 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	31 st July 2019
	REPORT OF:	HEAD OF PLACES & PLANNING
	AUTHOR:	Rosie Baker
	TELEPHONE:	01737 276173
	EMAIL:	rosie.baker@reigate-banstead.gov.uk
AGENDA ITEM:	5	WARD: Horley East and Salfords

APPLICATION NUMBER:		18/01764/F	VALID:	29/8/2018
APPLICANT:	The Gatwick Skyland Hotel Ltd		AGENT:	RDJW Architects
LOCATION:	SKYLANE HOTEL, 34 BONEHURST ROAD, HORLEY, SURREY RH6 8QG			
DESCRIPTION:	Erection of 1 st and 2 nd floor extensions to link building and annexe to form additional guest rooms and lift. As amended on 06/12/2018, 08/04/2019 and 18/04/2019.			
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.				

This application is referred to Committee in accordance with the Constitution as the proposed floorspace is greater than 100 sqm

SUMMARY

This application was deferred from the May 2019 Planning Committee in order to refine arrangements regarding on-site parking provision and restrictions.

The Skyland Hotel is a large detached two and half storey building with accommodation in the roof space and parking to the front, side and rear. The proposal, which has been submitted retrospectively following enforcement action, is to increase the size of an annexe to the side of the main building (currently two storeys with flat roof), to add a further storey of accommodation within a pitched roof to increase the number of rooms. In addition to the new floorspace created within the annexe at second floor, the application proposes the conversion of the existing floorspace at ground and first floor to provide hotel bedrooms as opposed to ancillary accommodation. The application also proposes to infill an existing external passageway / build upon an existing single-storey link building with an additional two storeys to provide internal access to the annexe. A lift would also be supplied to the main building.

The application follows a very similar application for an extension to the annexe and associated link extension granted in 2009. Whilst this planning permission is time

expired it forms a material planning consideration to the determination of this application. The principle of the extension having been established.

The application returns to committee following a deferral in May 2019 due to concerns in relation to parking numbers. The existing parking provision and use of the site for block parking has been established over the passage of time and is lawful however encroachment into unauthorised areas has occurred. A parking management plan and low timber knee bollards with chain rail are proposed to be secured by condition to improve the parking position on site, prevent unauthorised parking on verges and unauthorised areas and provide a robust position in relation to any future enforcement activities associated with parking provision. Conditions have been reworded in response to members concerns, with the extent of block parking now controlled by a geographical area (marked on the ground) as opposed to a specific number of spaces. The applicant would be required within a month of a planning approval to physically mark the extent of the block parking with a line painted on the hardstanding. The site would then be subject to monitoring by the Councils planning enforcement team. Whilst the plan identifies separate areas for customer/staff parking and block parking, customer/staff parking could be extended into the block parking in response to hotel needs. On this basis, noting the total parking provision on the site, the parking provision accords with the Council's parking standards and there is no objection from the County Highways Authority.

The design of the extension was initially considered unacceptable, it being slightly different to that previously approved, however revised plans have been received such that the extension now compliments the design of the existing building with an appropriate roof pitch. In light of the design amendments achieved the setting of a locally listed cart house to the front of the proposed extension would not be significantly affected and the conservation officer has no objection to the proposal.

The site is located within a designated flood zone, but the hotel is an existing use and the actual amount of increased footprint is considered acceptable. On this basis the proposal is acceptable in this respect. Overall the impact of the proposed development within the context of the street scene is considered acceptable and the extended building would still maintain adequate separation from neighbouring properties as to not be detrimental to their amenity.

RECOMMENDATION(S)

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

Consultations:

Highway Authority: No objection subject to condition.

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

Conservation and Heritage Officer: Initial objection to scheme on design and conservation grounds. Objection overcome by submission of revised plans. Revised position no objection subject to condition.

Environment Agency: No objection subject to condition. Additional advice offered to the applicant.

Horley Town Council: Objection on the grounds that the parking is insufficient to accommodate the increase in custom that will be generated by the increased size of the building and there will be an adverse effect on neighbouring residential roads from overflow parking.

Thames Water: No objection with respect to waste water.

SCC Fire & Safety officer: Development would be required to comply with Building Regulations.

Representations:

Letters were sent to neighbouring properties on 3rd September 2019 and a site notice was posted on 20th September. Neighbours were re-notified on the revised plans for a 14 day period commencing 7th March 2019.

11 responses have been received raising the following issues:

Issue	Response
Inadequate parking	See paragraph 6.8 – 6.13
Hazard to highway safety, Increase in traffic and congestion	See paragraph 6.8 – 6.13
Inadequate delivery and servicing arrangements	See paragraph 6.8 – 6.13
Overdevelopment	See paragraph 6.1 – 6.6
Harm to listed building	It is noted the front of the annexe is locally listed. See paragraph 6.3 – 6.6
Poor design	See paragraph 6.3 – 6.6
Overlooking and loss of privacy, overbearing relationship, overshadowing	See paragraph 6.7

Noise & disturbance	See paragraph 6.22
Health fears	See paragraph 6.23
Inconvenience during construction	See paragraph 6.21
Flooding / Drainage / sewage capacity	See paragraph 6.14 – 6.17
Application is submitted retrospectively. Council has not followed due process.	Each application, including those submitted retrospectively must be assessed on its own merits. The Council has investigated a number of alleged enforcement breaches over the years and at each time followed due process. The development would be subject to Building Control. The Council is required to act in a proactive manner with respect to awaiting drawing amendments
Inaccuracies in submission material	Clarifications have been sought from the applicant on a number of matters. The revised submission is felt to form a suitable basis for assessment and determination
Previous extension resulted in damage to neighbours property	This is a civil matter which the LPA does not have jurisdiction over.
Loss of private view	This is not a material planning consideration
Property devaluation	This is not a planning matter
Inadequate fire evacuation plan, particularly when car park is at capacity	The parking layout has been revised to address these matters. Fire safety will be assessed under Building Control
No need for development / Alternative location preferred	Each application must be assessed on its own merits.
Insufficient refuse provision / frequency of collection	It is the applicant's responsibility to ensure adequate commercial bin collection. Issues related to vermin should be reported to Environmental Health.

1.0 Site and Character Appraisal

- 1.1 The Skylane Hotel is a large detached two-storey building with additional accommodation in a dummy-pitch roof. There is a three-storey flat-roofed block that protrudes from the southern end of the rear elevation and another two-storey annexe, attached to the southern part of the building via a single storey element. To the front of the annexe is a C19th single-storey cart house that is locally listed, and provides a good example of the Surrey vernacular

from this period. The main building is surrounded by parking areas to the front, north and east, with tree screening on the northern boundary. No tree protection orders remain on site, historically a protected oak and ash were present within the site however these trees are no longer present. Boundary trees have also been removed (historically) from the eastern boundary. These tree matters fall outside the assessment of this application.

- 1.2 To the north of the site is open playing fields situated within the Metropolitan Green Belt, whilst to the east and south of the site are a mixture of flats and houses, with a locally listed building, The Grange, immediately to the south of the site. The site is located within flood zone 2, part of the car park are within flood zone 3.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: The applicant did not approach the Council for pre-application advice and the application was submitted retrospectively. Therefore the opportunity to secure improvements did not arise.
- 2.2 Improvements secured during the course of the application: The roof design has been amended to provide an improved design, including with respect to the design of the dormers. In addition various clarifications have been provided with respect to the quantum, form and operation of the proposed development. A parking management plan has been submitted in response to concerns regarding parking management and fire evacuation strategy.

Subsequent to the application being deferred at the May committee site layout drawing 4826-010-J has been updated and an illustrative plan provided to officers to demonstrate that approx 270 cars could be parked within the area of block parking. The wording of condition 4 has also been updated to reflect members concerns such that the block parking is controlled based on a marked out geographical area as opposed to vehicular numbers. The applicant has submitted a revised planning application form with updated parking figures.

- 2.3 Further improvements could be secured through the use of condition.

3.0 Relevant Planning and Enforcement History

- | | | | |
|-----|--------------|---|-----------------------------|
| 3.1 | 01/00196/CLE | Certificate of Lawfulness for the use of the land as a car park ancillary to the hotel and for the parking of motor vehicles belonging to hotel guests whilst travelling from Gatwick Airport | Granted
3 September 2001 |
|-----|--------------|---|-----------------------------|

3.2	01/01047/F	Retention of car parking areas and proposed landscaping scheme	Granted 3 September 2001
3.3	08/02313/F	Proposed lift and link to annexe; new roof to annexe	Withdrawn 27 January 2009 (on design grounds)
3.4	09/00572/F	Erection of first and second floor extensions to link building and annexe to form additional guest rooms and lift	Approved with conditions 16 th June 2009
3.5	09/00572/DET03, DET04, DET05	Discharge of condition applications with respect of materials, renewable energy, flood evacuation scheme	Withdrawn by Council (June 2018) as planning permission had expired.
3.6	10/00597/UA3	Enforcement enquiry – unauthorised works in relation to lean-to	Case investigated and closed.
3.7	11/00250/RET	Retention of fuel tank enclosure on southern boundary	Approved with conditions 12/04/2011
3.8	18/00241/UA3	Enforcement enquiry – unauthorised works to roof	Case investigated. Planning application submitted

4.0 Proposal and Design Approach

- 4.1 This is a full application, submitted retrospectively, to increase the size of an annexe that runs to the side of the main building (currently two storeys with flat roof) to add a further storey of accommodation within a pitched roof. The annexe is proposed for use in its entirety to provide guest bedrooms, (the ground and first floor were previously used for storage and staff accommodation) creating an additional 12 guest bedrooms. In addition it is proposed to infill an existing external passageway / build upon an existing single-storey link building with an additional two storeys to provide internal access to the annexe. A lift would also be provided for the main building and a new fire escape to the annexe.
- 4.2 The application follows a very similar application for an extension to the annexe and associated link extension granted in 2009. Whilst this planning permission is time expired it forms a material planning consideration to the determination of this application. The principle of the extension having been established.

- 4.3 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.
- 4.4 Evidence of the applicant's design approach is set out below:

Assessment	The character of the surrounding area is assessed as a mix of residential and commercial with other hotels within the locality
	No site features worthy of retention were identified.
Involvement	No community consultation took place.
Evaluation	The statement does not include any evidence of other development options being considered.
Design	The applicant's reasons for choosing the proposal were that it maintained the original style and character of the main building, whilst enabling provision of additional hotel rooms and improved accessibility with the provision of the lift and connecting corridors.

- 4.5 Further details of the development are as follows:

Site area	0.72 ha
Existing bed spaces	74
Proposed bed spaces	86 (12 new proposed)
Proposed floorspace	296 sqm
Existing parking spaces	Minimum 81 hotel spaces plus block parking which is restricted to specific areas
Proposed parking spaces	Minimum 74 hotel spaces (inc 4 disabled), 2 x minibus and 1 light goods vehicle / bus, plus block parking which is restricted to specific areas
Parking standard	1.5 per room 129 (maximum) BLP 1 space per room, 1 space per FTE staff (DMP) In total the site has capacity for approx 340 car parking spaces and as such is considered to comply with parking standards.

5.0 Policy Context

5.1 Designation

Urban area
Flood zone 2 (parts of car park within flood zone 3)
Adjacent to Locally Listed Building

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)
CS4 (Valued Townscapes and Historic Environment)
CS10 (Sustainable Development),
CS11 (Sustainable Construction),
CS17 (Travel Options and accessibility)

5.3 Reigate & Banstead Borough Local Plan 2005

Landscape & Nature Conservation	Pc4
Heritage Sites	Pc 10
Recreation	Re2, Re13
Utilities	Ut4
Movement	Mo5, Mo6, Mo7

5.4 Other Material Considerations

National Planning Policy Framework	
National Planning Practice Guidance	
Supplementary Planning Guidance	Surrey Design Local Distinctiveness Design Guide A Parking Strategy for Surrey Parking Standards for Development
Other	Human Rights Act 1998 Community Infrastructure Levy Regulations 2010

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 residential development is acceptable in land use terms.

6.2 The main issues to consider are:

- Design appraisal
- Neighbour amenity
- Highway matters
- Flooding and drainage

- Renewable energy
- Community Infrastructure Levy
- Infrastructure contributions

Design appraisal

- 6.3 Application 09/00572/F granted consent for a similar built form. It has come to light that the drawings approved under application 09/00572/F were not based on an accurate topographic survey and as such the previously approved design cannot be implemented, resulting in insufficient floor to ceiling heights. Whilst the extent and footprint of the extension remains largely the same as that previously approved, the detailed design has been varied with an increase in roof height and alterations to roof pitch and dormer locations.
- 6.4 Concern was raised regarding the submitted scheme, which was considered unacceptable, given its uncharacteristically steep roof pitch, dormer siting, design and detailing and use of non-traditional materials (concrete tiles and upvc windows), harmful both to the character and appearance of the local area and to the locally listed building. It was noted that the previous proposal in 2009 was adjusted to be more in keeping with the locally listed cartshed, now restaurant, to the front and the locally listed building to the south. In light of the above design amendments were sought and the revised plans now secure a number of design improvements. This has included amendments to the proposed roof pitches, redesign of the proposed dormers, improvements to detailing and the use of more traditional materials. The conservation officer has been consulted on the application and now considers the proposal to have an acceptable impact on the locally listed building subject to condition.
- 6.5 Whilst the 2009 consent is time expired it remains a material consideration. In light of this and the amendments that have now been secured the design and layout is considered acceptable and would not be detrimental to the character of the locally listed building or the wider site context.
- 6.6 Overall the amended design is now considered acceptable and considered to comply with local plan policies Pc10, Re 2 and Re 13

Neighbour amenity

- 6.7 The proposal would not bring the built form any closer to the boundaries of the site, but would increase the height of existing buildings and introduce additional levels of windows on all elevations. There would be some mutual overlooking between hotel room windows, but this is acceptable in this instance as they will only be occupied on a temporary basis by guests. The nearest dwellings would be at least 22 metres from the proposal and as such there would be no significant overlooking, overshadowing or overbearing effects upon them. The application is therefore considered to comply with relevant local plan policies in regard to neighbour amenity.

Highway matters

- 6.8 The site at present has a high level of parking for guests, split between block parking and customer/staff parking in marked spaces. The proposal would not materially alter the overall level of parking provided, but delivers alterations to allow improvements to vehicle manoeuvring, provide dedicated disabled, minibuses and light goods vehicle / bus parking and prevent block parking in unauthorised areas.
- 6.9 Concern was raised following my site visit that the hotel was operating over capacity with the high level of parking demand resulting in parking in unacceptable locations such as on the Bonehurst Road verge and the airport parking to the rear preventing access by emergency vehicles to the front and rear of the building and taking place on flood and fire evacuation points. Concern was raised that the increase in bed spaces would increase parking demand further.
- 6.10 The applicant states that parking is only offered with a night stay and they operate a number of parking packages to hotel guests. Indicating that the number of parking packages would be reduced to take into consideration the additional bed spaces now proposed and as such there would be no change in the level of parking demand.
- 6.11 Following the advice of RBBC officers a parking management plan (drawing 4826-010 RevH) has been submitted. This identifies those areas associated with airport parking and those related to the day to day running of the hotel. In addition it clearly indicates those areas where parking is not permitted, including on landscaped verges, and internal access routes for emergency vehicles which must be kept clear at all times. A number of parking spaces are required to be removed to deliver the required circulation space as identified on the proposed layout. Low timber knee bollards with a chain rail are proposed along the site frontage to prevent unauthorised parking on verges. The parking management plan would ensure an improvement to the current scenario where parking takes place across the site and would provide enforcement officers a plan on which to enforce against in the future should the need arise, based on geographical marked areas as opposed to vehicular numbers, making the site and parking easier to enforce. The parking management plan and the proposed landscape works are proposed to be secured by condition (wording updated following the May committee) and the applicant would be required to physically mark the extent of the block parking with a line painted on the hardstanding.
- 6.12 The Highway Authority has confirmed that it has no objection to the proposal, commenting that the proposed parking layout provides for a more formal parking layout than currently exists with adequate turning space. The adopted parking standard requires 1.5 spaces per bed space which equates to 129 spaces. Parking would be provided in excess of this standard.
- 6.13 Concern has been raised that deliveries currently take place within the layby to the A23. The proposed parking layout provides an area identified for a light

good vehicle for delivery drop offs and enables improved circulation space such that larger vehicles can manoeuvre within the site. This is considered an improvement to the current position and a condition is proposed requiring delivery and servicing to take place within the site.

Flooding

- 6.14 Much of the site is already covered in hardstanding. The actual increase in footprint of buildings is minimal as the majority of the proposal relates to raising the height of existing buildings. As such the proposal is not considered to exacerbate flooding in the locality.
- 6.15 The Environment Agency were consulted on the 2009 application and initially objected to the proposal as it is located within a designated flood zone (part of the car park within flood zone 3, and the buildings and the remainder of the site within flood zone 2). As part of the assessment undertaken at that time the proposal was considered to pass the sequential test (required currently by the NPPF and at the time by PPS25) which essentially seeks to direct development away from areas susceptible to flooding. The site was considered an existing active hotel use, so new development linked to it could not be directed elsewhere, and as such the proposal was considered acceptable with regard to the sequential test. This assessment remains valid in the context of the current application.
- 6.16 The 2009 application was also considered, subject to the imposition of a condition relating to the requirement for a Flood Management Evacuation Scheme, to pass the exceptions test. This being required as the development relates to “more vulnerable” development as defined within the now NPPG (then PPS25). The scheme was considered to deliver wider economic sustainability benefits relating to expanding an existing business located on previously developed land that provides a service within the Gatwick Airport area. It was also noted that the proposal largely related to increasing the height of existing buildings, so the additional built form would be largely above ground level and therefore not be susceptible to flooding. Safe access and egress could also be gained by the link corridor to the existing building, so it was considered that safe access may be reasonably achieved. Subject to the submission of the evacuation plan the proposal was considered to comply with the exceptions test.
- 6.17 The planning history is a material consideration in the determination of this application. It is acknowledged that since the determination of the 2009 application the NPPF (2012 and recently superseded by the 2018 edition) has been published together with the Planning Practice Guidance which contains details of the sequential and exceptions tests. The requirement for these tests and their application has not. It is noted that the buildings are located entirely within flood zone 2 and therefore in my view there is not a requirement for the application to pass the exceptions test. A hotel being classified as ‘more vulnerable’ development and the exceptions test only being required for ‘highly vulnerable’ development in flood zone 2. The applicant has not submitted a Flood Risk Assessment in support of their

application but has provided a Flood Warning & Evacuation Procedure prepared by Cole Easdon and supported by a Flood Evacuation Plan (drawing 5958/500). The document includes relevant flood mapping. The Environment Agency has been consulted on the application and has raised no objection to the lack of flood risk assessment and recorded a position of no objection subject to conditions. On this basis the proposal is considered acceptable with regard to flooding.

Renewable energy

- 6.18 Planning policies at the time of determination of the 2009 application required new development to be designed so that renewable resources provided at least 10% of the energy requirement. These policies are no longer applicable, following the Deregulation Act, with the energy performance of a building controlled by Building Regulations. It is therefore no longer appropriate to apply conditions to this effect, an informative is however added.

Community Infrastructure Levy (CIL)

- 6.19 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 not be CIL liable.

Other matters

- 6.20 Objection was raised on the grounds of inconvenience during the construction period. Whilst it is acknowledged there may be a degree of disruption during the construction phase, the proposal would not warrant refusal on this basis and statutory nuisance legislation exists to control any significant disturbance caused during the construction of the proposal. A construction method statement could be secured by planning condition.
- 6.21 Following construction the level of noise and disturbance would be consistent with normal hotel / residential environments and I do not consider the noise environment will be materially different to that which currently exists under the hotels existing operations.
- 6.22 Concern has also been raised regarding health and crime fears. No health or crime issues would arise from the proposed development.

CONDITIONS

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

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

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

Plan Type	Reference	Version	Date Received
Location Plan	4826-007		29.08.2018
Site Layout Plan	4826-009		16.08.2018
Elevation Plan	4826-015		16.08.2018
Elevation Plan	4826-014		16.08.2018
Floor Plan	4826-013		16.08.2018
Floor Plan	4826-012		16.08.2018
Floor Plan	4826-011		16.08.2018
Elevation Plan	4826-028	B	18.04.2019
Elevation Plan	4826-025	C	18.04.2019
Elevation Plan	4826-026	D	18.04.2019
Elevation Plan	4826-027	B	18.04.2019
Floor Plan	4826-020	B	06.12.2018
Floor Plan	4826-021	C	06.12.2018
Floor Plan	4826-022	A	06.12.2018
Site Layout Plan	4826-010	J	10.07.2019
Elevation Plan	4826-034	B	08.04.2019
Roof Plan	4826-023	A	08.04.2019

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

3. With the exception of the following the proposal shall be constructed in accordance with the approved submitted materials, (which for the avoidance of doubt include use of handmade clay tile Sandtoft Goxhill in Dark Red to the roof) and there shall be no variation without prior approval and agreement in writing with the Local Planning Authority.
- a) All windows shall have casements in each opening to ensure equal sightlines and external glazing bars.
 - b) All bargeboards, including dormers, shall be straight edged with no boxed ends.
 - c) Before photovoltaic or solar panels are installed, details of their location and design shall be submitted and approved in writing by the LPA. All panels shall have black frames and reduced silvered elements.

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 area with regard to Reigate and Banstead Borough Local Plan 2005 policies Ho9, Pc10 and Ho13

4. Within one month of planning permission being granted the car parking layout as shown on the approved plan numbered 4826 010 RevJ shall be set out as shown within the application site. This shall include the painting of lines on the hardstanding to mark the extent of block parking and as such indicate the areas to be kept clear of parking at all times. Thereafter the parking, turning / access areas and demarcation lines shall be retained and maintained for their designated purposes in accordance with the approved plan. At no time shall airport or block parking extend beyond the defined areas shown on drawing 4826 010 RevJ. The area designated for fire service access shall be kept clear at all times

All deliveries shall be accommodated within the site, utilising the space allocated in front of the hotel and no deliveries shall take place within the A23 layby.

In the locations identified on drawing 4826-010 RevJ low timber knee bollards (at 1.5m intervals) with chain rail shall be installed prior to first occupation of the new bed spaces. Once installed they shall be permanently retained.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2018 and Policy Mo5 highway safety, Policy Mo7 Parking, and policy Mo6 Turning Space of the Reigate and Banstead Local Plan 2005 and Reigate and Banstead Core Strategy 2014. In addition to prevent unauthorised parking and harm to the visual amenity and local character in accordance with policies Pc10, Re 2 and Re 13 of the Reigate and Banstead Borough Local Plan 2005

5. 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) on-site turning for construction vehicleshas been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005 and the objectives of the NPPF 2012.

- 6 If during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that the development does not constitute to, or is not put at an unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the NPPF.

7. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated by a piling risk assessment that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development does not contribute to, or is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution caused by mobilised contaminants in line with paragraph 170 of the NPPF.

8. Within six months of the date of this permission the existing, unauthorised, as-built dormers on the annexe building shall be removed or modified to accord with the design and specification of dormers as shown in the approved plans.

Reason: To preserve the character and appearance of the Massetts Road Conservation Area with regards Policies Pc12 and Pc13 of the Reigate and Banstead Borough Local Plan 2005.

INFORMATIVES

1. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at www.firesprinklers.info.
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions.
3. 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 bowzers 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.

4. The applicant is advised that the essential requirements for an acceptable communication plan forming part of a Method of Construction Statement are viewed as: (i) how those likely to be affected by the site's activities are identified and how they will be informed about the project, site activities and programme; (ii) how neighbours will be notified prior to any noisy/disruptive work or of any significant changes to site activity that may affect them; (iii) the arrangements that will be in place to ensure a reasonable telephone response during working hours; (iv) the name and contact details of the site manager who will be able to deal with complaints; and (v) how those who are interested in or affected will be routinely advised regarding the progress of the work. Registration and operation of the site to the standards set by the Considerate Constructors Scheme (<http://www.ccscheme.org.uk/>) would help fulfil these requirements.
5. With regard to Condition 4 (Parking) the Council is requiring the developer to mark by the painting of lines on the hardstanding the extent of airport parking and as such indicate the areas to be kept clear of parking at all times, such that employees can easily maintain these areas in accordance with the approved parking management plan (as shown on drawing 4826 010J)
6. With regard to condition 2 (Approved plans) and 8 the Council notes that the construction of the dormers on the annexe building does not reflect the design shown on the approved plans. Remedial works will be required to remedy this and ensure the development is compliant with condition 2.

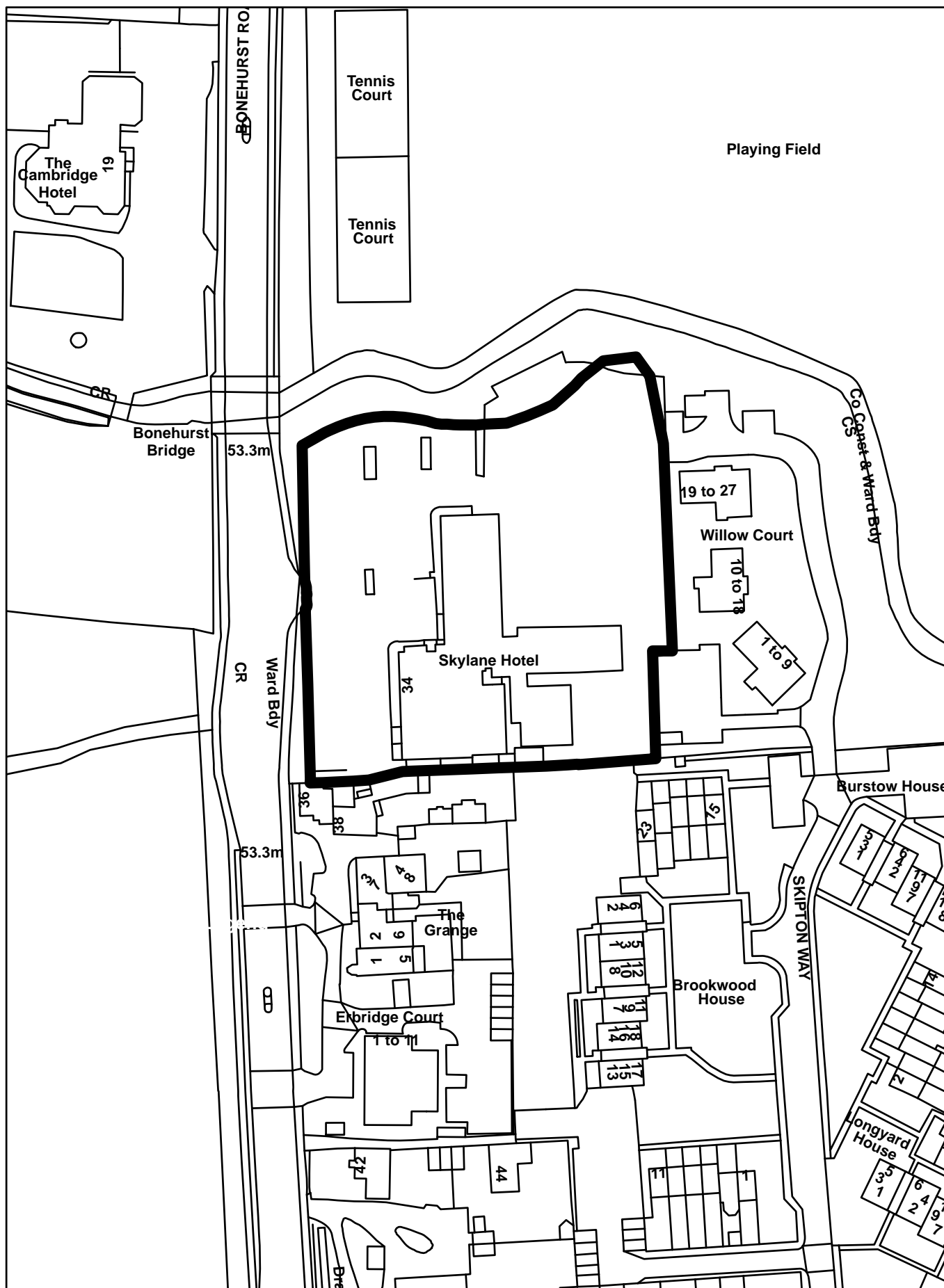
REASON FOR PERMISSION

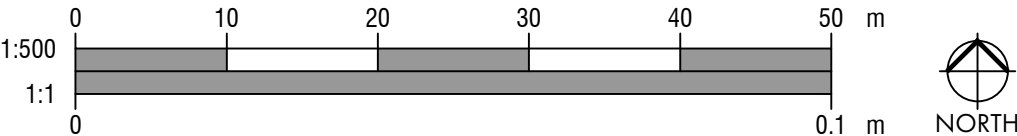
The development hereby permitted has been assessed against development plan policies CS1, CS4, CS10, CS11, CS17 and Pc4, Pc10, Re2, Re13, Ut4, Mo5, Mo6, and Mo7 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

Proactive and Positive Statements

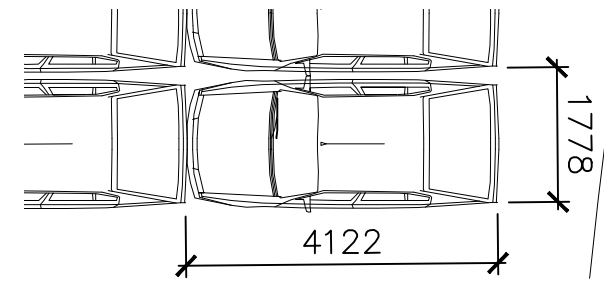
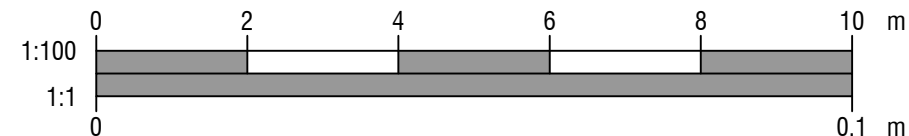
The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in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

18/01764/F - Skylane Hotel, 34 Bonehurst Road, Horley

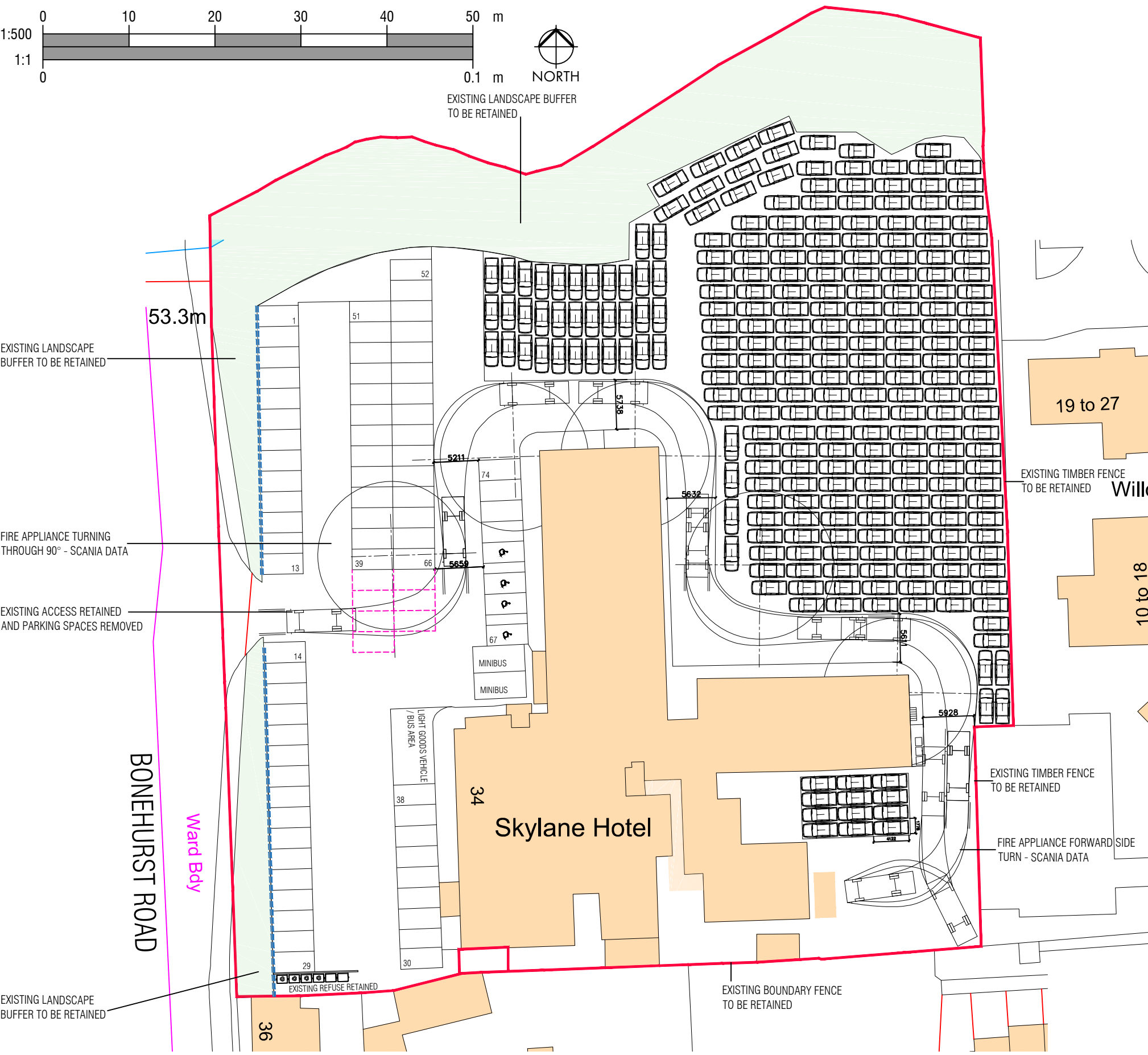




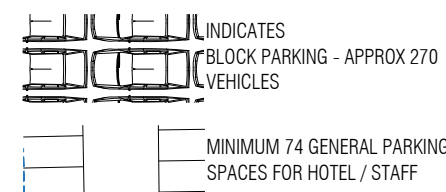
PLANNING DOCUMENT



Standard car used (Block based on Renault Captur)
Scale 1:100

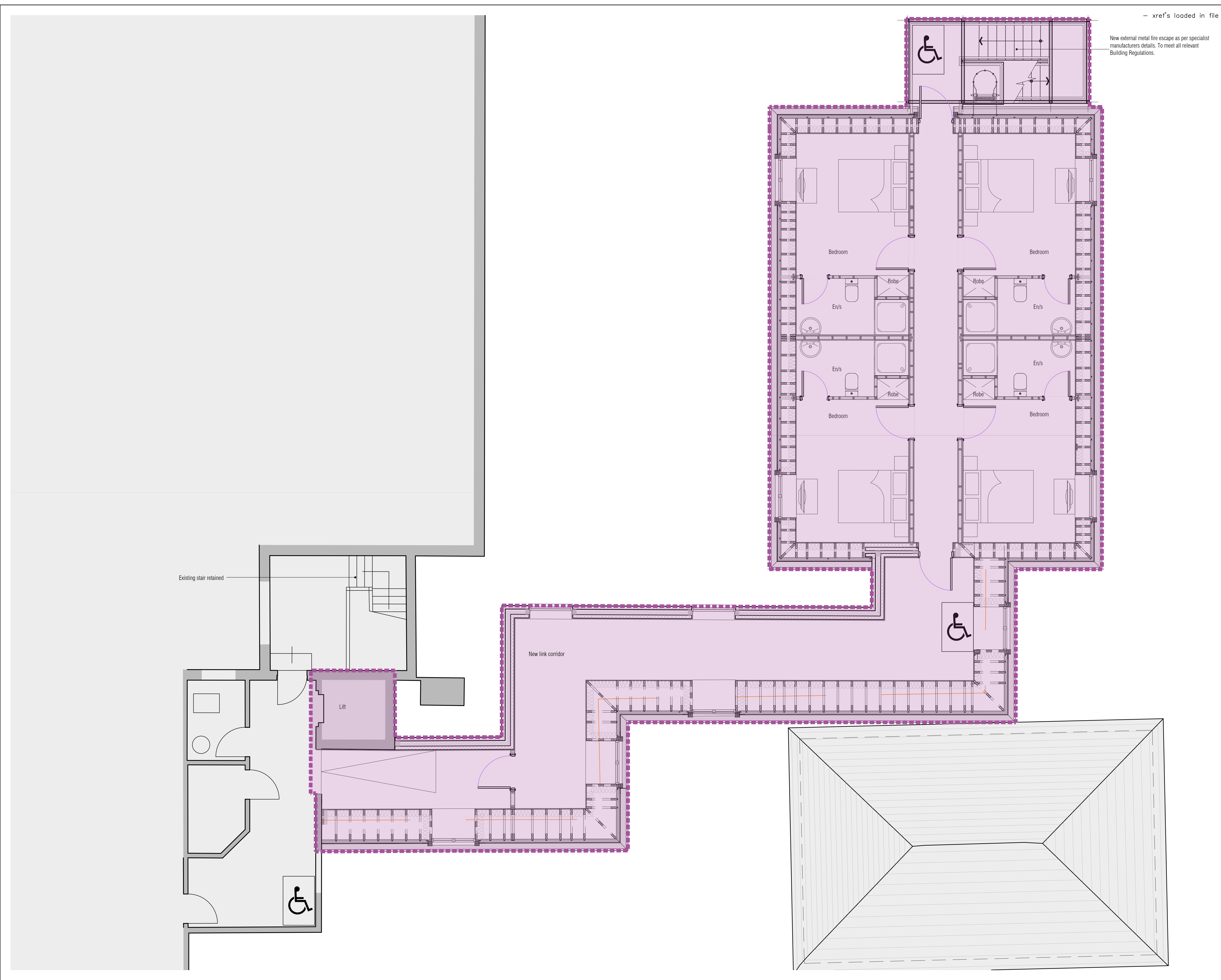


- BLOCK SPACES
- 74 GENERAL SPACES (MINIMUM) INC 4 DISABLED BAYS
 - 2 X MINIBUS SPACES
 - 1 X LIGHT GOODS VEHICLE / BUS AREA



BLUE DASHED LINE INDICATES
TIMBER KNEE BOLLARD WITH CHAIN RAIL

C R&B BC Comments		02.07.2019	OB
B Parking layout altered		17.06.2019	OB
A Parking layout altered		12.06.2019	OB
Originator OB	Approved <i>ln</i>	Date 23.05.2019	Scale 1:500 @ A3
Drawing No. 4826-016		Rev. C	Sheet No. 1/1



— xref's loaded in file

1. CONTRACTOR IS RESPONSIBLE FOR ALL SETTING OUT AND MUST CHECK DIMENSIONS ON SITE BEFORE WORK IS PUT IN HAND

2. WRITTEN DIMENSIONS ONLY TO BE TAKEN THIS DRAWING MUST NOT BE SCALED

3. ARCHITECT TO BE IMMEDIATELY NOTIFIED OF SUSPECTED OMISSIONS OR DISCREPANCIES

REVISIONS

A Dwg's Updated15.11.18lw

HATCH INDICATES EXTENT OF PROPOSALS

ORANGE DASHED LINE INDICATES OUTLINE OF PREVIOUS PROPOSALS

PLANNING DOCUMENT

RDjW

ARCHITECTS

✓

QMS

ISO 9001

REGISTERED FIRM

RDjW ARCHITECTS LIMITED

QUOIN HOUSE . 9-11 EAST PARK

CRAWLEY . WEST SUSSEX . RH10 6AN

TEL: 01293 404300 . FAX: 01293 404299

E M A I L : info@rdjwarchitects.co.uk

W E B S I T E : www.rdjwarchitects.co.uk

PROJECT

1st & 2nd FLOOR EXTENSION AND CONNECTING LINK

SKYLANE HOTEL GATWICK

HORLEY RH6 8QG

PROPOSED

SECOND FLOOR

GENERAL ARRANGEMENT PLAN

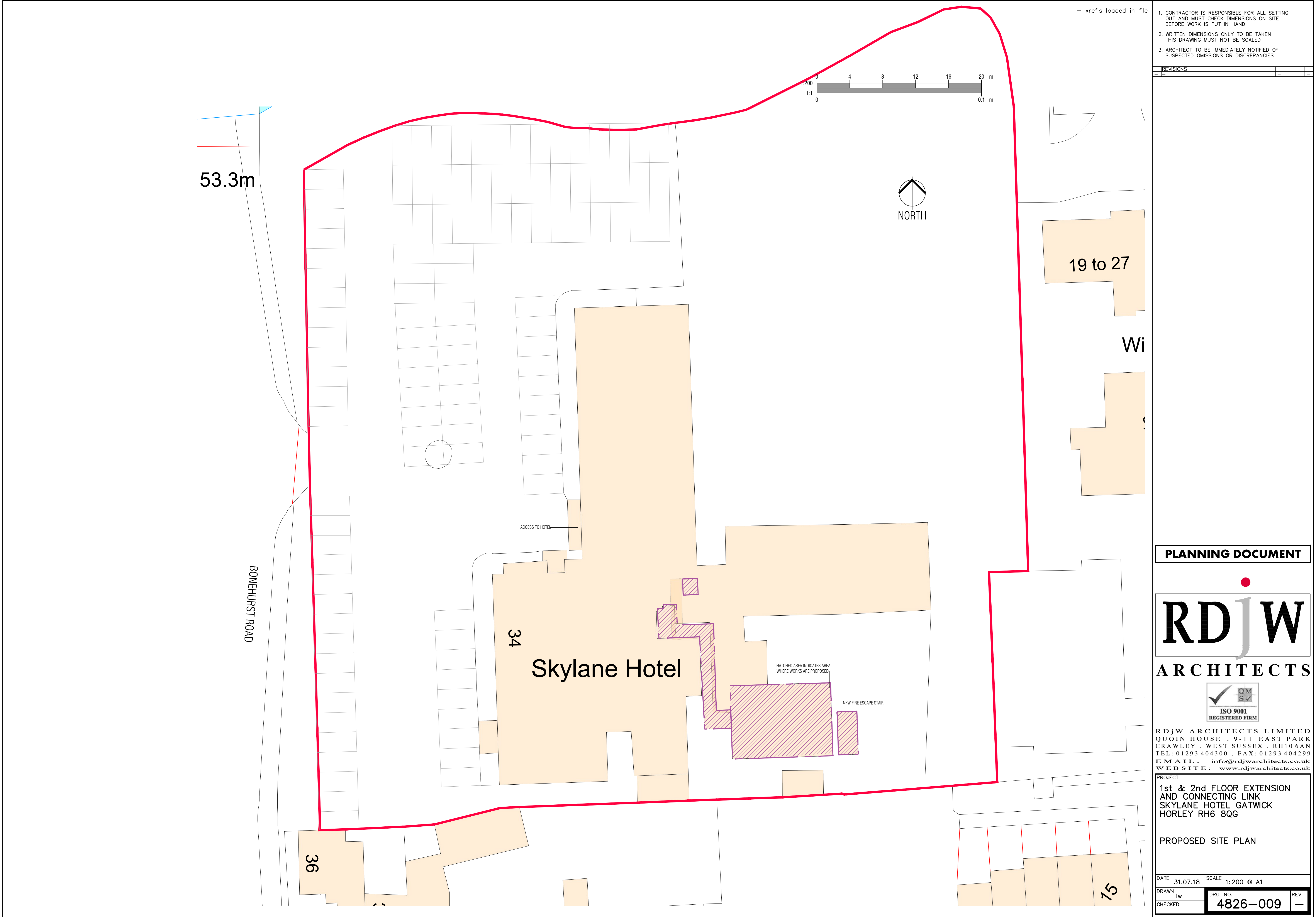
DATE31.07.18SCALE1:50 © A1

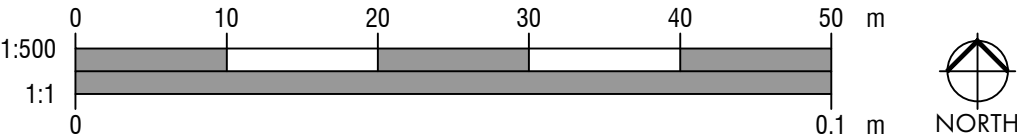
DRAWNlw

DRG. NO.4826-022

REV.A

CHECKED

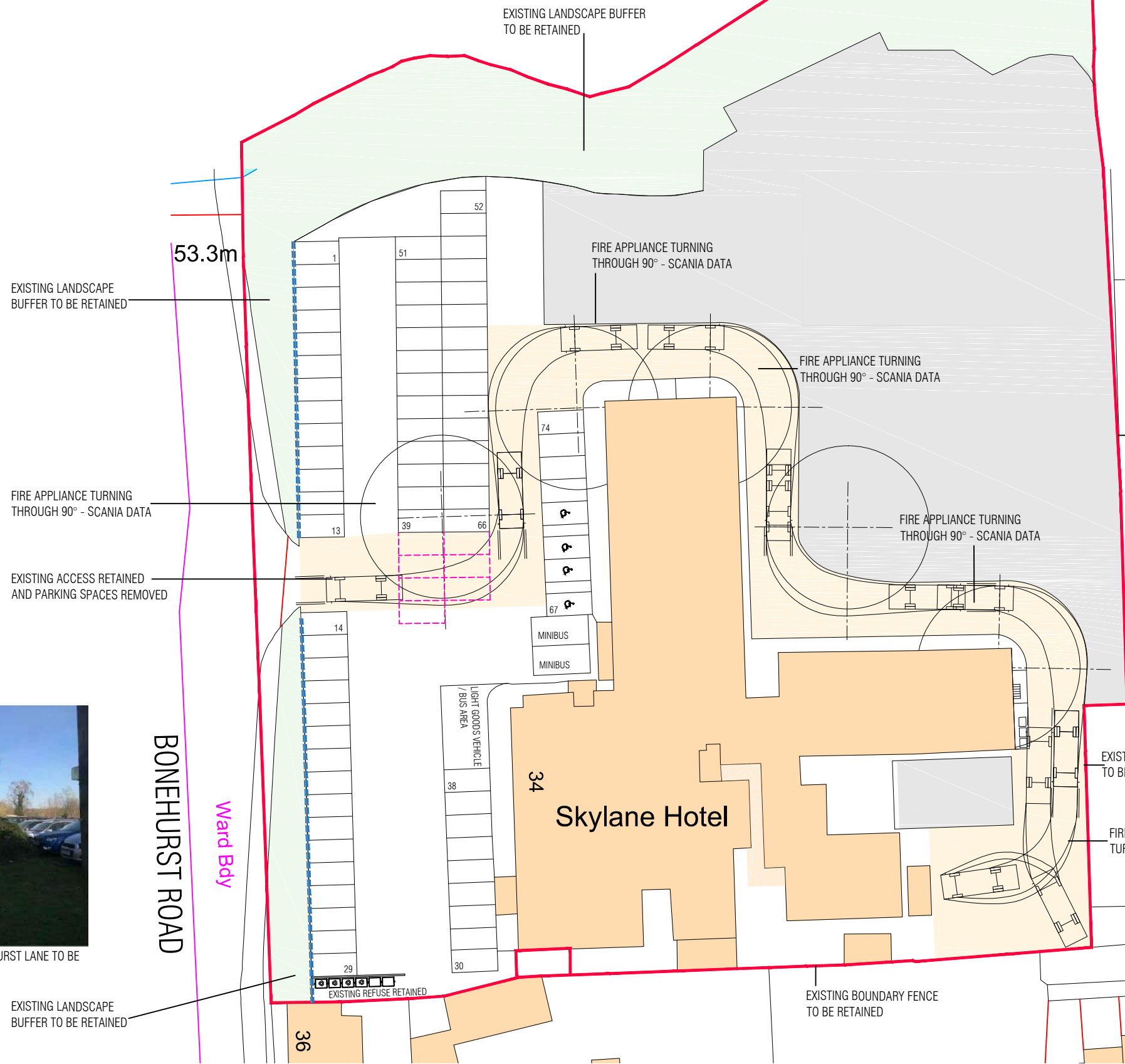




EXISTING LANDSCAPE BUFFER TO WEST / BONEHURST LANE TO BE RETAINED



EXISTING LANDSCAPE BUFFER TO WEST / BONEHURST LANE TO BE RETAINED



PLANNING DOCUMENT

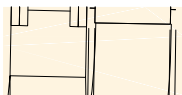


EXISTING LANDSCAPE BUFFER TO NORTH TO BE RETAINED



EXISTING TIMBER FENCE TO EASTERN BOUNDARY TO BE RETAINED

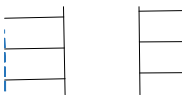
- 74 GENERAL SPACES (MINIMUM) INC 4 DISABLED BAYS
- 2 X MINIBUS SPACES
- 1 X LIGHT GOODS VEHICLE / BUS AREA



DEFINED ROUTE FOR FIRE BRIGADE ACCESS



HATCHED AREA INDICATES BLOCK PARKING



MINIMUM 74 GENERAL PARKING SPACES FOR HOTEL / STAFF
AT TIMES HOTEL MAY NEED TO EXTEND GENERAL PARKING INTO AREA SHOWN AS BLOCK PARKING



RETAINED LANDSCAPING



BLUE DASHED LINE INDICATES TIMBER KNEE BOLLARD WITH CHAIN RAIL

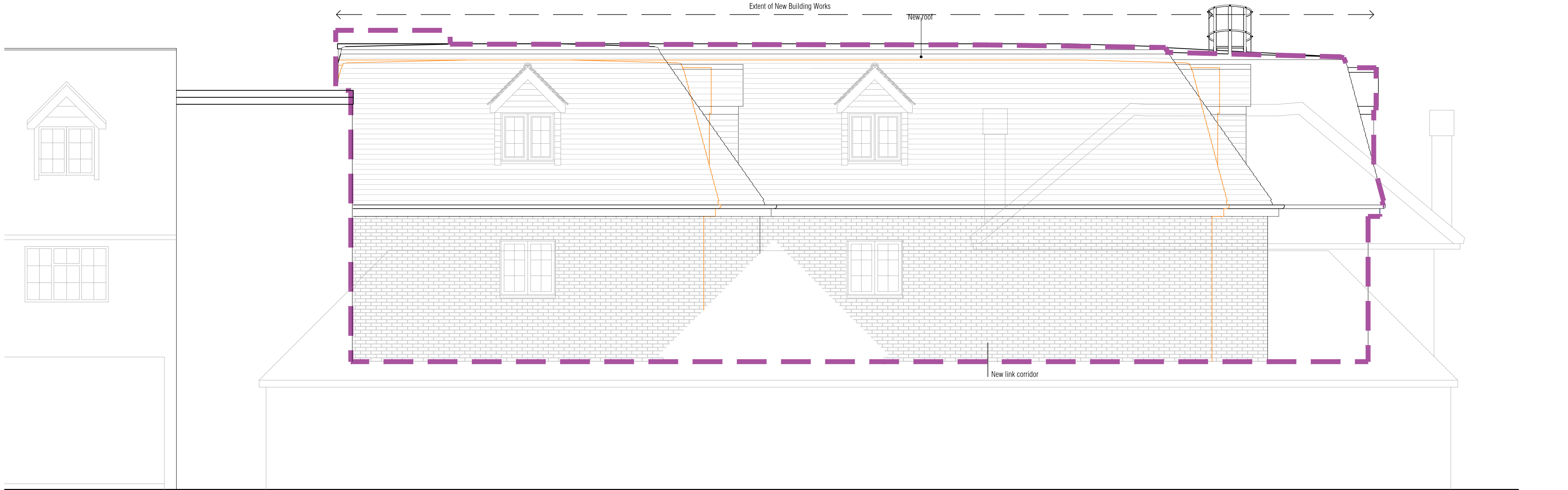
J	R&B BC Comments	02.07.2019	OB
I	R&B BC Comments	04.06.2019	OB
H	Client Comments	25.03.2019	lw
G	R&B BC Comments	20.03.2019	lw
F	Client Comments	20.02.2019	lw
E	Layout Updated - R&B BC - Landscaping	19.02.2019	lw
D	Layout Updated - Client	10.12.2018	lw
C	Layout Updated - Surrey F&R	05.12.2018	lw
B	Layout Updated - Surrey F&R	03.12.2018	lw
A	Layout Updated - Client	06.11.2018	lw

Originator lw	Approved lw	Date 17.10.2018	Scale 1:500 @ A3
Drawing No. 4826-010		Rev. J	Sheet No. 1/1

— xref's loaded in file

1. CONTRACTOR IS RESPONSIBLE FOR ALL SETTING OUT AND MUST CHECK DIMENSIONS ON SITE BEFORE WORK IS PUT IN HAND
2. WRITTEN DIMENSIONS ONLY TO BE TAKEN THIS DRAWING MUST NOT BE SCALED
3. ARCHITECT TO BE IMMEDIATELY NOTIFIED OF SUSPECTED OMISSIONS OR DISCREPANCIES

REVISIONS		
A	Planning Updates / Change in Roof Pitch	21.11.18 iw
B	Drawing Updates - Dormers	18.04.19 iw



01 Proposed Front Elevation
100 Scale: 1:50

DASHED LINE INDICATES EXTENT OF PROPOSALS

ORANGE DASHED LINE INDICATES OUTLINE OF PREVIOUS PROPOSALS - CHANGE IN ROOF PITCH

PLANNING DOCUMENT



RDjW ARCHITECTS LIMITED
QUOIN HOUSE . 9-11 EAST PARK
CRAWLEY . WEST SUSSEX . RH10 6AN
TEL: 01293 404300 . FAX: 01293 404299
E M A I L : info@rdjwarchitects.co.uk
W E B S I T E : www.rdjwarchitects.co.uk

PROJECT
1st & 2nd FLOOR EXTENSION
AND CONNECTING LINK
SKYLINE HOTEL GATWICK
HORLEY RH6 8QG

PROPOSED FRONT
GENERAL ARRANGEMENT
ELEVATION

DATE	31.07.18	SCALE	1:50 @ A1
DRAWN	iw	DRG. NO.	4826-027
CHECKED		REV.	B

— xref's loaded in file

1. CONTRACTOR IS RESPONSIBLE FOR ALL SETTING OUT AND MUST CHECK DIMENSIONS ON SITE BEFORE WORK IS PUT IN HAND
2. WRITTEN DIMENSIONS ONLY TO BE TAKEN THIS DRAWING MUST NOT BE SCALED
3. ARCHITECT TO BE IMMEDIATELY NOTIFIED OF SUSPECTED OMISSIONS OR DISCREPANCIES

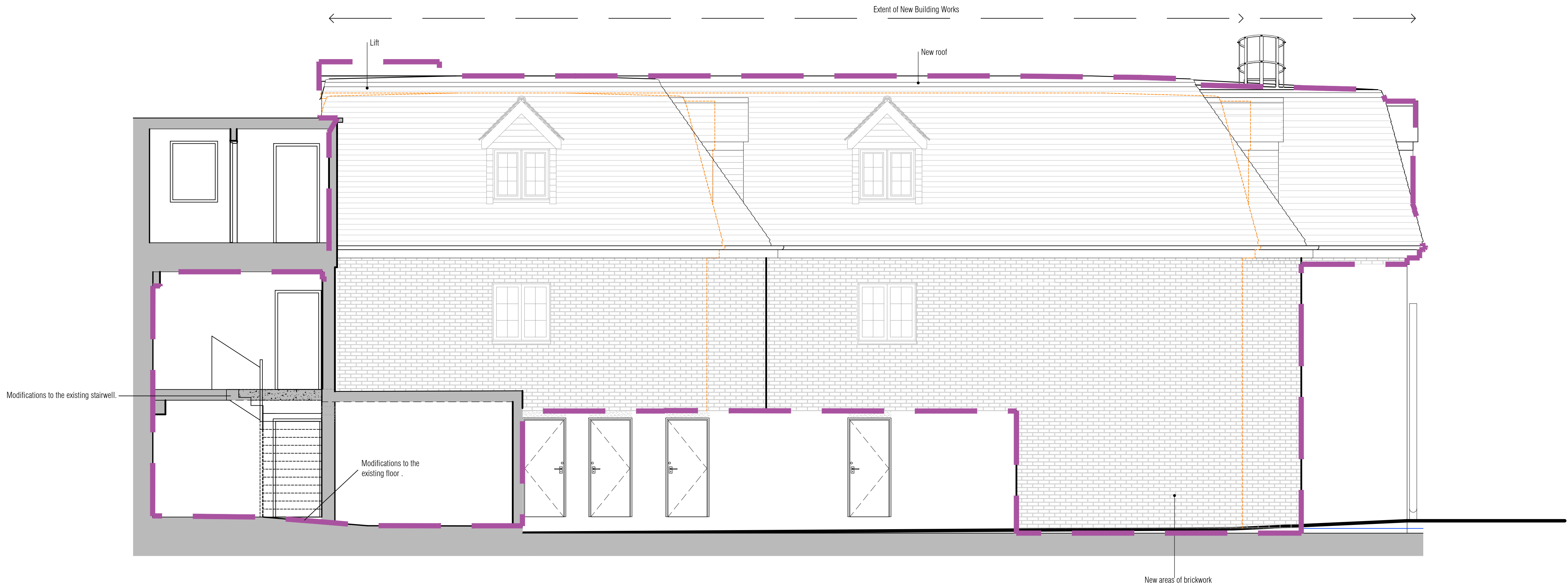
REVISIONS		
A	Planning Updates	21.11.18 iw
B	Drawing Updates - Windows	03.12.18 iw
C	Drawing Updates - Dormers	18.04.19 iw



01 Proposed East Elevation
Scale: 1:50

DASHED LINE INDICATES EXTENT OF PROPOSALS

ORANGE DASHED LINE INDICATES OUTLINE OF PREVIOUS PROPOSALS - CHANGE IN ROOF PITCH



02 Proposed West Elevation / Part Section
Scale: 1:50

PLANNING DOCUMENT

RDjW
ARCHITECTS



RDjW ARCHITECTS LIMITED
QUOIN HOUSE . 9-11 EAST PARK
CRAWLEY . WEST SUSSEX . RH10 6AN
TEL: 01293 404300 . FAX: 01293 404299
E M A I L : info@rdjwarchitects.co.uk
WEBSITE : www.rdjwarchitects.co.uk

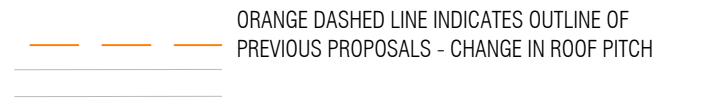
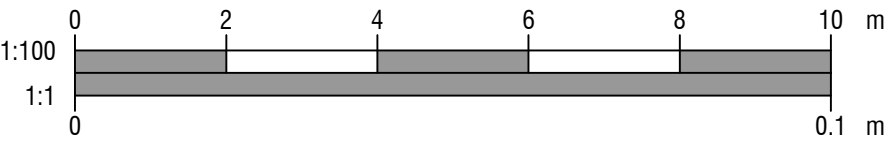
PROJECT
1st & 2nd FLOOR EXTENSION
AND CONNECTING LINK
SKYLANE HOTEL GATWICK
HORLEY RH6 8QG

PROPOSED EAST & WEST
GENERAL ARRANGEMENT
ELEVATIONS

DATE	31.07.18	SCALE	1:50 @ A1
DRAWN	iw	DRG. NO.	4826-025
CHECKED		REV.	C

1. CONTRACTOR IS RESPONSIBLE FOR ALL SETTING OUT AND MUST CHECK DIMENSIONS ON SITE BEFORE WORK IS PUT IN HAND
2. WRITTEN DIMENSIONS ONLY TO BE TAKEN THIS DRAWING MUST NOT BE SCALED
3. ARCHITECT TO BE IMMEDIATELY NOTIFIED OF SUSPECTED OMISSIONS OR DISCREPANCIES

REVISIONS		
A	Planning Updates	21.11.18 lw
B	Drawing Updates – Dormers	18.04.19 lw



PLANNING DOCUMENT



RDjW ARCHITECTS LIMITED
QUOIN HOUSE . 9-11 EAST PARK
CRAWLEY . WEST SUSSEX . RH10 6AN
TEL: 01293 404300 . FAX: 01293 404299
E M A I L : info@rdjwarchitects.co.uk
W E B S I T E : www.rdjwarchitects.co.uk

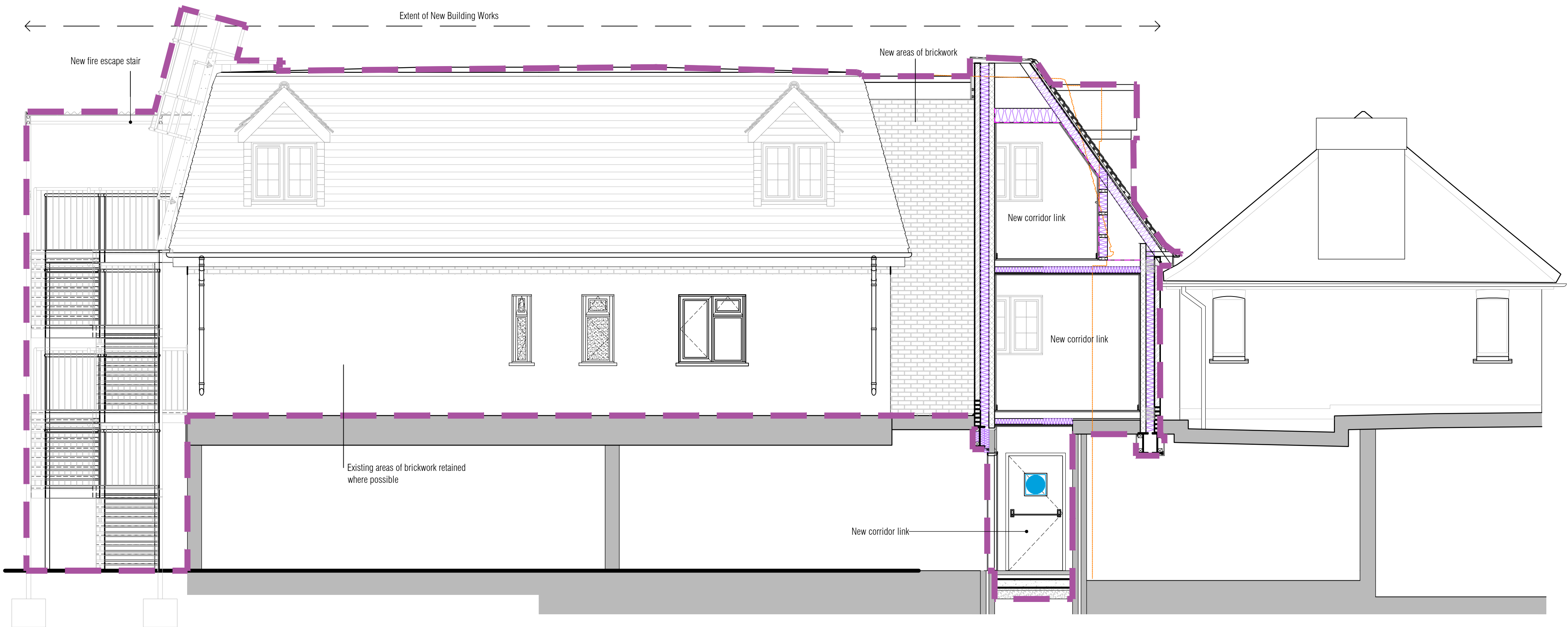
PROJECT
1st & 2nd FLOOR EXTENSION
AND CONNECTING LINK
SKYLANE HOTEL GATWICK
HORLEY RH6 8QG

EXISTING & PROPOSED FRONT
ELEVATIONS

DATE	02.08.18	SCALE	1:100 @ A1
DRAWN	lw	DRG. NO.	4826-028
CHECKED		REV.	B

EXISTING FRONT ELEVATION

PROPOSED FRONT ELEVATION



01 Proposed North Elevation
Scale: 1:50

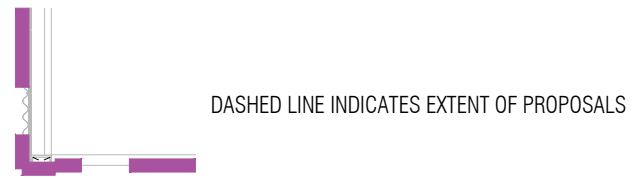


02 Proposed South Elevation
Scale: 1:50

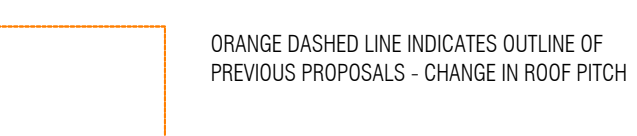
— xref's loaded in file

1. CONTRACTOR IS RESPONSIBLE FOR ALL SETTING OUT AND MUST CHECK DIMENSIONS ON SITE BEFORE WORK IS PUT IN HAND
2. WRITTEN DIMENSIONS ONLY TO BE TAKEN THIS DRAWING MUST NOT BE SCALED
3. ARCHITECT TO BE IMMEDIATELY NOTIFIED OF SUSPECTED OMISSIONS OR DISCREPANCIES

REVISIONS			
A	Planning Updates / Change in Roof Pitch	28.11.18	lw
B	Drawing Updates - Windows	03.12.18	lw
C	Drawing Updates - Windows	04.12.18	lw
D	Drawing Updates - Dormers	18.04.19	lw



DASHED LINE INDICATES EXTENT OF PROPOSALS



ORANGE DASHED LINE INDICATES OUTLINE OF PREVIOUS PROPOSALS - CHANGE IN ROOF PITCH

PLANNING DOCUMENT

RDjW
ARCHITECTS

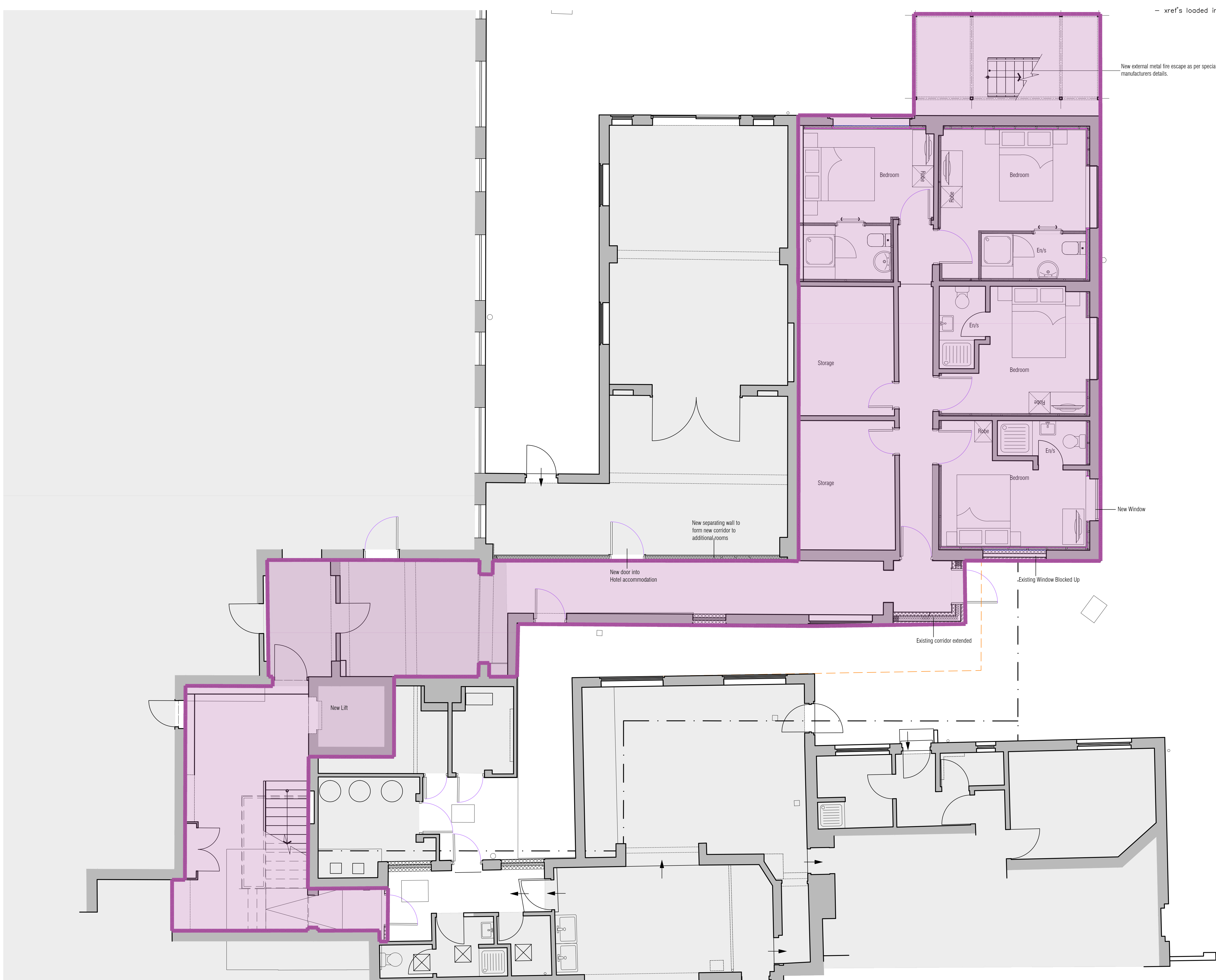


RDjW ARCHITECTS LIMITED
QUIN HOUSE . 9-11 EAST PARK
CRAWLEY . WEST SUSSEX . RH10 6AN
TEL: 01293 404300 . FAX: 01293 404299
E M A I L : info@rdjwarchitects.co.uk
W E B S I T E : www.rdjwarchitects.co.uk

PROJECT
1st & 2nd FLOOR EXTENSION
AND CONNECTING LINK
SKYLANE HOTEL GATWICK
HORLEY RH6 8QG

PROPOSED NORTH & SOUTH
GENERAL ARRANGEMENT
ELEVATIONS

DATE	31.07.18	SCALE	1:50 @ A1
DRAWN	lw	DRG. NO.	4826-026
CHECKED		REV.	D



— xref's loaded in file

New external metal fire escape as per specialist manufacturers details.

New Window

Existing Window Blocked Up

Existing corridor extended

New separating wall to form new corridor to additional rooms

New door into Hotel accommodation

New Lift

1. CONTRACTOR IS RESPONSIBLE FOR ALL SETTING OUT AND MUST CHECK DIMENSIONS ON SITE BEFORE WORK IS PUT IN HAND
2. WRITTEN DIMENSIONS ONLY TO BE TAKEN THIS DRAWING MUST NOT BE SCALED
3. ARCHITECT TO BE IMMEDIATELY NOTIFIED OF SUSPECTED OMISSIONS OR DISCREPANCIES

REVISIONS		
A	Dwgs Updated	28.11.18 lw
B	Dwgs Updated	03.12.18 lw

HATCH INDICATES EXTENT OF PROPOSALS

ORANGE DASHED LINE INDICATES OUTLINE OF PREVIOUS PROPOSALS

PLANNING DOCUMENT

RDjW

ARCHITECTS

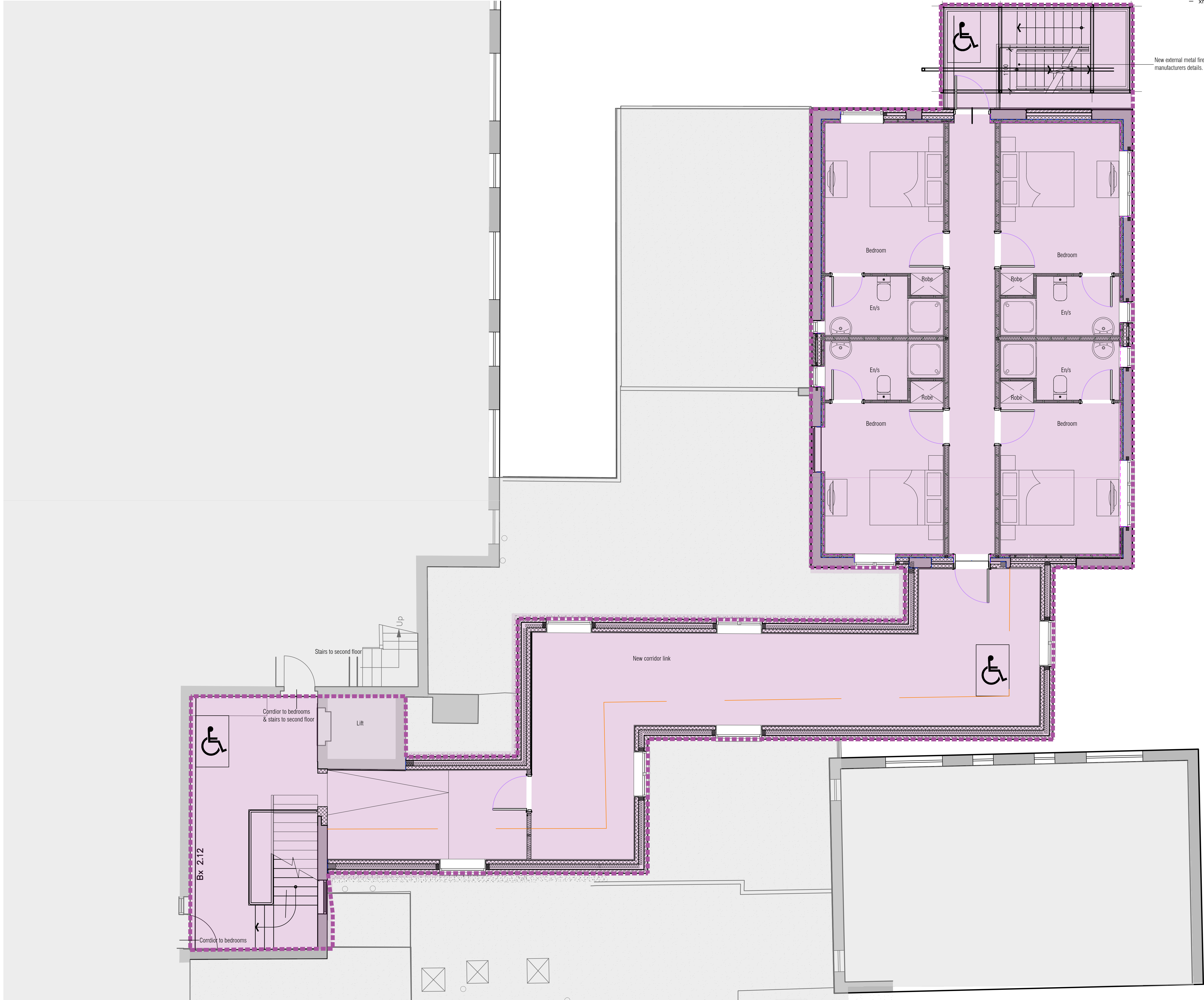


RDjW ARCHITECTS LIMITED
QUOIN HOUSE . 9-11 EAST PARK
CRAWLEY . WEST SUSSEX . RH10 6AN
TEL: 01293 404300 . FAX: 01293 404299
E M A I L : info@rdjwarchitects.co.uk
WEBSITE : www.rdjwarchitects.co.uk

PROJECT
1st & 2nd FLOOR EXTENSION
AND CONNECTING LINK
SKYLANE HOTEL GATWICK
HORLEY RH6 8QG

PROPOSED
GROUND FLOOR
GENERAL ARRANGEMENT PLAN

DATE	31.07.18	SCALE	1:50 @ A1
DRAWN	lw	DRG. NO.	4826-020
CHECKED		REV.	B



— xref's loaded in file

New external metal fire escape as per specialist manufacturers details.

1. CONTRACTOR IS RESPONSIBLE FOR ALL SETTING OUT AND MUST CHECK DIMENSIONS ON SITE BEFORE WORK IS PUT IN HAND
2. WRITTEN DIMENSIONS ONLY TO BE TAKEN THIS DRAWING MUST NOT BE SCALED
3. ARCHITECT TO BE IMMEDIATELY NOTIFIED OF SUSPECTED OMISSIONS OR DISCREPANCIES

REVISIONS		
A	Dwgs Updated	28.11.18 iw
B	Dwgs Updated	03.12.18 iw
C	Dwgs Updated — Windows	04.12.18 iw

HATCH INDICATES EXTENT OF PROPOSALS

ORANGE DASHED LINE INDICATES OUTLINE OF PREVIOUS PROPOSALS

PLANNING DOCUMENT

RDjW

ARCHITECTS

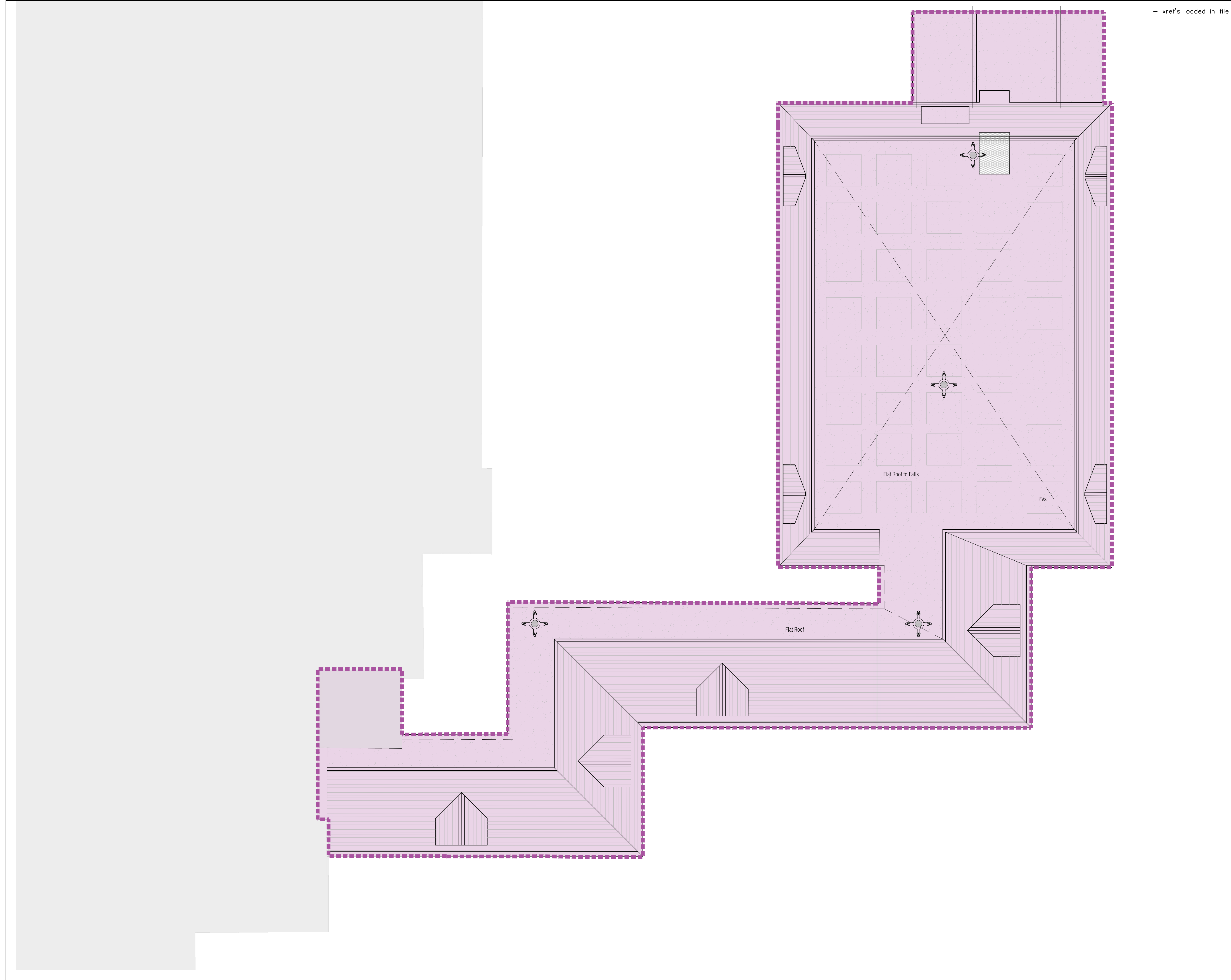


RDjW ARCHITECTS LIMITED
QUOIN HOUSE . 9-11 EAST PARK
CRAWLEY . WEST SUSSEX . RH10 6AN
TEL: 01293 404300 . FAX: 01293 404299
E M A I L : info@rdjwarchitects.co.uk
W E B S I T E : www.rdjwarchitects.co.uk

PROJECT
1st & 2nd FLOOR EXTENSION
AND CONNECTING LINK
SKYLANE HOTEL GATWICK
HORLEY RH6 8QG

PROPOSED
FIRST FLOOR
GENERAL ARRANGEMENT PLAN

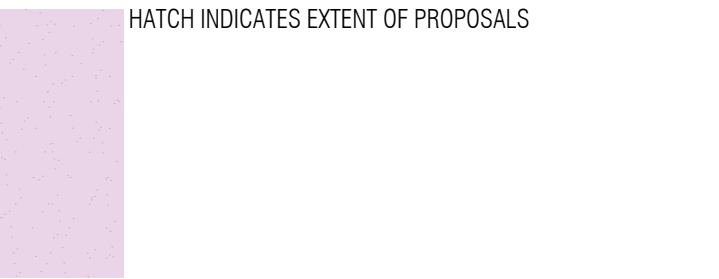
DATE	31.07.18	SCALE	1:50 @ A1
DRAWN	iw	DRG. NO.	4826-021
CHECKED		REV.	C



— xref's loaded in file

1. CONTRACTOR IS RESPONSIBLE FOR ALL SETTING OUT AND MUST CHECK DIMENSIONS ON SITE BEFORE WORK IS PUT IN HAND
2. WRITTEN DIMENSIONS ONLY TO BE TAKEN THIS DRAWING MUST NOT BE SCALED
3. ARCHITECT TO BE IMMEDIATELY NOTIFIED OF SUSPECTED OMISSIONS OR DISCREPANCIES

REVISIONS		
A	Dwgs Updated	26.03.19 lw



PLANNING DOCUMENT



RDjW ARCHITECTS LIMITED
QUOIN HOUSE . 9-11 EAST PARK
CRAWLEY . WEST SUSSEX . RH10 6AN
TEL: 01293 404300 . FAX: 01293 404299
E M A I L : info@rdjwarchitects.co.uk
W E B S I T E : www.rdjwarchitects.co.uk

PROJECT
1st & 2nd FLOOR EXTENSION
AND CONNECTING LINK
SKYLINE HOTEL GATWICK
HORLEY RH6 8QG

PROPOSED
ROOF
GENERAL ARRANGEMENT PLAN

DATE	27.06.16	SCALE	1:50 @ A1
DRAWN	RKC	DRG. NO.	4826-023
CHECKED		REV.	A