 <b>Reigate &amp; Banstead</b> BOROUGH COUNCIL Banstead   Horley   Redhill   Reigate	<b>TO:</b>	PLANNING COMMITTEE
	<b>DATE:</b>	17/01584/F
	<b>REPORT OF:</b>	HEAD OF PLACES & PLANNING
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<b>AGENDA ITEM:</b>	6	<b>WARD:</b> Tadworth & Walton

<b>APPLICATION NUMBER:</b>	17/01584/F	<b>VALID:</b>	<b>28/07/2017</b>
<b>APPLICANT:</b>	Mr Durden	<b>AGENT:</b>	WYG
<b>LOCATION:</b>	<b>105 – 125 ASHURST ROAD, TADWORTH, KT20 5PX</b>		
<b>DESCRIPTION:</b>	<b>The erection of 10 new flats, with associated parking areas and shared private amenity space. As amended on 22/09/2017 and 05/10/2017 and 23/10/2017</b>		
<b>All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.</b>			

**This application is referred to Committee in accordance with the Constitution as the application site is for net 10 dwellings.**

**SUMMARY**

The application relates to a land parcel currently occupied by Farm Fencing located at the northern end of Ashurst Road, adjacent to Shelveys Hill in Tadworth. The site is located within the urban area and a Local Shopping Centre. The trees to the rear of the site are located offsite within Network Rail ownership and are not covered by a tree preservation order.

The application is made in full and proposes the erection of 10 flats (8 x 2bed and 2 x 1 bed flats) within two apartment blocks, two parking courts are proposed to either side providing 14 spaces, together with a central amenity area between the buildings. Ground floor flats would have small private rear gardens and defensible space has been incorporated to the front of the flats adjacent to Ashurst Road. Block A to the south is proposed at 2 storeys and comprises 4 flats, Block B to the north at 2½ storeys comprises 6 flats. A traditional design approach is proposed for the elevational treatments.

Design improvements were secured during the course of the application and the proposal is now considered to have an acceptable impact on the character and appearance of the area. The proposed scale of the buildings is considered to reflect topography and local context with the increase in scale towards the north of the site supported. Whilst the amenity provision is low, the Council does not have adopted standards and it is acknowledged that the requirement and expectation for amenity

provision for flats is less than for houses and the layout proposed considered acceptable.

Whilst parking courtyards are not prevalent in the local area they are supported in principle in the Local Distinctiveness Guide. In this case they are considered to be acceptable solution to the constraints of the site and are not considered detrimental to local character. A condition is proposed to secure lighting and CCTV to the courtyards.

The loss of retail use has been justified against policy and the change of use of the land to residential is considered acceptable, noting the site does not contribute to local convenience shopping needs and as such the loss of the site to residential use is not considered to impact the viability or vitality of the local shopping centre within which it is located. Farm Fencing are to lease the adjoining premises to the north, to be principally used for retail sales / display and will retain all five full time employees, resulting in no loss of employment. The bulk of the storage will be moved elsewhere.

The southern vehicular access serving the site would be retained, and the northern access relocated a few metres to the north with associated minor changes to the on-street parking bays. Parking is provided in accordance with the Council's standards and the transport impact has been fully assessed by the County Highways Authority and is considered acceptable. There is no objection from Environmental Health (both noise and contamination), the tree officer, or SCC drainage subject to conditions

This proposal is considered acceptable and is recommended for approval.

## **RECOMMENDATION(S)**

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

## **Consultations:**

Highway Authority: The County Highway Authority has assessed the application on safety, capacity and policy grounds and, following the receipt of additional information to clarify the proposed access, parking arrangements on Shelveys Hill and vehicle tracking, 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 access, parking, on street parking bays, bike storage and a construction method statement.

Environmental Health (Contaminated land): There is the potential for ground contamination to be present on and / or in close proximity to the site. No objection subject to conditions and informative.

Environmental Health (Noise): No objection subject to condition.

Surrey County Council SUDS (drainage): It is noted that the site falls within an area of surface water flooding, as indicated by the Council's records. SCC drainage team confirmed that the proposed drainage scheme meets the requirements set out in national and local policy and guidance. No objection subject to conditions to ensure the proposed SUDs scheme is properly implemented and maintained throughout the lifetime of the development.

Tadworth & Walton Residents Association: No objection to the principle of redevelopment for residential use / loss of employment land noting the site does not contribute to the prosperity of the local shopping parade, is currently unsightly and there is a desire to improve the environment in this area and the site currently gives rise to highway safety issues associated with the current use. Objection on grounds of character relating to the overdevelopment of the site, concern regarding mass and height of the larger block (Block B) which is considered over dominant on the streetscene. The addition of chimneys was noted as positive but insufficient to overcome objection identified. Concern also raised regarding limited daylighting to ground floor flats to the rear given the step railway bank and proximity of existing trees and limited parking provision although it is expected that the proposal meets current adopted parking standards.

Network Rail. No objection subject to advice offered to applicant.

UK Power Networks: No objection

NHS Crawley Hospital: No comment.

Crime Prevention design advisor: Condition recommended to ensure development meets Secure By Design award scheme. Case officer comment: The development will be required to meet the national standards specified by the Building Regulations process. An informative will be added suggesting the applicant meets the additional requirements of the Secure by Design award scheme.

**Representations:**

Letters were sent to neighbouring properties on 2 August 2017, a site notice was posted 23 August 2017 and advertised in local press on 17 August 2017. Neighbours were re-notified on the revised plans for a 14 day period commencing 28<sup>th</sup> September 2017 and again on 1 November 2017.

One response has been received raising the following issues:

<b>Issue</b>	<b>Response</b>
Inadequate parking, Increase in traffic and congestion	See paragraph 6.23 – 6.27
Inconvenience during construction	See paragraph 6.18
Out of character with surrounding area	See paragraph 6.7 – 6.11
Query - How plans can be viewed	Advice provided

**1.0 Site and Character Appraisal**

- 1.1 The site comprises a strip of land located at the northern end of the west side of Ashurst Road and adjacent to Shelveys Hill in Tadworth. The site is located within the urban area and a defined Local Shopping Centre and is identified as an area liable to Surface Water Flooding.
- 1.2 The site is presently in use by a fencing retailer, Farm Fencing Ltd, which is due to relocate part of its business to the adjacent land to the north. The site is predominantly covered by hard standing and used for the open storage of fencing supplies. A number of buildings to the north of the site provide a retail shop and administration facilities. Accordingly the site is considered previously developed land.
- 1.3 The site is enclosed by fencing with two access points from Ashurst Road. The northern access is adjacent to the retail shop and used by customers. There is no visitor parking on site and so visitors typically park along Shelveys Hill and on the adjacent residential side roads.
- 1.4 Tight to the rear of the site is a steep railway embankment and mature tree screening offering visual relief where the setback road edge is diminished by the narrowing plots. The trees are located within Network Rail ownership.
- 1.5 The topography of the site slopes gradually from south to north up Shelveys Hill, with the built development of the Local Shopping Centre to the east standing higher and set back by the access road. Whilst to the south the topography rises again to the south along Ashurst Road. The roof heights on the west side of Ashurst Road follow down the slope, diminishing in height.
- 1.6 To the north of the site is a 3 storey block of flats at the corner of Preston Lane. Opposite the site are a number of commercial units with residential units above within the local shopping parade including a café, convenience

store and to the north a petrol station. There is a predominance of two storey semi-detached post war housing to the wider south and more modern bungalows abutting the site on the western frontage of Ashurst Road.

## **2.0 Added Value**

- 2.1 Improvements secured at the pre-application stage: The applicant has entered into a number of pre-application meetings with the Council each time bringing forward a revised scheme for consideration. At pre-application stage the applicant was advised of the need to justify the loss of retail / employment land and proposed change of use. The applicant was advised that scheme 1 was unacceptable proposing 3 blocks of accommodation and considered harmful to the character of the area. Scheme 2 was preferred although concerns remained regarding the quantum and scale of the development and associated parking arrangements. The applicant was advised to make design amendments to improve the elevational design and its impact with respect local character and to ensure appropriate pre-application discussions with Surrey County Highways to ensure the development has an acceptable impact on the local highway.
- 2.2 Improvements secured during the course of the application: Additional highway information was provided to clarify the proposed access, alterations to parking arrangements on Shelveys Hill and to ensure satisfactory vehicle tracking. Design improvements were also secured to improve the elevational appearance, including the removal of balconies and dormers, the addition of chimneys and the provision of a street elevation to enable assessment of site levels and impact on the streetscene.
- 2.3 Further improvements could be secured through the use of conditions

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

- |     |            |  |         |
|-----|------------|--|---------|
| 3.1 | 05/00268/F | Erection of glazed conservatory to illustrate similar for sale         | Granted |
| 3.2 | 04/02666/F | Erection of timber log cabin, to illustrate similar buildings for sale | Granted |

## **4.0 Proposal and Design Approach**

- 4.1 This is a full application for the erection of 10 flats, in two apartment blocks with associated parking areas and shared private amenity space. This would include the provision of 8x2 bedroom and 2x1 bedroom flats, the formation of two parking forecourts comprising 14 spaces, bike store and bin store. The southern vehicular access serving the site would be retained, and the northern access relocated a few metres to the north with associated minor changes to the on-street parking bays.

- 4.2 Block A to the south would be 2 storeys in scale, comprising 4 apartments. Block B the northern apartment block would have three floors over 2 storeys plus roof accommodation, with gable features to either side at the front and rear, and rooflights in the flank elevations.
- 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 varied with 3 storey apartments to the north, commercial and residential development fronting the site and further residential development to the south
	Site features meriting retention are listed as trees to the rear (within Network Rail ownership)
Involvement	No community consultation took place. Pre-application consultation with the Council was undertaken on this and previous schemes on the site. This proposal seeks to respond to the concerns identified.
Evaluation	The design and access statement submitted with the application outline how the proposed scheme has evolved. This includes rationale for how and why the mass has been split into two blocks, the rationale for the building heights and elevational treatment.
Design	The applicant's reasons for choosing the proposal from the available options were that it enabled the creation of a modern residential frontage that respects the existing character of the context along Ashurst Road and creates interest on the approach from Shelveys Way and Preston Lane.

- 4.5 Further details of the development are as follows:

Site area	1173 sqm
Existing use	Farm fencing – retail & employment including ancillary storage

Proposed use	residential
Proposed parking spaces	14
Parking standard	14 (maximum) 1 space per 1 bed, 1.5 space per 2 bed
Number of affordable units	None. See paragraph 6.27 – 6.28
Net increase in dwellings	10

## 5.0 Policy Context

### 5.1 Designation

Urban area  
Local Shopping Parade

### 5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)  
CS4 (Valued Townscapes and Historic Environment)  
CS7 (Town/Local Centres),  
CS10 (Sustainable Development),  
CS11 (Sustainable Construction),  
CS14 (Housing Needs)  
CS15 (Affordable Housing)  
CS17 (Travel Options and accessibility)

### 5.3 Reigate & Banstead Borough Local Plan 2005

Landscape & Nature Conservation	Pc4
Housing	Ho9, Ho10, Ho13, Ho16
Employment	Em1
Shopping	Sh1, Sh10, Sh11
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 Affordable Housing
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 subject to policy and design considerations.
- 6.2 The main issues to consider are:
- Change of use – loss of retail / employment land and impact on the viability and vitality of the Shelveys Way Local Shopping Centre.
  - Design appraisal
  - Neighbour amenity
  - Impact on trees
  - Highway matters
  - Affordable Housing
  - Community Infrastructure Levy

### Change of use

- 6.3 The site which is currently used for retail sale and storage of fencing and associated supplies (A1 / B8 use) is located within the Shelveys Way Local Shopping Centre as designated in the Borough Local Plan 2005. The site is not located within a designated employment area. The change of use must therefore be justified against the retail policy position. Policy Sh11 seeks to protect A1 floor space within such parades which provides local convenience shopping facilities for local residents; Policy Sh1 and Sh10 both seek to encourage new or expanded retail facilities in local centres. The 2011 Retail & Leisure Needs Assessment indicates that some retail growth should be directed to local centres over the next 10 years (1,395sqm convenience and 970sqm comparison) and the Core Strategy (Policy CS7) encourages improvement in local retail facilities at local centres. Further retail evidence supports the emerging draft Development Management Policy document.
- 6.4 However, whilst the site is considered a retail use, with an element of storage and employment generation (the applicant states 5 employees), the site does not contribute to local convenience shopping needs and as such the loss of the site to residential use is not considered to impact on the viability and vitality of this local shopping centre. The site is disconnected from the existing residential offer being across two roads with no pedestrian crossing linking the two areas. There is also a change in level between the two roads which further isolates the site from a retail perspective. In addition the current use of the site is in many ways incompatible with its residential and local convenience retail location, with poor access, servicing and parking arrangements for both customers and lorry deliveries with highway safety implications. The site is also untidy and a redevelopment could offer an opportunity to improve the visual appearance of the site.
- 6.5 A statement prepared by Savills has been submitted on behalf of the applicant which states the following:



- The current tenant, Farm Fencing will lease the adjoining premises to the north to be principally used for retail sales / display and will retain all five full time employees, resulting in no loss of employment. The bulk of the storage will be moved elsewhere either on Derby Arms Road or other locations within the borough which are better located for access.
- The buildings on site are of basic construction, of poor design and in a poor state of repair with limited prospect for reuse. To remain fit for purpose the buildings would require comprehensive refurbishment which would be unviable or replacement. They add little to the sites value and marketability.
- The buildings do not comply with the Disability Discrimination Act 2005, whilst there is scope to create ramped access, the costs are likely to be rendered unviable.
- The site is limited by its location, being isolated from a retail perspective from the retail parade opposite.
- The parade itself is a tertiary parade, commanding lower rents, that compliments two other retail areas in the village which are arguably superior.
- The existing retail offer in Tadworth is considered sufficient to satisfy local occupier demand and considered extensive for a village of Tadworth's size. A number of vacant retail premises exist within a 1.75milr radius of Tadworth of varying sizes to suit different tenant requirements. Accordingly the loss of the application site as a retail opportunity would not be detrimental to the village where supply exceeds demand.
- Savills were unable to identify a commercial operator that would be interested in utilising the site for any other commercial purpose. The areas of hardstanding could potentially be used for commercial storage however significant expenditure would be required to resurface the yards which together with the poor access would deter open storage tenants. Due to costs involved and low rental return such use is considered unviable.
- Residual viability appraisals have been undertaken to establish if the site could viably be redeveloped for any other commercial use to include retail (Class A1), office (Class B1a) and light industrial (B1c). These generate a nominal land value of less than £15,000 such to make these options unviable.
- In summary the report concludes the site is not suitable, needed or viable for employment use

6.6 In light of the above it is concluded that the loss of retail and associated employment generating use is justified against policy and the change of use of the land to residential is acceptable in principle, noting the prevalence of residential land use in the surrounding area and the site location within the urban area.

### Design appraisal

- 6.7 The appearance and character of the existing site is poor and the replacement of the existing buildings offers an opportunity to secure a visual enhancement to the street scene. The proposed design has been informed by an analysis of the site context and is considered to respond positively to the topography, mix of uses and surrounding built form which varies in height from bungalows to 3 storey flat blocks to the north. The proposed building will introduce an extended street frontage along Ashurst Road, with gaps between the blocks and to either side to break up the mass of the built form, retaining views of the trees behind and continuing the rhythm of the street. The layout enables amenity space to be provided between the development and separation to neighbouring development to the north and south.
- 6.8 Block A to the south is proposed at two storeys, responding to the lower density bungalows to the south whilst block B to the north is larger with a third floor within its roof, reflecting its more prominent location opposite the retail parade and larger buildings of the petrol station and flat block to the north. This approach creates a gradual increase in height across the site and a varied elevational approach. The height of the buildings (which is broken down by the detailed elements of the elevations) and their proposed scale and mass at two and two and a half storeys is considered comparable to those in the surrounding area and given the set back to buildings within the local shopping parade is not considered overly dominant or out of character. The proposed buildings have a width of 20m and 22m respectively, these compare favourably with typical plot widths locally (semi-detached houses average 15m width, terraced houses 21m, detached houses 11m and flat blocks 30m).
- 6.9 A traditional design approach has been followed, with the use of brick and a mix of gable and hipped roofs. Setbacks and gables have been introduced facing the street to break up the mass of the buildings and create interest in the approach from Shelveys Way and Preston Lane, whilst detailing includes tile hanging and render details on the gables. The opportunity for two block typologies has been taken such that the buildings follow the same architectural style whilst introducing variety and interest to the streetscene. The elevational treatment is ordered and the rationale well-conceived and the design is considered to be appropriate, and reflective of the site's context where the use of gabled elevations with similarities to that proposed is evident.
- 6.10 Concern was raised regarding the use of parking courts which are not considered reflective of local distinctiveness and can give rise to concerns regarding fear of crime. The use of parking courts is however encouraged in the Council's Local Distinctiveness Guide where it is considered they can play a role in preventing parking from dominating the street, provided they are over-looked and in secure locations. Whilst rear parking courtyards are preferred, the narrow footprint of this site prevents that option in this case and given the short distances residents would walk from the parking courts to their front door I consider this solution acceptable. Whilst security gates could be

added to the site frontage, I consider this would have a negative visual impact on the character of the streetscene and could give rise to highway safety issues due to lack of space to pull in. In light of the above I consider the use of parking courts acceptable and subject to a condition to secure lighting and CCTV to the courtyards and do not consider that the application would increase the risk of crime.

- 6.11 The application is supported by a sustainability and energy statement. The Deregulation Act of 2015 has withdrawn the Code for Sustainable Homes and the scheme is no longer applicable, with required standards for energy reduction, energy efficiency and sustainability now incorporated into Building Regulations. The submitted statement states it is proposed to enhance the fabric insulation standards of the apartments above the minimum required by Building Regulations and to install photovoltaic panels to the rear (south-west) roof elevations only (6 panels on the rear of Block A and four panels on the rear of block B).

#### Neighbour amenity

- 6.12 The proposed development has been assessed with regards to its impact on the amenity of neighbouring properties. The nearest residential properties to the site are located to the south (no 103 and 88 Ashurst Road) adjacent and opposite block A. 103 Ashurst Road is a bungalow with detached garages and has a side elevation with conservatory which faces north. There is approximately 40 metres between block A and no.103 Ashurst Road, with the garage sited between the bungalow and the application site. Given the separation distance it is not considered that any adverse overlooking relationships, loss of privacy or overbearing issues will be created.
- 6.13 No88 is on the opposite side of Ashurst Road and located approximately 32m from Block A. The separation distance between block B and the buildings within the retail parade is approximately 20m. It is not considered that the proposed development would have any adverse impacts upon the residential amenities otherwise enjoyed by the occupants of these properties. Indeed the relationships being proposed are entirely typical of those within established residential environments.
- 6.14 There is a separation distance of approximately 10m between the blocks. Whilst there will be a degree of mutual overlooking from flank windows between new residents this relationship is considered satisfactory, noting that new residents will be aware of the amenity levels when purchasing a property.
- 6.15 It is noted that the site is located within close proximity to the operational railway and adjacent to Ashurst Road where it may be affected by road and rail traffic noise, as such the Environmental Health Acoustic Officer has been consulted on the application. An acoustic and noise assessment to assess the suitability of the site for a residential use has been submitted with regard to BS national standards and guidelines for residential dwellings and following noise surveys. This report has been reviewed and it is concluded that subject

to mitigation measures, including the use of appropriate glazing coupled with mechanical ventilation and acoustic trickle ventilators (as indicated) the development could achieve the specified internal noise levels. As such future residents would be protected from the dominant noise sources and a satisfactory residential environment could be achieved. In light of this there is no objection from the noise officer subject to conditions to secure the necessary mitigation, including controlling external plant noise to specified limits and the application is considered to comply with Policy Ho10.

- 6.16 The proposed flats in terms of their layout, size, accessibility and access to facilities is considered acceptable. The proposed flats have an acceptable floor space and would have access to an area of shared communal amenity space. The ground floor flats would also have access to small private rear gardens. The set back from Ashurst Road allows the creation of private defensible space to the front of the apartment blocks of a minimum depth of 1.5m increasing to 3.5m in areas where the site widens. The Council does not have any specific space standard for amenity areas and it is acknowledged that the requirement and expectation for amenity space for flats is less than that for houses and that the application site is located in relative proximity to open space for example Banstead Heath, Walton Downs and public footpaths across Epsom Downs. When judged from a living standard perspective the proposal is considered acceptable.
- 6.17 Given the narrow site dimensions the rear building line is approx 2.2m at its narrowest point from the rear treed site boundary which leads on to the railway embankment, increasing to over 4m where the site widens. Primary rooms have generally been sited to the front of development to mitigate impact from tree shading and the application is considered to provide an acceptable outlook and level of daylight into the new properties.
- 6.18 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 would be secured by planning condition.
- 6.19 While giving rise to a degree of change in the relationship between buildings, the proposed scheme would not adversely affect the amenity of neighbouring properties, and complies with policy Ho9, Ho13 and Ho16.

#### Impact on trees

- 6.20 In light of the presence and proximity of off-site trees to the rear of the site the tree officer was consulted on the planning application. It has been confirmed that the submitted arboricultural report demonstrates that the proposed layout can be constructed with minimal impact to the trees. The tree officer states that whilst the distance between the flats and trees on the embankment is likely to result in pressure to prune the trees to alleviate concerns from future residents, because none are particularly outstanding specimens (none are

mature), any pruning carried out will not have an adverse impact on the visual appearance of the area or the tree stock. Furthermore, as the trees are located on Network Rail land it is likely the trees are inspected on a regular basis and any works identified as part of the survey will be carried out.

- 6.21 It is noted that along the same embankment but south of the application site there is an area TPO RE: 776. However as this is located some distance from the site there will be little impact on the trees during the construction phase or afterwards.
- 6.22 Therefore, based on the arboricultural information submitted the tree officer raises no objection subject to condition relating to tree protection works.

#### Highway matters

- 6.23 The site is located adjacent to a small roundabout, with a site frontage of approx 90m. Currently there are two crossovers which facilitate vehicular access located at the north and south of the site. Two on-street parking bays (each circa 10m in length) providing space for approximately 4 cars are located next to the site, either side of the northern site access and are not subject to a time restriction.
- 6.24 The proposals seek to retain the southern access and close the existing northern access, with a new access created approximately 4-5m northwards.
- 6.25 This slight relocation to the northern access requires the rearrangement of the existing on-street parking bay. To maintain good levels of visibility for vehicles exiting the site from the northern access, it is proposed to relocate the northernmost parking bay to south. The northern bay will be removed and a single yellow line is proposed. The southern bay is proposed to be extended by approximately 3m at its north end and 8m at its southern end. Hence a single bay of 22m will result which would maintain capacity for 4 vehicles to park.
- 6.26 A swept path analysis has been submitted and demonstrates that an articulated lorry is able to navigate past the parking bays after exiting the Shelveys Hill / Ashurst Road / Shelveys Road roundabout and in light of this the proposed arrangement is considered acceptable with regard to highway safety.
- 6.27 The proposal would provide 14 parking spaces for 10 dwellings. The parking would be located within 2 parking courts at either end of the development., with 6 parking spaces to the north area and 8 to the south. The level of parking is compliant with RBBC parking standards and given the availability of on street parking in the area no objection has been raised and the application is not considered to have a detrimental impact on highway safety as a result of displacement parking.

### Affordable Housing

- 6.28 Core Strategy Policy CS15 and the Council's Affordable Housing SPD states that for residential developments of 10-14 net dwellings, a financial contribution towards the provision of affordable housing will be sought. 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.
- 6.29 In view of this, and subsequent local appeal decisions which have afforded greater weight to the Written Ministerial Statement than the Council's adopted policy, the Council is not presently requiring financial contributions from applications such as this resulting in a net gain of 10 units or less. The absence of an agreed undertaking does not therefore warrant a reason for refusal in this case.

### Community Infrastructure Levy (CIL)

- 6.30 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, although the exact amount would be determined and collected after the grant of planning permission, an informal calculation shows a CIL liability of around £84,207.20 excluding indexation. (This is on the provision that the applicant is able to further demonstrate the quoted GIA figure of 164sqm, otherwise the figure would rise.)

## **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
Landscaping Plan	D0314-001	C	10.07.2017
Landscaping Plan	D0314-002	C	10.07.2017
Elevation Plan	01198-BA-BB-E	P3	05.10.2017
Other Plan	2016-2958-005	A	23.10.2017

Floor Plan	01198-BA-01	P2	05.10.2017
Elevation Plan	01198-BA-02	P2	05.10.2017
Street Scene	01198_SK_32	P2	05.10.2017
Section Plan	01198_BA_BB_X123	P2	05.10.2017
Floor Plan	01198-BB-01	P2	05.10.2017
Elevation Plan	01198-BB-02	P2	05.10.2017
Location Plan	01198-S-01	P2	05.10.2017
Site Layout Plan	01198_S_02	P3	05.10.2017
Site Layout Plan	01198_S_03	P3	05.10.2017
Site Layout Plan	01198_S_04	P3	05.10.2017

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

3. No development shall take place until the developer obtains the Local Planning Authority's written approval of details of both existing and proposed ground levels and the proposed finished ground floor levels of the buildings. The development shall be carried out in accordance with the approved levels.  
Reason: To ensure the Local Planning Authority are satisfied with the details of the proposal and its relationship with adjoining development and to safeguard the visual amenities of the locality with regard to Reigate and Banstead Borough Local Plan 2005 policy Ho9.
4. No development shall take place 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 that a satisfactory external appearance is achieved of the development with regard to Reigate and Banstead Borough Local Plan 2005 policies Ho9 and Ho13.
5. No development shall commence including demolition and or groundworks preparation until all related arboricultural matters, including arboricultural supervision, monitoring and tree protection measures are implemented in strict accordance with the approved details contained in the Tree Protection Plan and Arboricultural Method Statement compiled by SJA Trees dated July 2017.  
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 of the Reigate and Banstead Borough Local Plan  
Informative:  
The use of a suitably qualified arboricultural consultant is essential to provide acceptable submissions in respect of the arboricultural tree condition above. All works shall comply with the recommendations and guidelines contained within British Standard 5837

6. No development shall commence on site until a scheme for the landscaping of the site including the retention of existing landscape features has been submitted to and approved in writing by the LPA. Landscaping schemes shall include details of hard and soft landscaping, including any tree removal/retention, planting plans, written specifications (including cultivation and other operations associated with tree, shrub, and hedge or grass establishment), schedules of plants, noting species, plant sizes and proposed numbers/densities and an implementation and management programme.

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

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

Reason: To ensure good arboricultural and landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies Pc4, Pc12, Ho9 of the Reigate and Banstead Borough Local Plan 2005.

Informative:

The use of a landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above relevant condition. The planting of trees and shrubs shall be in keeping with the character and appearance of the locality.

7. 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) measures to prevent the deposit of materials on the highway

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 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.

8. The development hereby approved shall not be first occupied unless and until the proposed vehicular access to Ashurst Road has been constructed in accordance with the approved plans and thereafter shall be kept permanently maintained.

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.

9. The development hereby approved shall not be first occupied unless and until the existing access from the site to Ashurst Road has been permanently closed and any kerbs, verge, footway, fully reinstated.  
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.
10. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking /turning areas shall be retained and maintained for their designated purposes.  
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.
11. The development hereby approved shall not be first occupied unless and until the proposed alterations to the existing on street parking bays and parking restrictions on Ashurst Road and the associated Traffic Regulation Orders have been designed and implemented at the applicant's expense, in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.  
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.
12. The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with the approved plans for:  
(a) The secure parking of a minimum of 10 bicycles within the development site, and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.  
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.
13. The development shall not be occupied until a plan indicating the positions, design, materials and type of boundary treatment to be erected has been submitted to and approved in writing by the Local Planning Authority. The boundary treatment shall be completed before the occupation of the development hereby permitted.

Reason: To preserve the visual amenity of the area and protect neighbouring residential amenities with regard to the Reigate and Banstead Borough Local Plan 2005 policies Ho9 and Pc4.

14. All residential units shall be designed so as not to exceed the noise criteria based on current figures by the World Health Organisation Community Noise Guideline Values/BS8233 “good” conditions given below:
- Dwellings indoors in daytime: 35 dB LAeq,16 hours
  - Outdoor living area in day time: 55 dB LAeq,16 hours
  - Inside bedrooms at night-time: 30 dB LAeq,8 hours (45 dB LAmax)
  - Outside bedrooms at night-time: 45 dB LAeq,8 hours (60 dB LAmax)

Prior to the commencement of development, such detail and appropriate consequential noise mitigation measures shall be submitted and agreed in writing, to the Local Planning Authority. Thereafter they shall be implemented as approved prior to occupation of any building on the site and shall be maintained as agreed thereafter.

Reason: To ensure that the development provides an acceptable noise environment for new residents with regard to policy Cf5 of the Reigate and Banstead Local Plan 2005.

15. The rating level of sound emitted from any fixed plant and/or machinery associated with the development shall not exceed background sound levels by more than 5dB(A) between the hours of 0700-2300 (taken as a 15 minute LA90 at the nearest sound sensitive premises) and shall not exceed the background sound level between 2300-0700 (taken as a 15 minute LA90 at the nearest/any sound sensitive premises). All measurements shall be made in accordance with the methodology of BS4142 (2014) (Methods for rating and assessing industrial and commercial sound) and/or its subsequent amendments.

Where access to the nearest sound sensitive property is not possible, measurements shall be undertaken at an appropriate location and corrected to establish the noise levels at the nearest sound sensitive property.

Any deviations from the LA90 time interval stipulated above shall be agreed in writing with the Local Planning Authority.

Reason: To ensure that the development provides an acceptable noise environment for new and existing residents with regard to policy Cf5 of the Reigate and Banstead Local Plan 2005.

16. Prior to commencement of development a written comprehensive environmental desktop study report is required to identify and evaluate possible on and off site sources, pathways and receptors of contamination and enable the presentation of all plausible pollutant linkages in a preliminary conceptual site model. The study shall include relevant regulatory consultations such as with the Contaminated Land Officer and be submitted

to the Local Planning Authority and is subject to the approval in writing of the Local Planning Authority and any additional requirements that it may specify. The report shall be prepared in accordance with the Environment Agency's Model Procedures for the Management of Contaminated Land (CLR 11) and British Standard BS 10175.

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

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

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

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

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

- 19a Prior to commencement of the development a detailed remediation method statement should be produced that details the extent and method(s) by which the site is to be remediated, to ensure that unacceptable risks are not posed to identified receptors at the site and details of the information to be included in a validation report, has been submitted to and approved in writing by the Local Planning Authority, and any additional requirements that it may specify, prior to the remediation being commenced on site. The Local Planning Authority shall then be given a minimum of two weeks written notice of the commencement of remediation works.

- 19b. Prior to occupation, a remediation validation report for the site shall be submitted to the Local Planning Authority in writing. The report shall detail evidence of the remediation, the effectiveness of the remediation carried out and the results of post remediation works, in accordance with the approved remediation method statement and any addenda thereto, so as to enable future interested parties, including regulators, to have a single record of the remediation undertaken at the site. Should specific ground gas mitigation measures be required to be incorporated into a development the testing and verification of such systems should be in accordance with CIRIA C735 guidance document entitled 'Good practice on the testing and verification of protection systems for buildings against hazardous ground gases'.

Reason: To demonstrate remedial works are appropriate and demonstrate the effectiveness of remediation works so that the proposed development will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Core Strategy CS10 and the provisions of the NPPF

20. Unexpected ground contamination: Contamination not previously identified by the site investigation, but subsequently found to be present at the site shall be reported to the Local Planning Authority as soon as is practicable. If deemed necessary development shall cease on site until an addendum to the remediation method statement, detailing how the unsuspected contamination is to be dealt with, has been submitted in writing to the Local Planning Authority. The remediation method statement is subject to the written approval of the Local Planning Authority and any additional requirements that it may specify.

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

- 21 The development hereby permitted shall not commence until the detailed design of the surface water drainage scheme has been submitted to and approved in writing by the Local Planning Authority. Those details shall include:
- a) A design that satisfies the SuDs hierarchy and follows the principles set out in the approved drainage strategy 'Flood Risk Assessment for Proposed Residential Development at Ashurst Road, Tadworth Surrey' by Abington Consulting Engineers
  - b) Detailed drawings showing drainage layout, long or cross sections of each drainage element, pipe sizes and invert and cover levels
  - c) Appropriate calculations to the elements above showing how the national SuDs standards have been met (if different from approved strategy)
  - d) Details of outline construction phasing and how surface water and any associated pollution risk will be dealt with during the construction of the development, and how any on site drainage systems will be protected and maintained.

- e) Details of who will maintain the drainage elements and their associated maintenance regimes
- f) Details of where any exceedance flows (rainfall greater than design or flows following blockages) would run to, avoiding risks to people and property.
- g) Evidence of infiltration testing in accordance with BRE Digest 365 'Soakaway design'

Reason: To ensure the design meets the technical standards for SuDs, does not increase flood risk on or off site and is suitably maintained throughout its lifetime in accordance with Policy Ut4 of the Reigate and Banstead Local Plan 2005, CS10 of the Reigate and Banstead Core Strategy and the provisions of the NPPF.

22. No development shall commence until details of lighting and CCTV for the parking courts has been submitted to and approved in writing by the Local Planning Authority.

The development shall be carried out and thereafter maintained in accordance with the approved details.

Reason:

To ensure that a satisfactory external appearance is achieved of the development with regard to Reigate and Banstead Borough Local Plan 2005 policies Ho9 and Ho13.

- 23 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, (or any Order revoking and re-enacting that Order with or without modification), no first floor windows, dormer windows or rooflights other than those expressly authorised by this permission shall be constructed.

Reason: To ensure that the development does not affect the amenity of the neighbouring property by overlooking and to protect the visual amenities of the area in accordance with Reigate and Banstead Borough Local Plan 2005 policy Ho9.

24. The development hereby permitted shall be carried out in accordance with the measures specified in the Sustainability & Energy Statement undertaken by Blue Sky limited date 24<sup>th</sup> July 2017

Reason: To control any subsequent enlargements in the interests of the visual and residential amenities of the locality with regard to Reigate and Banstead Borough Local Plan 2005 policies Ho9, Ho13, and Ho16

## INFORMATIVES

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

3. Your attention is drawn to the fact that this permission is subject to an infrastructure contributions payment. There is a requirement to notify the Council in advance of commencement of development. Payment then becomes due.

On commencement of development, notice should be sent to the Planning Authority in writing or email to [planning.applications@reigate-banstead.gov.uk](mailto:planning.applications@reigate-banstead.gov.uk) advising that works have started. The sum described above is payable within a period of 28 days from commencement of development.

The development, once started, will be monitored by my enforcement staff to ensure compliance with the legal agreement and the conditions. Failure to pay the agreed infrastructure contribution will result in legal action being taken against the developer and/or owner of the land for default of the relevant agreement.

4. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, a 140 litre wheeled bin conforming to British Standard BSEN840 and a 60 litre recycling box should be provided for the exclusive use of the occupants of that dwelling. Prior to the initial occupation of any communal dwellings or flats, wheeled refuse bins conforming to British Standard BSEN840, separate recycling bins for paper/card and mixed cans, and storage facilities for the bins should be installed by the developer prior to the initial occupation of any dwelling hereby permitted. Further details on the required number and specification of wheeled bins and recycling boxes is available from the Council's Neighbourhood Services on 01737 276501 or 01737 276097, or on the Council's website at [www.reigate-banstead.gov.uk](http://www.reigate-banstead.gov.uk). Bins and boxes meeting the specification may be purchased from any appropriate source, including the Council's Neighbourhood Services Unit on 01737 276775.
5. You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:
- 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;
  - 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;
  - Deliveries should only be received within the hours detailed in (a) above;
  - 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;
  - There should be no burning on site;
  - 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).

6. The applicant is advised that the essential requirements for an acceptable communication plan forming part of a Method of Construction Statement are viewed as: (i) how those likely to be affected by the site's activities are identified and how they will be informed about the project, site activities and programme; (ii) how neighbours will be notified prior to any noisy/disruptive work or of any significant changes to site activity that may affect them; (iii) the arrangements that will be in place to ensure a reasonable telephone response during working hours; (iv) the name and contact details of the site manager who will be able to deal with complaints; and (v) how those who are interested in or affected will be routinely advised regarding the progress of the work. Registration and operation of the site to the standards set by the Considerate Constructors Scheme (<http://www.ccscheme.org.uk/>) would help fulfil these requirements.
7. The applicant is encouraged to achieve the Secure by Design award for the development
8. Environmental Health would like to draw the applicant attention to the specifics of the contaminated land conditional wording such as 'prior to commencement', 'prior to occupation' and 'provide a minimum of two weeks notice'.

The submission of information not in accordance with the specifics of the planning conditional wording can lead to delays in discharging conditions, potentially result in conditions being unable to be discharged or even enforcement action should the required level of evidence/information be unable to be supplied. All relevant information should be formally submitted to the Local Planning Authority and not direct to Environmental Health.

9. 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, Local Highway Services Group (0300 200 1003), before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover 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)
10. The developer is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road

markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.

11. When an access is to be closed as a condition of planning permission an agreement with, or licence issued by, the Highway Authority Local Highways Service will require that the redundant dropped kerb be raised and any verge or footway crossing be reinstated to conform with the existing adjoining surfaces at the developers expense.
12. 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 CS1, CS4, CS7, CS10, CS11, CS14, CS15, CS17 and Pc4, Ho9, Ho10, Ho13, Ho16, Em1, Sh1, Sh10, Sh11, 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.







Notes:  
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Key

- Communal Amenity space
- Private Amenity space
- Defensible Amenity space
- Paths

P3	03.10.17	Elevation Amendments	SYK	DEC
P2	18.09.17	Post Planning Amendments	AP	DEC
P1	04.07.17	Planning submission	JH/AP	DEC

Rev	Date	Description	Drawn	Chkd
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Drawing Status  
**PLANNING**

Client  
 Portdevon (Tadworth) LLP

23-25 Great Sutton Street  
 London, EC1V 0DN  
 +44 (0)20 7017 1780  
 www.jtp.co.uk

Project  
**105 - 125 Ashurst Road  
 Tadworth**

Drawing Title  
**Site Plan with External Walls**

Scale @ A3 1:500 Job Ref. 01198  
 Drawing No. 01198 \_S\_04 Revision P3

Scale Bar 70



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Key

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- Private Amenity space
- Defensible Amenity space
- Paths

P3	03.10.17	Elevation Amendments	SYK	DEC
P2	18.09.17	Post Planning Amendments	AP	DEC
P1	04.07.17	Planning submission	JH/AP	DEC

Rev	Date	Description	Drawn	Chkd
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Project  
**105 - 125 Ashurst Road  
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Drawing Title  
**Roof Site Plan**

Scale @ A3 1:500 Job Ref. 01198

Drawing No. 01198 \_S\_03 Revision P3

Scale Bar 15m



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Key

- Communal Amenity space
- Private Amenity space
- Defensible Amenity space
- Paths

Rev	Date	Description	Drawn	Chkd
P3	03.10.17	Elevational Amendments	SYK	DEC
P2	18.09.17	Post Planning Amendments	AP	DEC
P1	04.07.17	Planning submission	JH/AP	DEC

Drawing Status  
**PLANNING**

Client  
**Portdevon (Tadworth) LLP**




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Project  
**105 - 125 Ashurst Road  
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Drawing Title  
**Site Plan**

Scale @ A3 1:500 Job Ref. 01198  
 Drawing No. 01198 \_S\_02 Revision P3  
 Scale Bar 0 5 10 15m



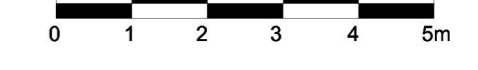


Block A Front Elevation

Block B Front Elevation

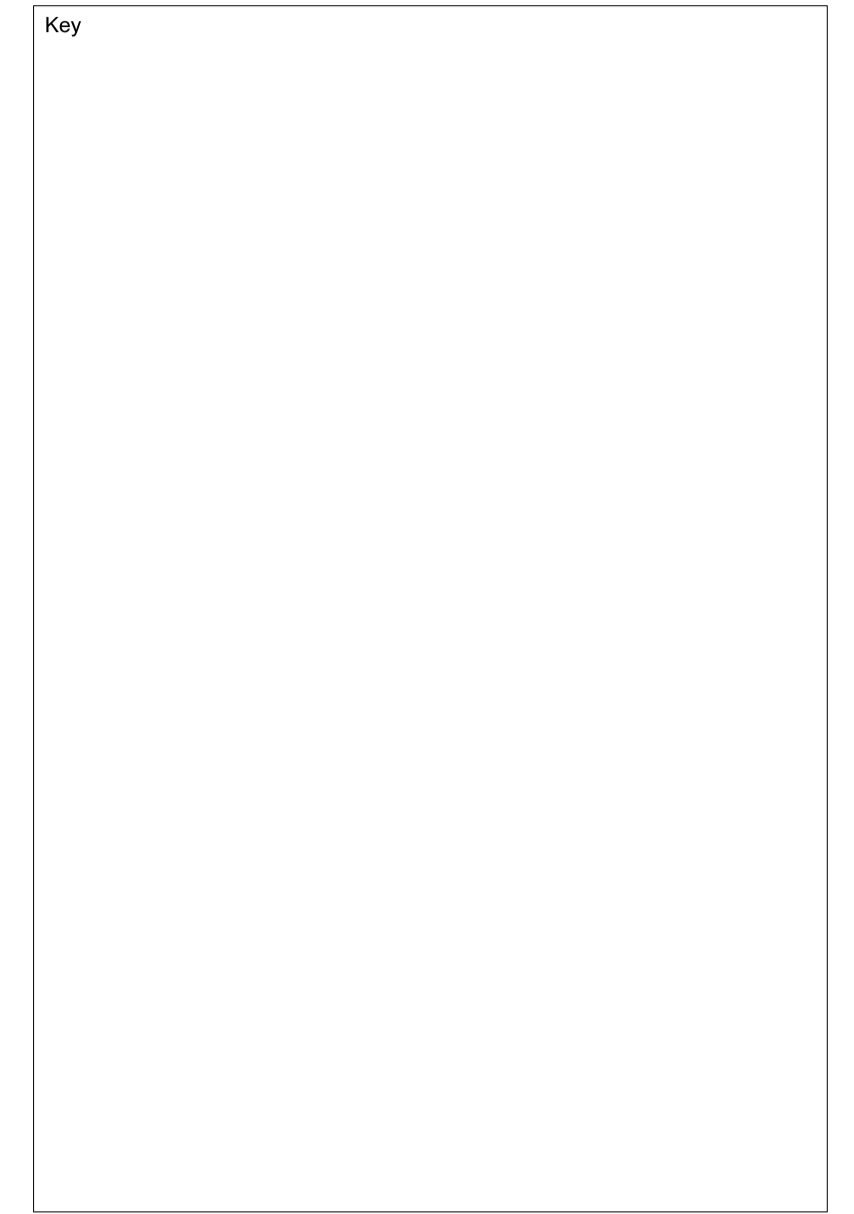
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Street Elevation  
for Portdevon (Tadworth) LLP

Drawing No. 01198\_SK\_32  
Scale @ A1 1:100 Rev P2

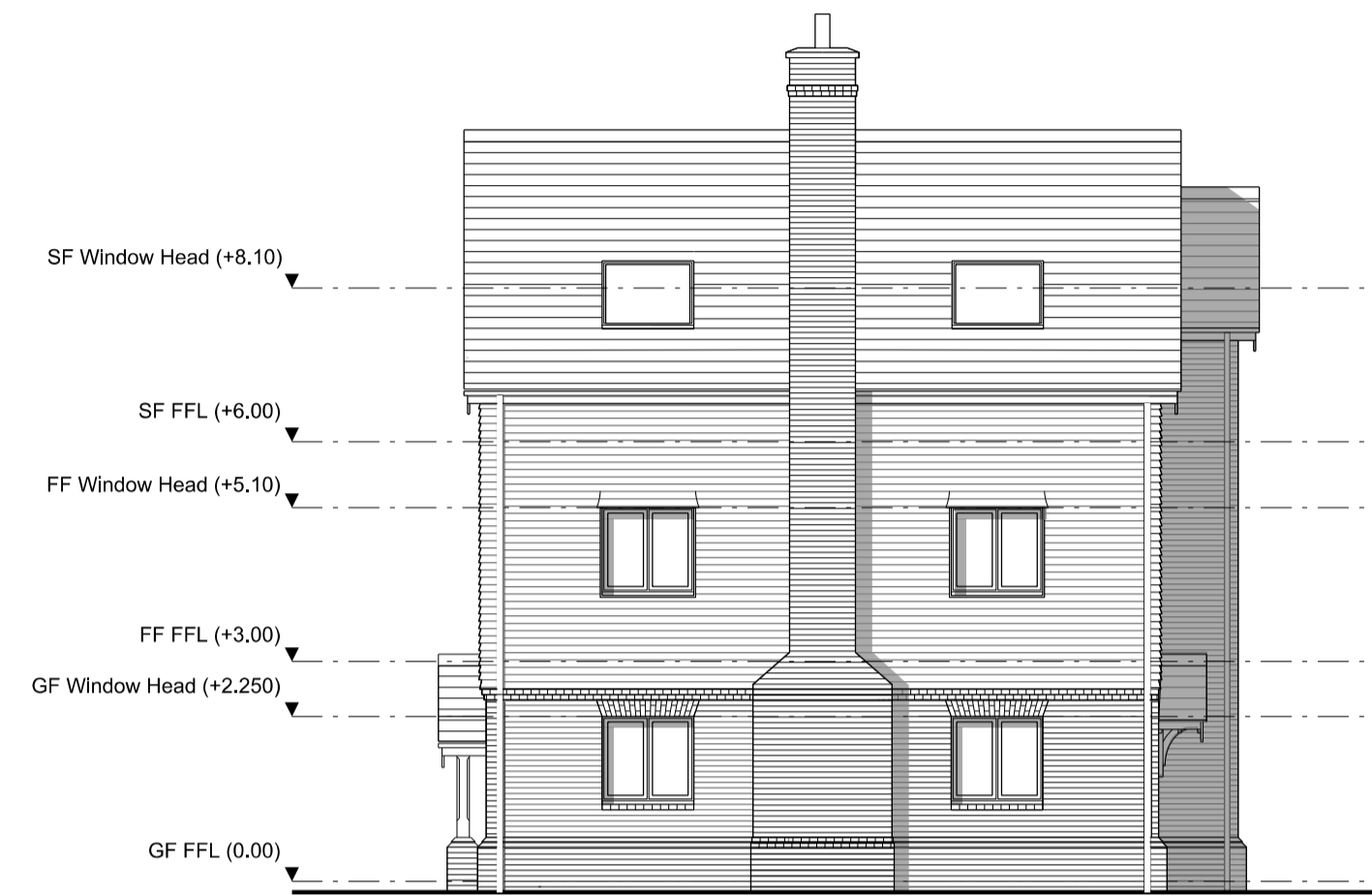


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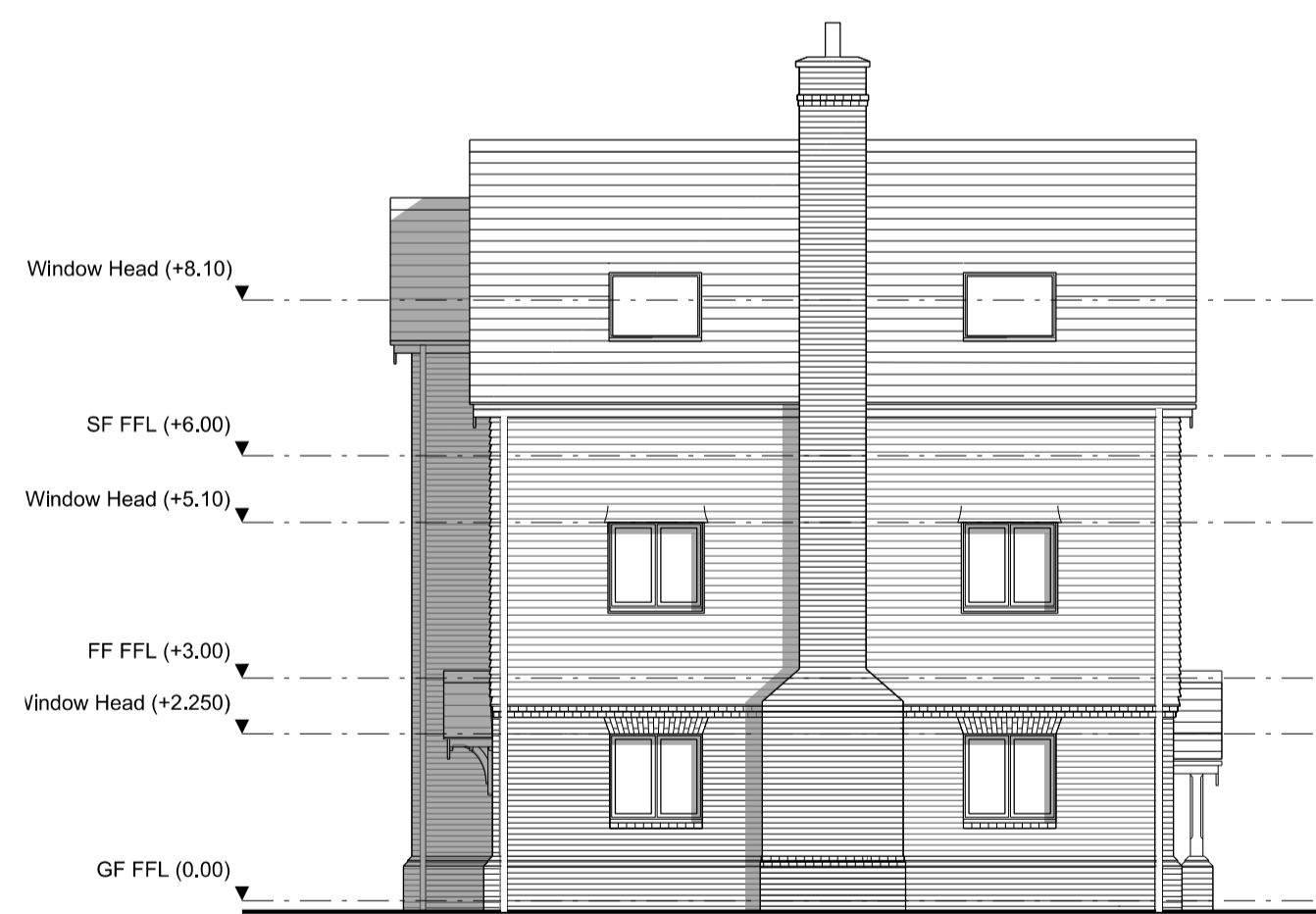
Front Elevation



North Elevation



Rear Elevation



South Elevation

P2	18.09.17	Post Planning Amendments	AP	DEC
P1	04.07.17	Planning submission	JHAP	DEC

Rev	Date	Description	Drawn	Chkd
Drawing Status				

**PLANNING**

Client  
 Portdevon (Tadworth) LLP



Project  
 105 - 125 Ashurst Road  
 Tadworth

Drawing Title  
**Block B Elevations**

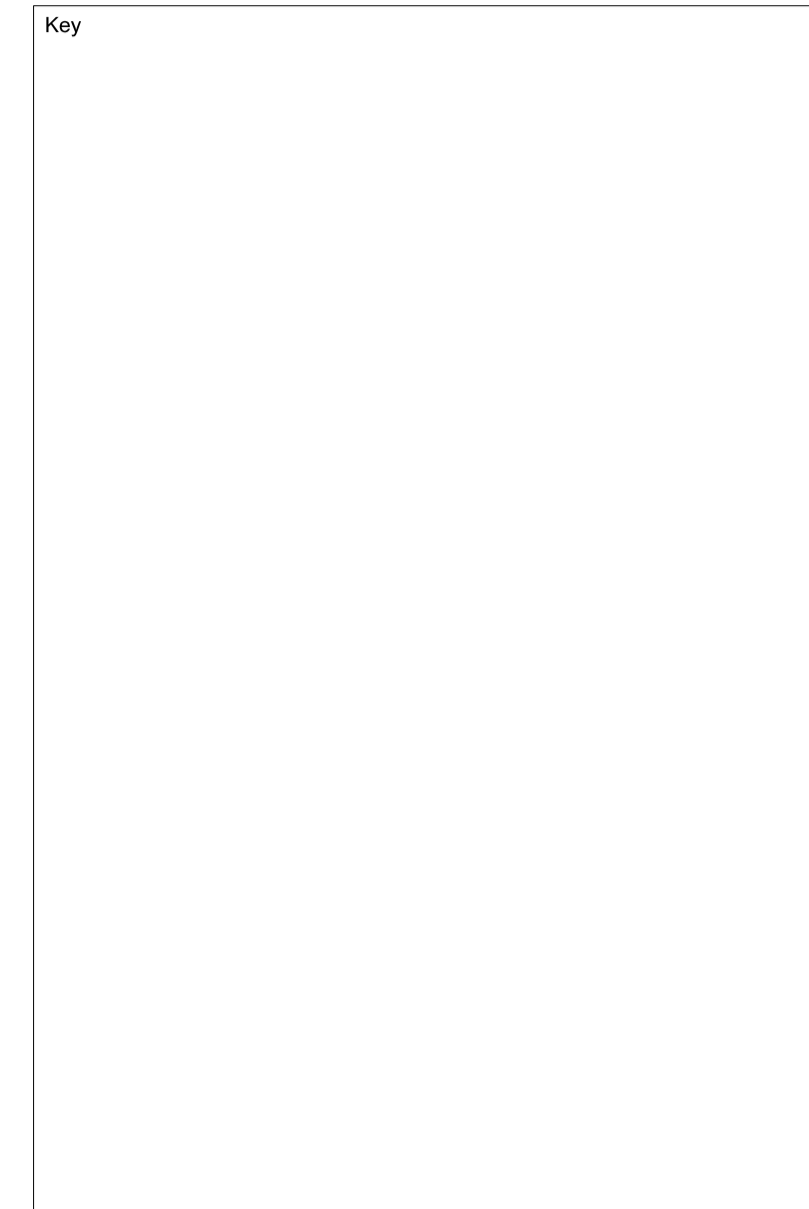
Scale @ A1 1:100 Job Ref. 01198

Drawing No. 01198\_BB\_02 Revision P2



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Block A Front Elevation

Block B Front Elevation

P3	03.10.17	Elevational Amendments	SYK	DEC
P2	18.09.17	Post Planning Amendments	AP	DEC
P1	04.07.17	Planning submission	JHIAP	DEC

Rev	Date	Description	Drawn	Chkd
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Drawing Status

**PLANNING**

Client  
**Portdevon (Tadworth) LLP**



Project  
**105 - 125 Ashurst Road  
 Tadworth**

Drawing Title  
**Street Elevation**

Scale @ A1 1:100 Job Ref. 01198

Drawing No. 01198\_BA\_BB\_E Revision P3

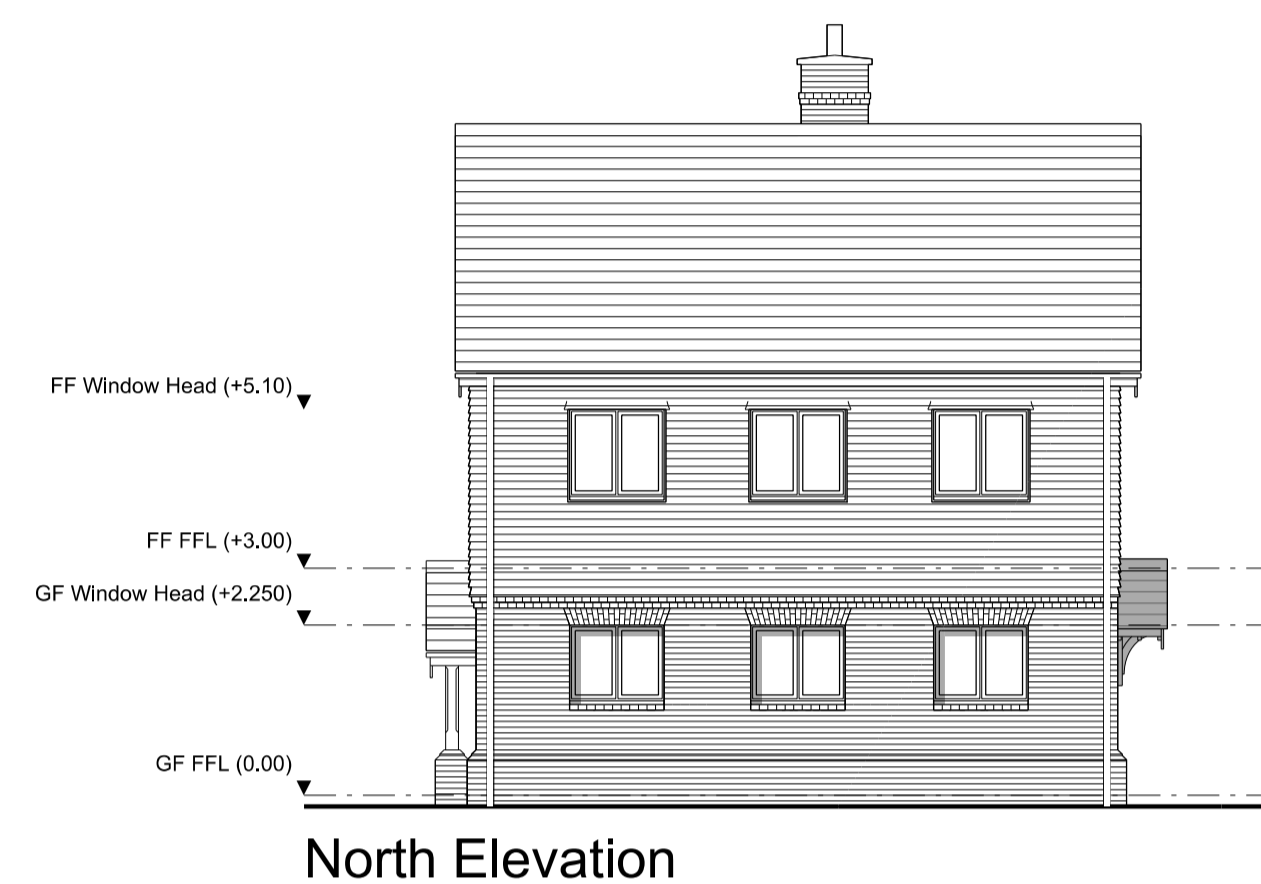


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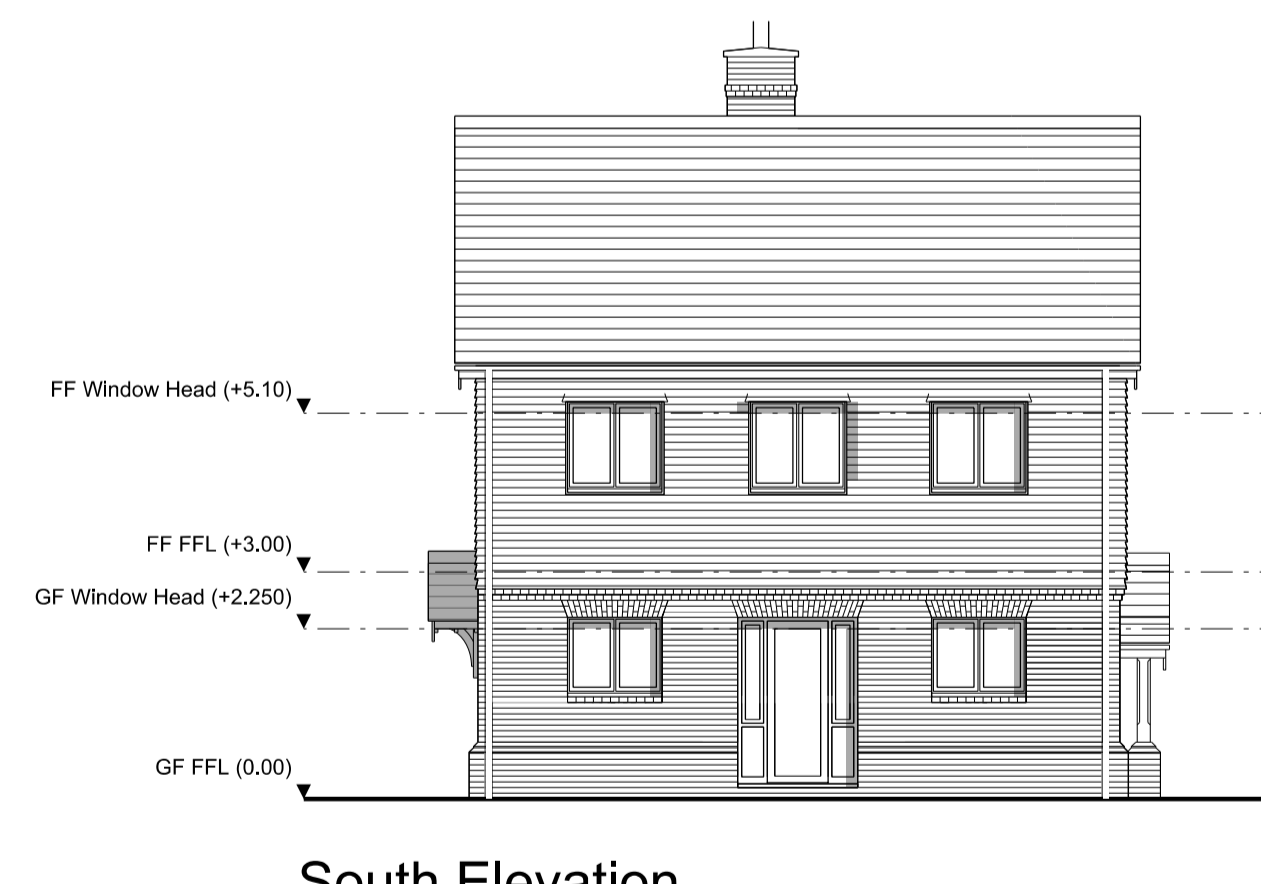
Front Elevation



North Elevation



Rear Elevation



South Elevation

Rev	Date	Description	Drawn	Chkd
P2	18.09.17	Post Planning Amendments	AP	DEC
P1	04.07.17	Planning submission	JHAP	DEC

**PLANNING**

Client  
 Portdevon (Tadworth) LLP



Project  
 105 - 125 Ashurst Road  
 Tadworth

Drawing Title  
 Block A Elevations

Scale @ A1 1:100 Job Ref. 01198

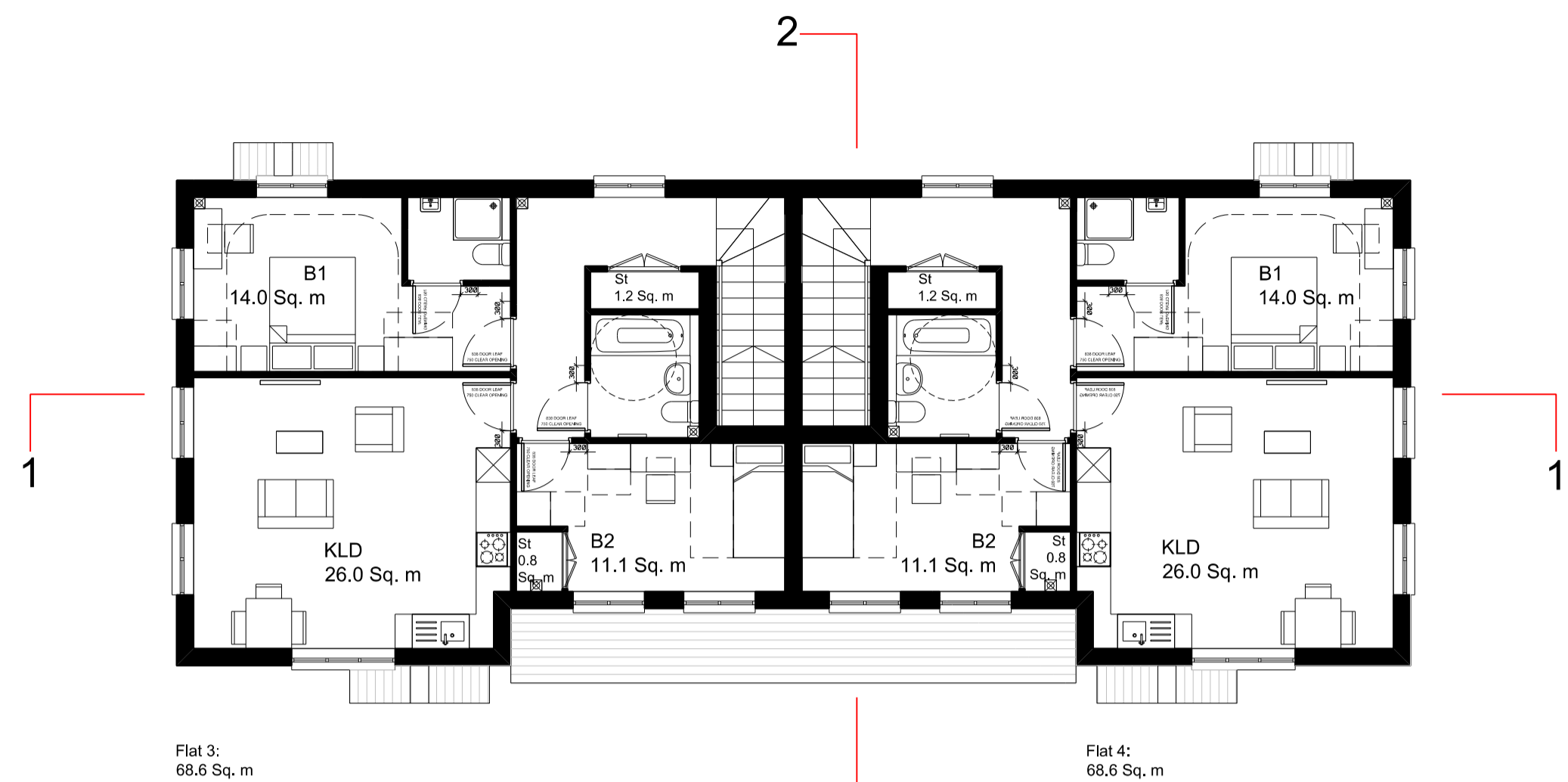
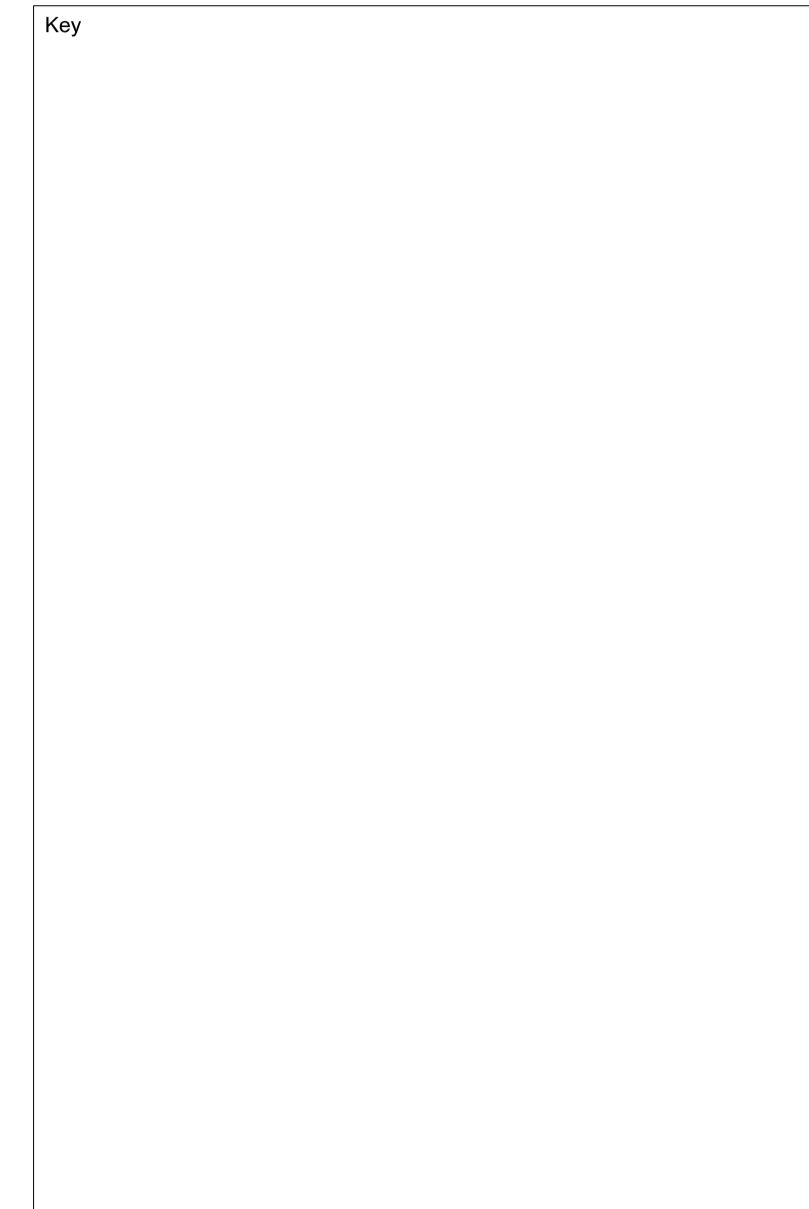
Drawing No. 01198\_BA\_02 Revision P2



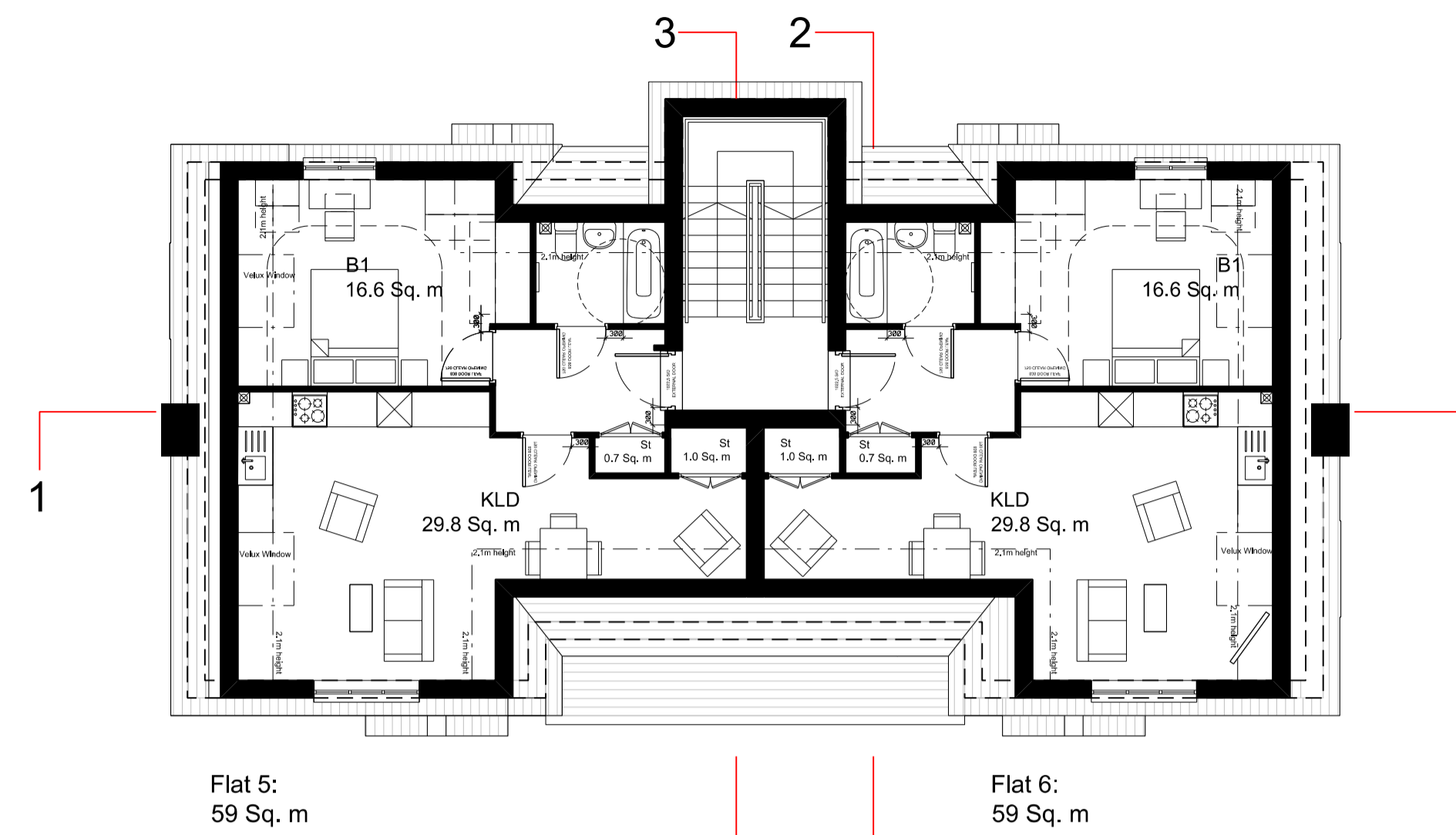


Notes:  
 Do not scale from this drawing.  
 All contractors must visit the site and be responsible for taking and checking Dimensions.  
 All construction information should be taken from figured dimensions only.  
 Any discrepancies between drawings, specifications and site conditions must be brought to the attention of the supervising officer.  
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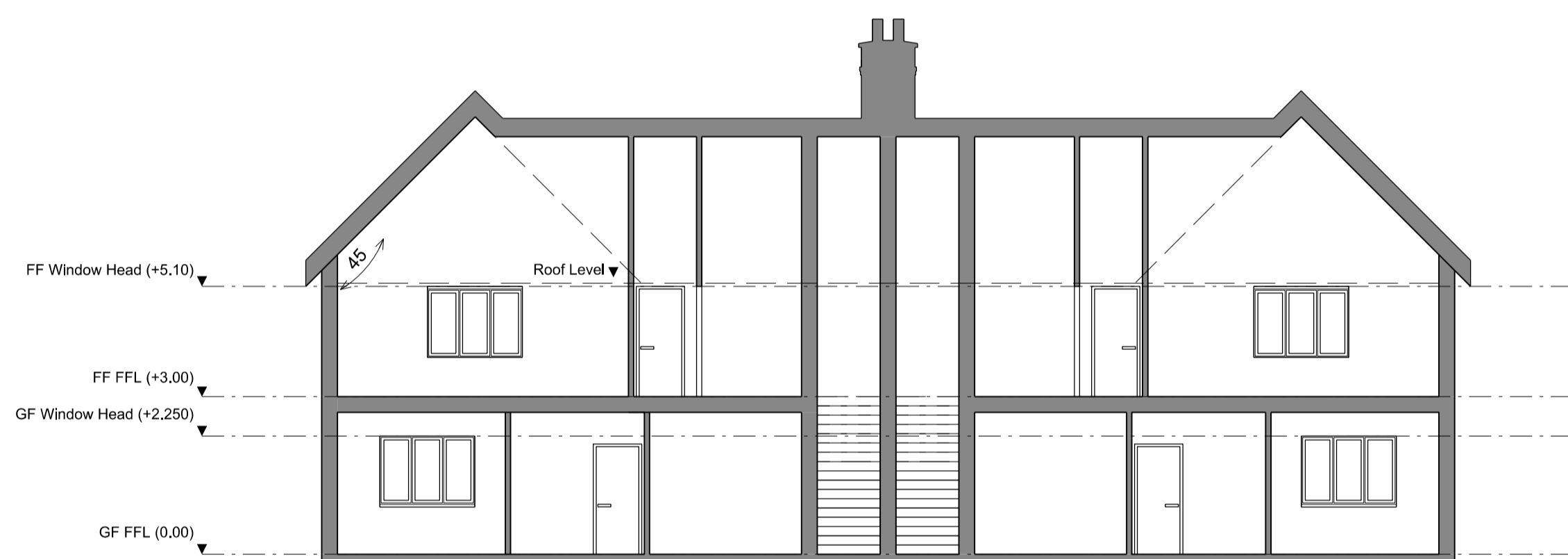
This drawing is for planning purposes only, it is not intended to be used for construction purposes, whilst all reasonable efforts are used to ensure drawings are accurate, JTP accept no responsibility or liability for any reliance placed on, or use made of, this plan by anyone for purposes other than those stated above.



Block A Second Floor Plan



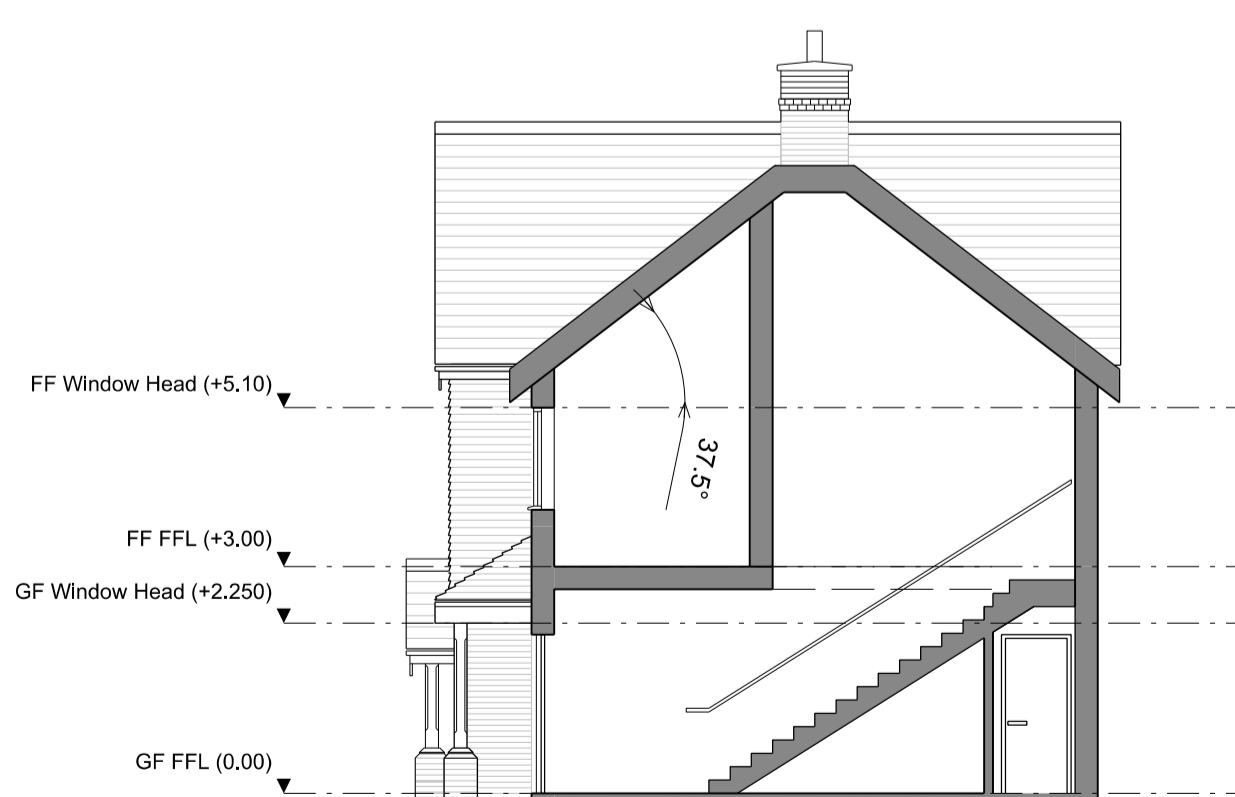
Block B Second Floor Plan



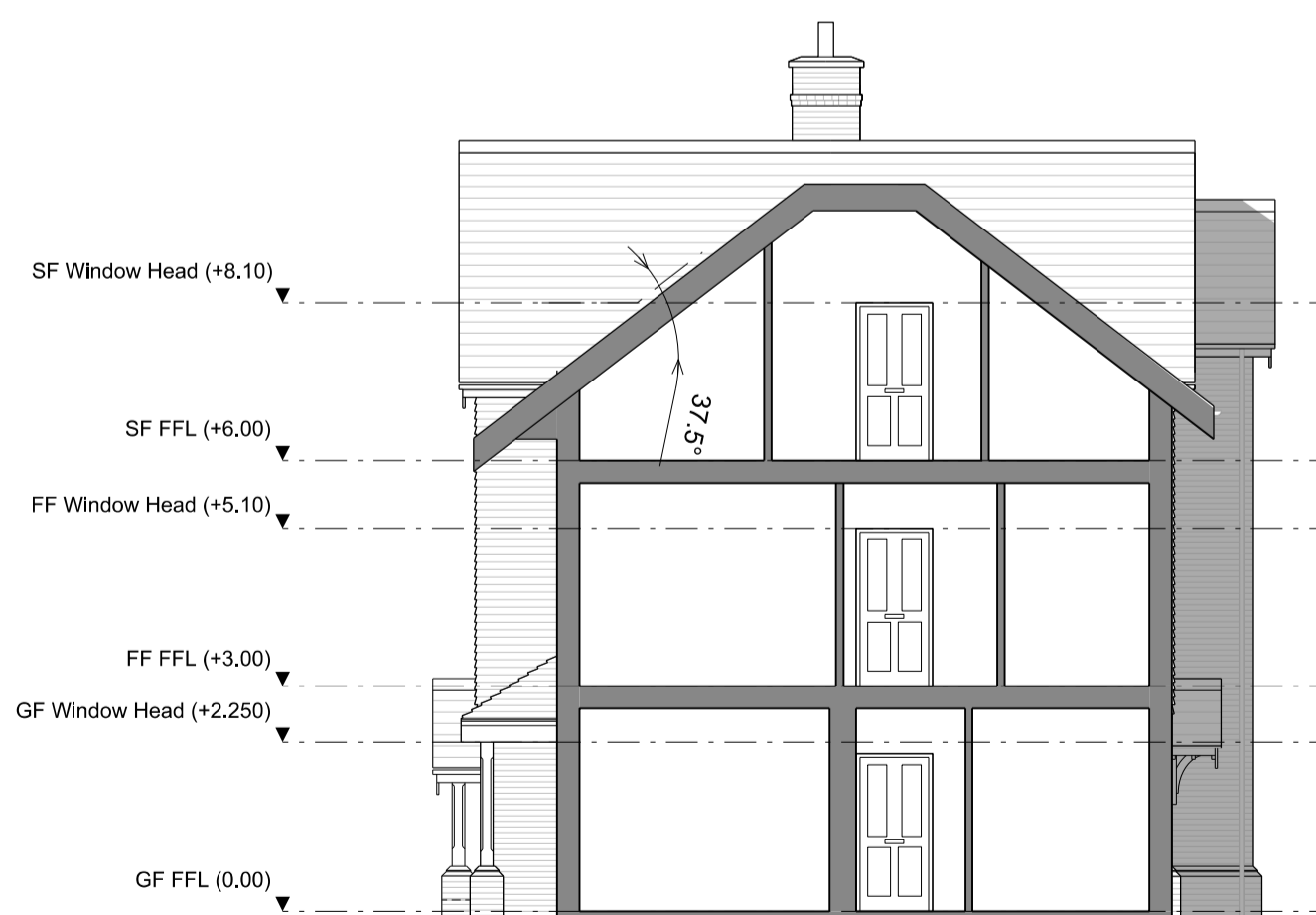
Block A Section 11



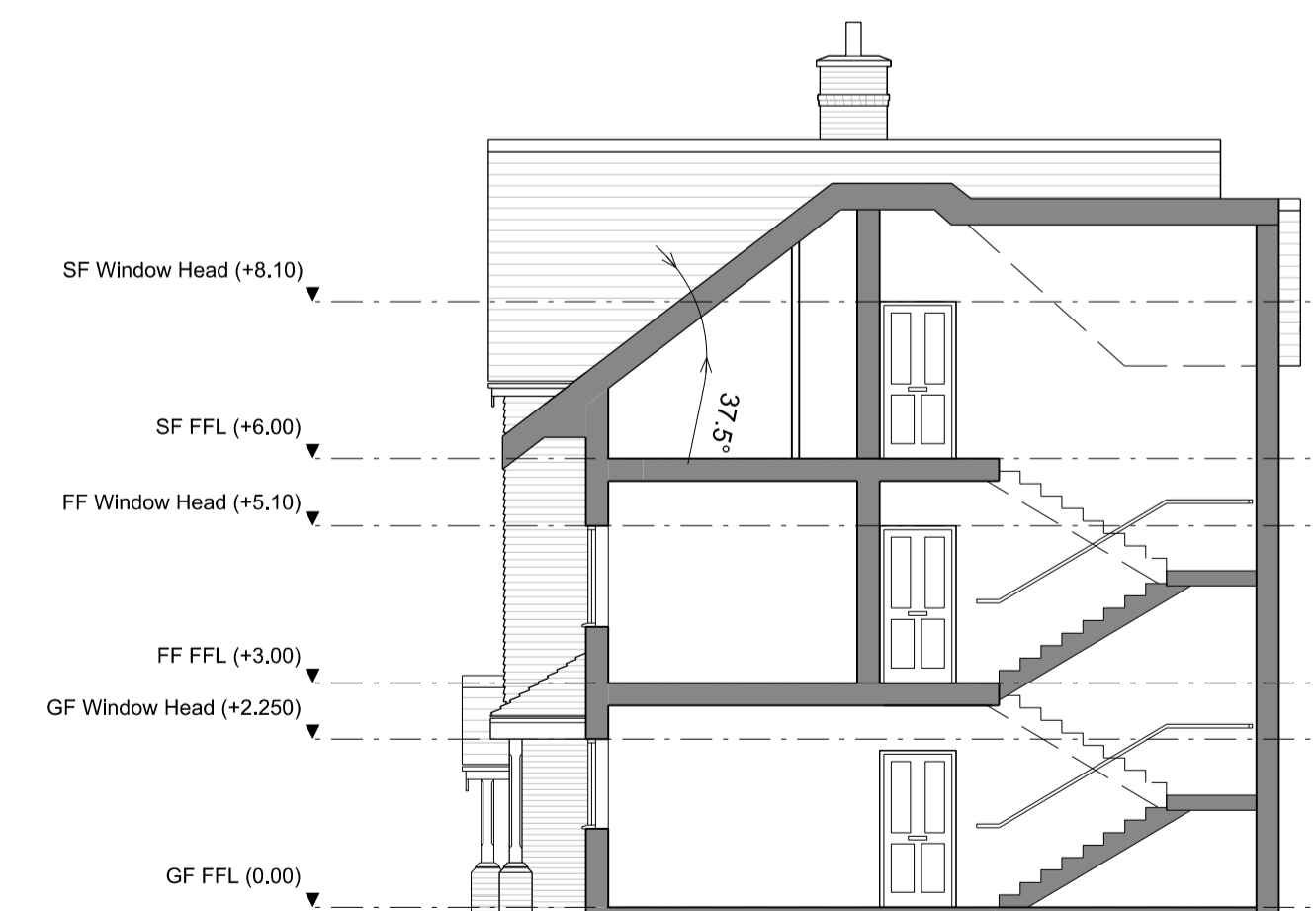
Block B Section 11



Block A Section 22



Block B Section 22



Block B Section 33

Rev	Date	Description	Drawn	Chkd
P2	18.09.17	Post Planning Amendments		AP DEC
P1	04.07.17	Planning submission		JHIAP DEC

**PLANNING**

Client  
 Portdevon (Tadworth) LLP



Project  
 105 - 125 Ashurst Road  
 Tadworth

Drawing Title  
 Block A and B Sections

Scale @ A1 1:100 Job Ref. 01198

Drawing No. 01198\_BA\_BB\_X1 2 3 Revision P2

