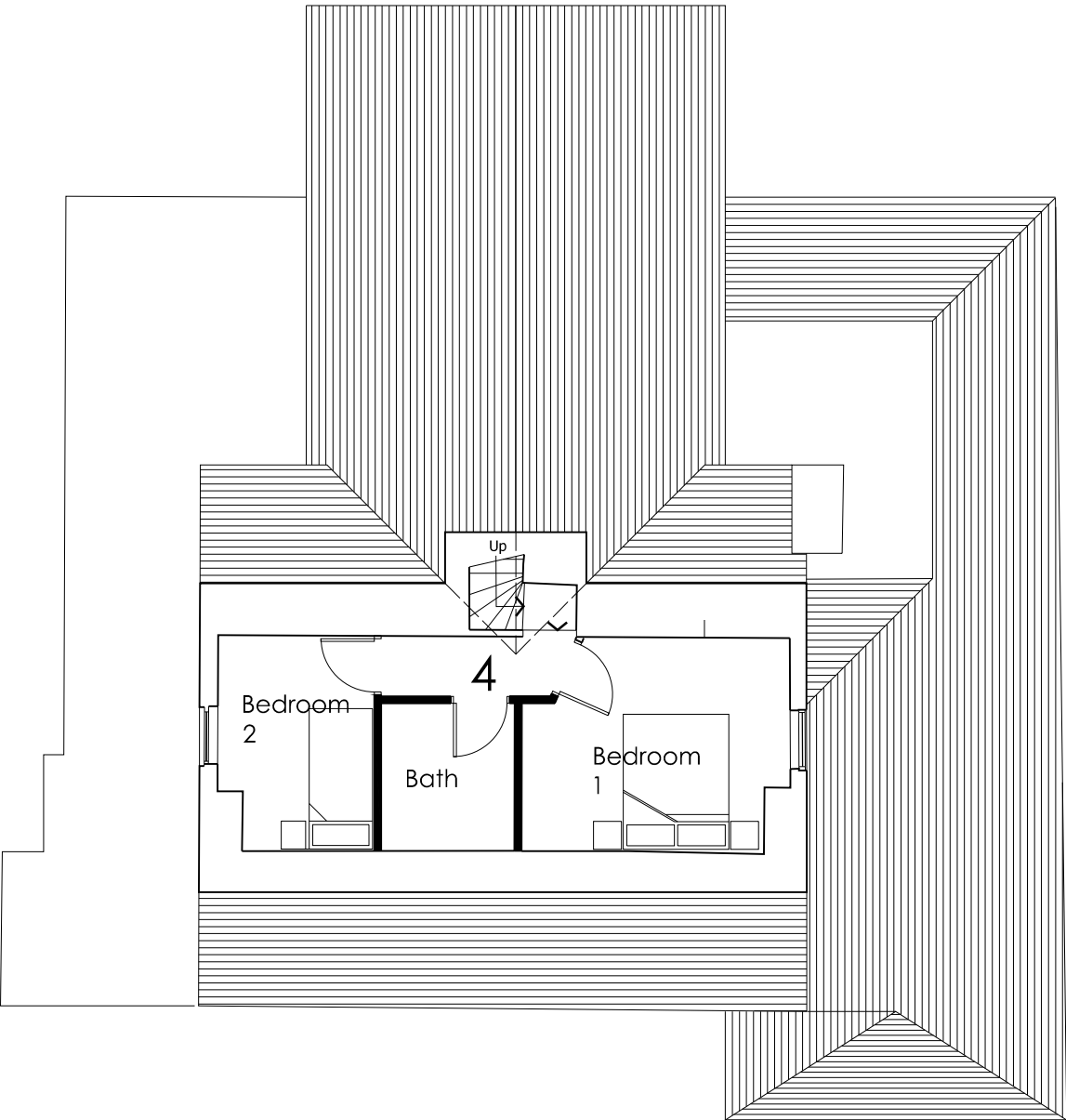
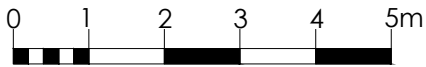
Total 257.5 sq m 2771 sq ft

A		25.9.18		Extension length reduced	
Rev	Date	Description			
Date		Aug 2018		Drawn KA	
Scale		1:100 @ A3		Checked *	
Client		Earlswood Homes			
Project		Railway Arms Merstham RH1 3BG			
Title		Proposed Floor Plans Sheet 1			
Drawing No					
LD 12 / PL 06 A					

Second Floor

Roof

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Rev	Date	Description
A	25.9.18	Extension length reduced

Date	Aug 2018	Drawn	KA
Scale	1:100 @ A3	Checked	*
Client	Earlswood Homes		

Project	Railway Arms Merstham RH1 3BG
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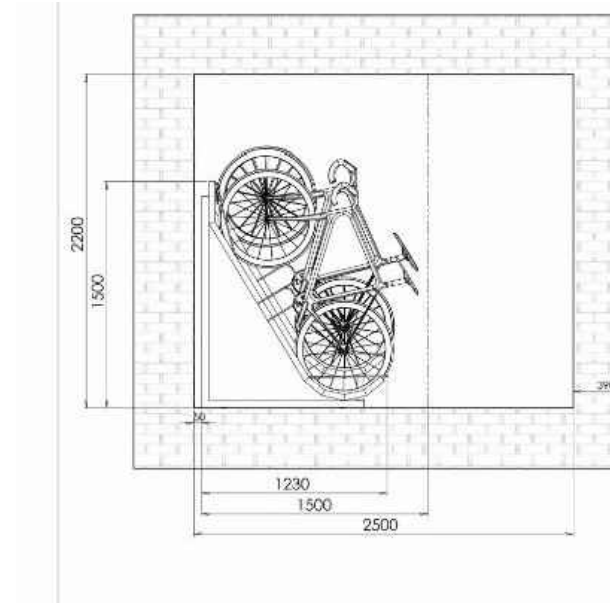
Title	Proposed Floor Plans Sheet 2
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Drawing No	LD 12 / PL 07 A
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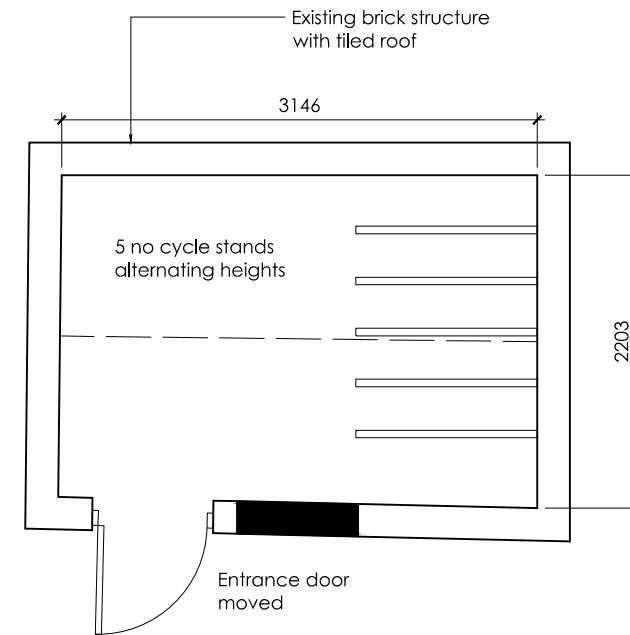
Illustration of cycle stands (typical)



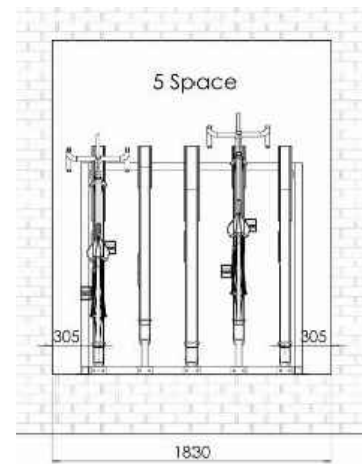
Manufacturers setting out detail



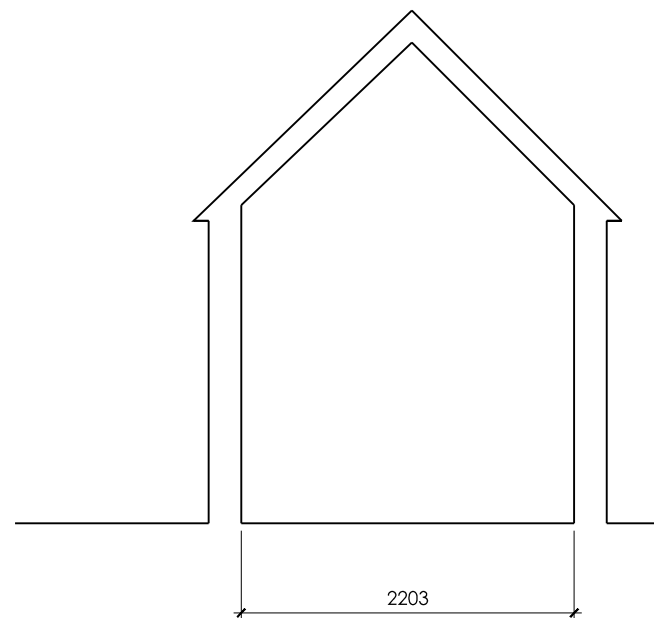
Plan



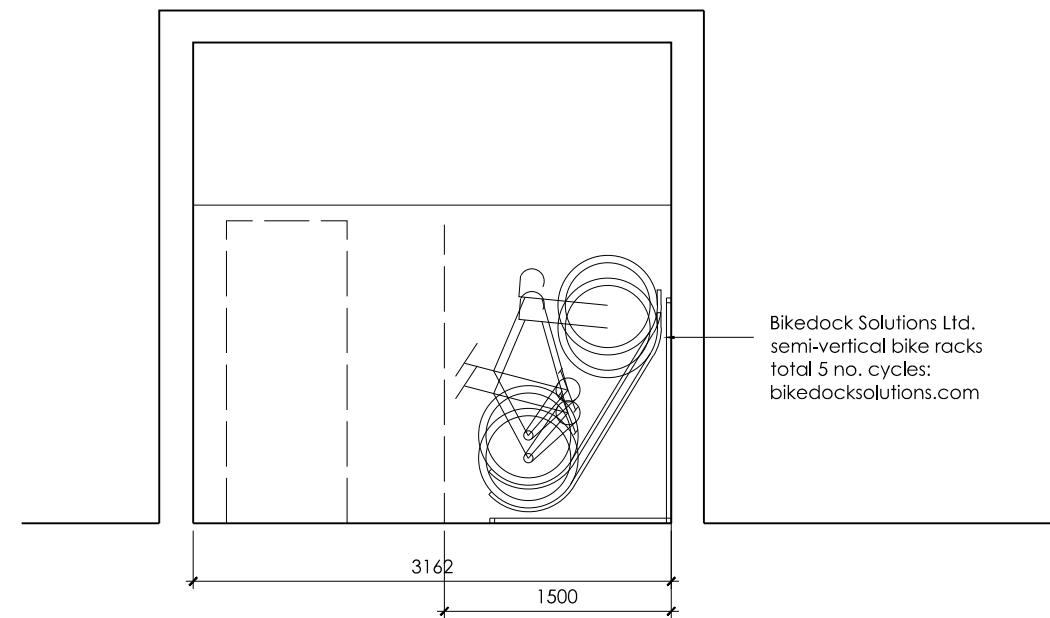
Manufacturers setting out detail



Cross Section



Long section



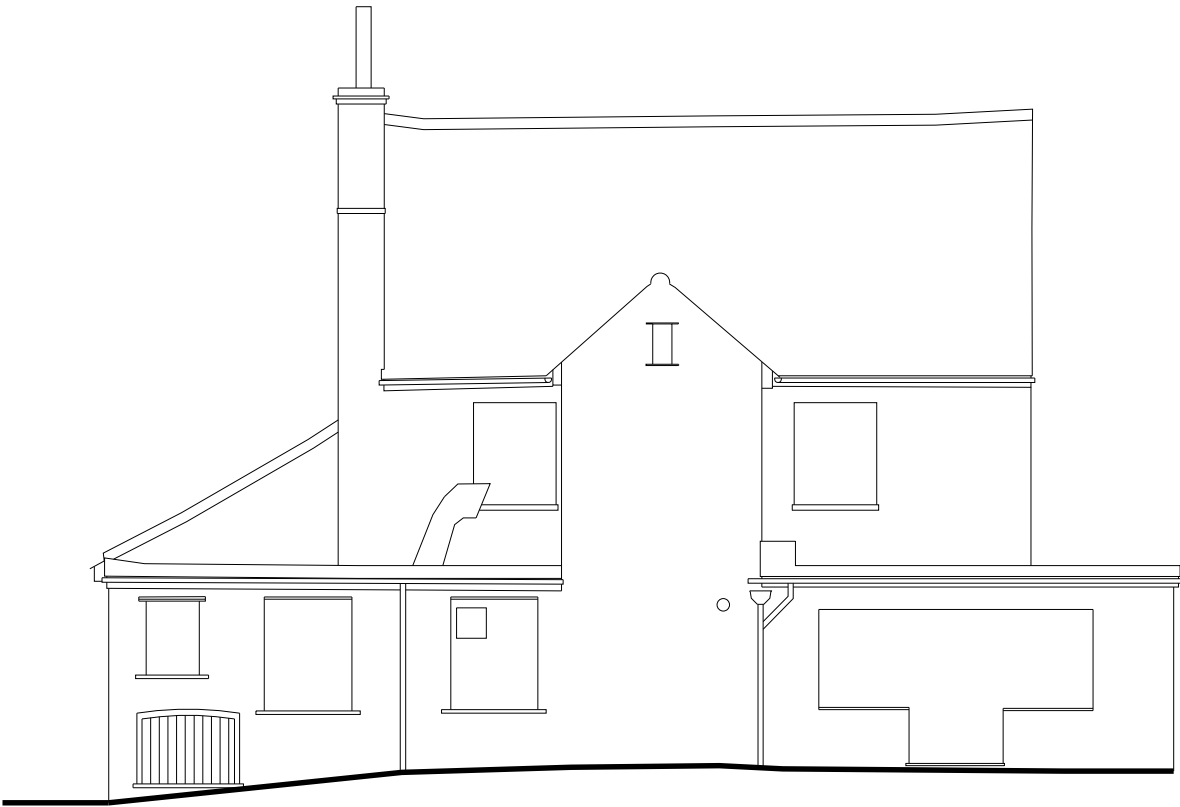
SOUTH EAST



SOUTH WEST



NORTH WEST



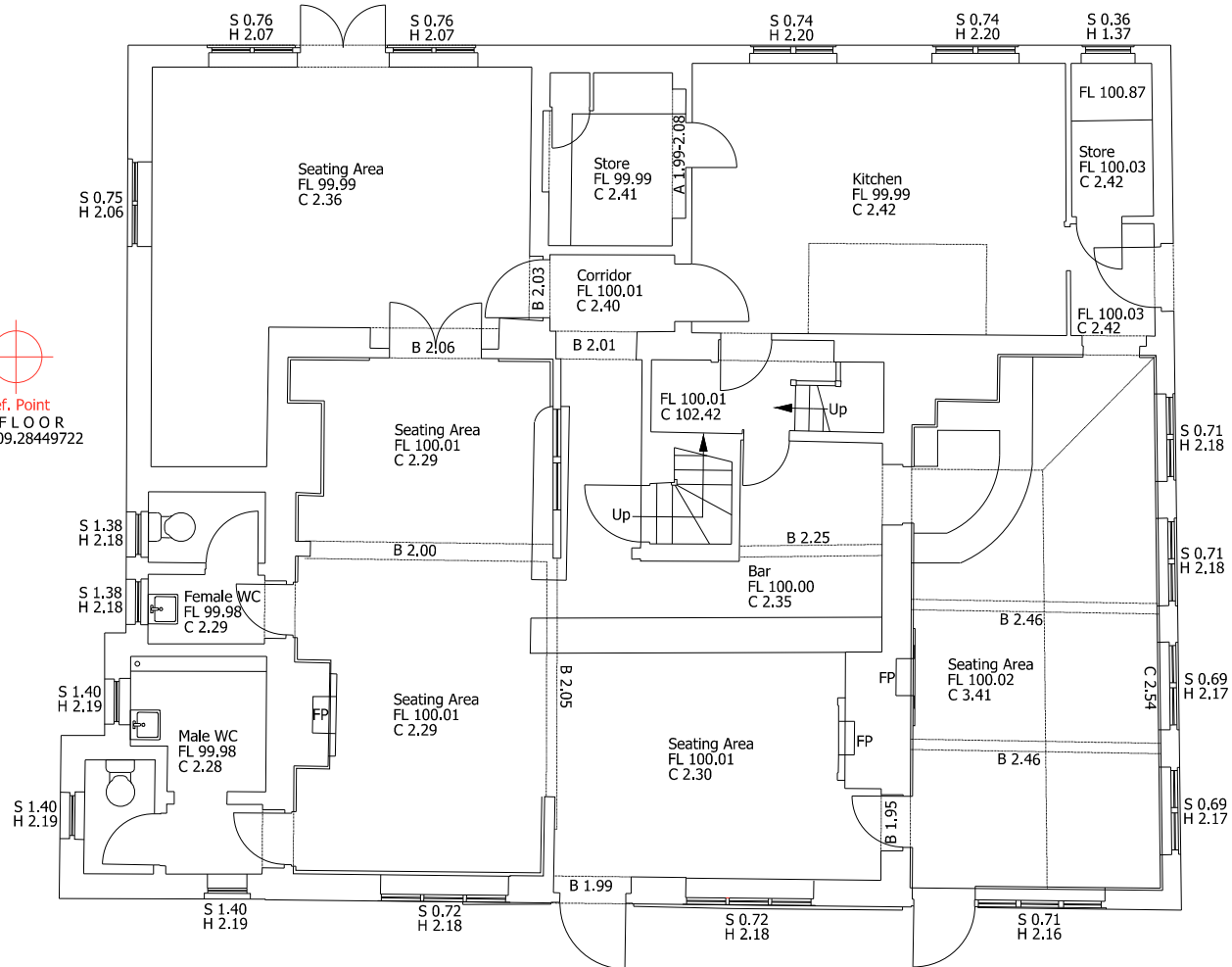
NORTH EAST



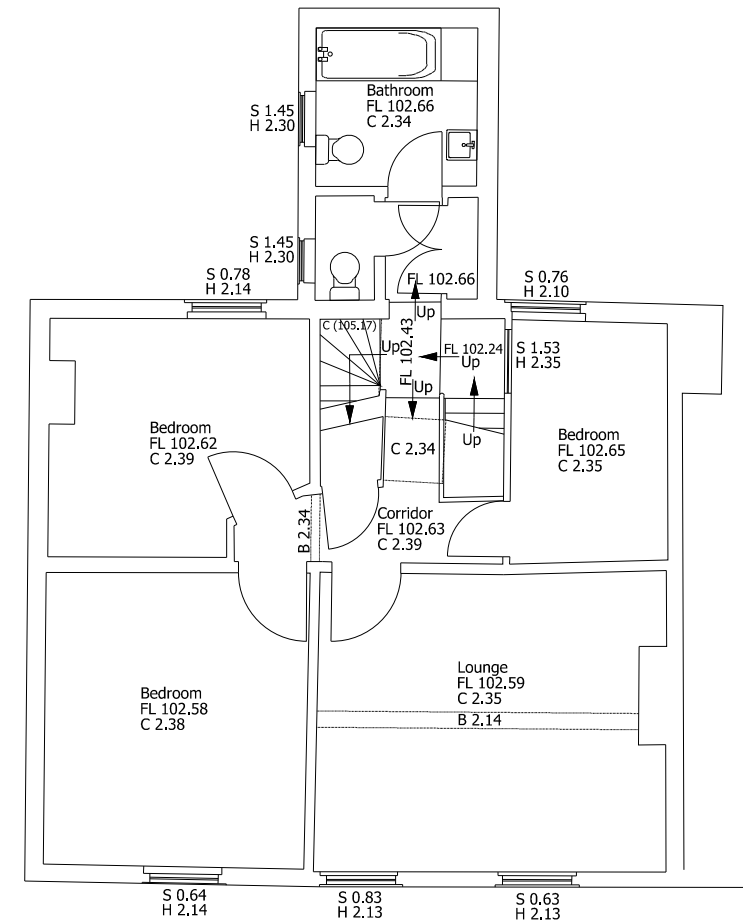
Do not scale from this drawing, except for planning purposes.  
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Rev	Date	Description
		
Date	Aug 2018	Drawn KA
Scale	1:100 @ A3	Checked *
Client	Earlswood Homes	
Project	Railway Arms Merstham RH1 3BG	
Title	Existing Elevations	
Drawing No	LD 12 / PL 04	

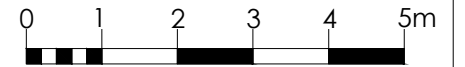
Ref. Point  
FLOOR  
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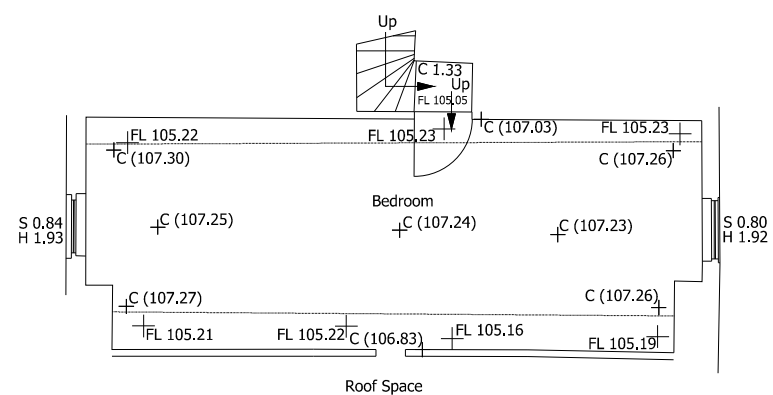
First



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Second



Rev	Date	Description
		
Date	Aug 2018	Drawn KA
Scale	1:100 @ A3	Checked *
Client Earlswood Homes		
<u>Project</u> Railway Arms Merstham RH1 3BG		
<u>Title</u> Existing Floor Plans		
<u>Drawing No</u> LD 12 / PL 03		