

APPLICATION NUMBER:		17/02196/F	VALID:	16 October 2017
APPLICANT:	Churchill Retirement Living		AGENT:	Planning Issues
LOCATION:	32 - 42 PRICES LANE, REIGATE			
DESCRIPTION:	Demolition of the existing buildings and redevelopment to form 31 retirement apartments for the elderly including communal facilities, access, car parking and landscaping			

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SUMMARY

This is a full application for the demolition of the existing dwellings on the site and the erection of a building comprising 31 one and two bedroom retirement apartments with communal facilities, associated parking and communal gardens. The site is within the urban area and there is no "in principle" objection to redevelopment of the site for retirement housing in terms of the sustainability/accessibility and over-concentration.

The replacement building would be largely sited on a similar building line to the existing buildings and would be of T-shaped form with a rear "wing" projecting into the site. Whilst the scale, massing and projection of the building into the site would represent a change and demonstrable increase over that which presently exists on the site, it would broadly reflect that of the neighbouring Ridings Court such that it would not appear unduly out of keeping or dominant. This is further aided by the design of the frontage building, with its three linked elements, reducing height to the rear and the use of materials to break up the various elements of the building. The proposed parking area to the front of the building would not be dissimilar to that of both Ridings Court and Grosvenor Mews and would be interspersed with landscaping to help soften its appearance. Overall, the layout, massing, scale and design of the building and grounds are felt to be acceptable.

The development is considered to retain sufficient separation between the proposed building and the majority of neighbouring properties, including in relation to the rear projecting leg. Whilst there would be some impact on side facing windows in the front portion of the adjoining Ridings Court, it is not considered that this impact would cause a serious loss of amenity taking account of the function and nature of the corresponding rooms. As a result, whilst there would be some change experienced by adjoining

occupiers, it is not considered that the proposal would cause unacceptable harm to their amenities in terms of overbearing, loss of light or loss of privacy.

A total of 13 parking spaces are proposed to serve the development, served by a single access from Prices Lane. Whilst the parking is below the local maximum standards, the application is supported by parking accumulation studies from other similar developments which demonstrate that this provision would be sufficient. This evidence has been reviewed by Officers and the County Highway Authority and on this basis, the parking provision is considered justified. Subject to conditions, no adverse impact on highway safety or operation has been identified.

Under Core Strategy policy, the development should provide on-site affordable housing at a rate of 30% of the proposed dwellings. In this case, a financial contribution is proposed in lieu of on-site provision – given the specialist nature of the accommodation, this position is supported by the Affordable Housing SPD. In this case, the applicants have also submitted an open book appraisal demonstrating that once all costs and developer profit were taken account of, the scheme was unable to provide the full contribution required. This appraisal was scrutinised and some further value has been extracted from the scheme. As a result, whilst full provision is not possible, there is a surplus of £240,000 which the applicant has agreed to provide as a financial contribution towards off-site provision of affordable housing. This would be secured through a legal agreement. The applicant has confirmed that they would be unwilling to accept a clawback mechanism (a position which they support with numerous appeal decisions. Given the viability, this reduced affordable housing provision is considered acceptable and complies with relevant policy.

The scheme would contribute to meeting local housing requirements, including specific needs for retirement housing, and would bring consequent social, economic and financial benefits all of which weigh in favour of the scheme.

RECOMMENDATION(S)

Subject to the completion of all documentation required to create a planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended) to secure:

- (i) A contribution of £240,000 towards affordable housing;
- (ii) The Council's legal costs in preparing the agreement;

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

In the event that a satisfactorily completed obligation is not received by 31 October 2017 or such longer period as may be agreed, the Head of Places and Planning be authorised to refuse permission for the following reason:

The proposal fails to provide an agreed contribution to fund affordable housing provision within the Borough of Reigate & Banstead, and is therefore contrary to policy CS15 of the Reigate and Banstead Core Strategy 2014.

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Consultations:

County Highway Authority: No objection subject to conditions

<u>Tree Officer:</u> No objection subject to conditions – comments as follows:

"The Arboricultural information has been compiled by a reputable and Arboricultural practice. The information supplied has been compiled in accordance with eth guidelines, advice and recommendation of British Standard 5837. The information contains an assessment of the quality of trees located both on and off site and their suitability for retention within the proposed development. The majority of trees within the application site are mainly domestic planting, whilst they do make a contribution to the local landscape they as individual have limited value with the majority of trees being in the lower categories as per table 1 of British Standard 5837. There are only 4 'B' grade trees lost to the development these are T14, T22, T25 and T29.

The trees lost to this development can be adequately replaced with more appropriate and suitable trees that will make provision for long term continued tree cover and visual amenity in this locality without coming conflict with the proposed development. There are significant opportunities for replacement tree planting not only on the application site frontage but also to the rear of the proposed development, inclusion of native or suitable cultivars of native trees would be encouraged and incorporating native hedging into the scheme which can be manged formally would also be encourage, whilst replacement planting is referred to in the Arboricultural details tree would in my opinion be better secured through a full landscape\ replacement tree condition.

The submitted report identifies a minor impact on an off-site horse chestnut numbered T32 and describes how this encroachment into the root protection area will be managed and supervised to minimise disturbance to the rooting environment of the tree. The main Arboricultural report has a supplementary document called 'Manual for Managing Trees on Development Sites. This document would in my opinion would have been better directly linked and incorporated into the main Arboricultural submission. This document will need to be approved and will be incorporated into a compliance condition.

The proposed development will not result in any significant or long term loss of visual amenity as a result of the identified tree loss; retained trees can be adequately protected and monitored throughout any approved development by a suitably competent qualified person in arboriculture. The trees loss can be adequately mitigated by replacement tree and landscape planting. There is an opportunity through replacement tree planting and landscaping to add significant value to this development."

UK Power Networks: No objections

Surrey Lead Local Flood Authority: Comments outstanding

<u>Reigate Society</u>: Expresses concerns regarding the car parking provision, spaces for service vehicles and car dominated frontage and suggests underground parking. Raises concerns regarding the size of building and proximity to boundaries, particularly at the rear.

<u>Surrey Crime Prevention Design Adviser:</u> Recommends compliance with Secured by Design

Representations:

Letters were sent to neighbouring properties on 25th October 2017; a site notice was posted 2nd November 2017 and the application was advertised in local press on 9th May 2017.

Two responses have been received raising the following issues:

Issue	Response
Overshadowing	Paragraphs 6.20 to 6.2
Noise and disturbance	Paragraph 6.26 and condition 4
Loss of/harm to trees	Paragraphs 6.36 to 6.40 and conditions 3 and 5
Inadequate parking	Paragraphs 6.28 to 6.35 and conditions 9, 10 and 11
Increase in traffic and congestion	Paragraphs 6.28 to 6.35 and condition 11
Inconvenience during construction	Paragraph 6.26 and condition 4
No need for development	Paragraphs 6.4 to 6.10
Flooding/drainage	Paragraph 6.54 and conditions 6 and 16
Loss of private view	Not a material planning consideration
Property devaluation	Not a material planning consideration

1.0 Site and Character Appraisal

- 1.1 The application site is located on the northern side of Prices Lane and comprises three pairs of semi-detached dwellings. The existing dwellings are set within long plots and predominantly two storey, chalet style dwellings with catslide roofs to the side. The buildings follow a relatively building line and are set back from the road with front gardens/driveways. The site adjoins the entrance to the Prices Lane allotments which is to the west of the site.
- 1.2 The site is set slightly up from the road along Prices Lane and land levels slope naturally upwards towards the rear (north) of the site.
- 1.3 The existing buildings themselves are not of particular architectural interest; however, the plots are considered to make a reasonably positive to the character of the locality as a group due to their adherence with prevailing building line, semi-detached form and height. Four of the plots presently have mature front boundary hedges onto Prices Lane which help to soften the frontage, particularly when read in combination with the highway verges, mature tree at the entrance to the allotment and open areas the front of the buildings to the west.
- 1.4 The surrounding area has a typical suburban appearance. On the southern side of the Prices Lane, the character is predominated by two storey semi-detached pairs with a regular spacing and rhythm. The northern side of Prices Lane at this point

has a more varied character which includes the adjoining largely three storey retirement scheme (Ridings Court) and 2.5/3 storey town houses at Grosvenor Mews. Architectural styles are relatively modest, typical of 1930s-1950s suburbia. The site adjoins the public allotment gardens to the rear and is in relatively close proximity to Prices Lane/Woodhatch Local Centre.

1.5 As a whole, the application site extends to approximately 0.27ha.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: Pre-application advice relating to the redevelopment of the site was sought earlier this year. Advice was given in respect of the spacing of buildings, height and design detailing, materials and landscaping.
- 2.2 Improvements secured during the course of the application: Improvements to the front elevation and to further break up the rear projecting leg were secured.
- 2.3 Further improvements to be secured through planning conditions or legal agreement: Various conditions are recommended to control landscaping, materials and other works to ensure a high quality development. Highways conditions are also recommended.

3.0 Relevant Planning and Enforcement History

3.1 There is some planning history pertaining to domestic extensions and householder improvements to no's. 32 to 42 Prices Lane; however, there is no history relating to full redevelopment of the site.

4.0 Proposal and Design Approach

- 4.1 The proposed development seeks planning permission for the demolition of the existing dwellings on the site and the erection of a building comprising 31 one and two bedroom retirement apartments with communal facilities, associated parking and communal gardens.
- 4.2 The replacement building would be sited slightly behind the building line of the dwellings to be demolished, but in line with the neighbouring block at Ridings Court. The building would be of T-shaped form and predominantly three storeys at the front (with some elements having the third storey within the roof in part or in whole), stepping down to 2 at the rear of the site.
- 4.3 To the front, the building has three main blocks, joined together with set-back link elements. Design detailing and materials would include hipped roofs, front gable and hipped bay projections, brick, tile hanging and areas of render.
- 4.4 An access road and parking area served by a single crossover from Prices Lane would be created to the front of the building with the rear of the plot landscaped to create communal gardens.

- 4.5 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:

 Assessment;
 Involvement;
 Evaluation; and
 Design.
- 4.6 Evidence of the applicant's design approach is set out below:

Assessment	Prices Lane has a residential character. The south side of Prices Lane is characterised by pairs of semi-detached properties with small gaps between them. The north side of Prices Lane has a character of larger three storey blocks, including the retirement scheme directly to the east. Buildings are generally relatively closely spaced, creating a continuous building line. Scale and density increases towards the local centre. Views towards and from the allotments to the rear are recognised.
	No specific features within the site are identified as being worthy of retention.
Involvement	Pre-application advice was sought from the Council in early 2017 and design of the scheme amended in response. An online public exhibition was carried out by the applicant, with an invite extended to over 600 residents in the area as well as local MPs, councillors and community representatives to view the plans. No comments were received. The applicant also notes that members of the design team met with residents of Ridings Court — concerns regarding parking and overlooking/amenity were raised in these discussions.
Evaluation	The Design & Access Statement and Planning Statement set out the evolution of the design of the scheme, as a result of the pre-application discussions. This includes a revisions to the front elevation (in particular the left hand block) and improvements to the landscaping to the front.
Design	The applicant's justification for the chosen design is that a T-shaped is to maintain good distances between boundaries. The proposals respond to the floor heights, ridge and eaves line of the neighbouring development. The mass along the street frontage has been broken into 3 separate components to maintain the impression of a physical break and the rhythmic divides between existing houses. The height transitions down to the rear to achieve a more sensitive height adjacent to the allotments. The eaves on the western end of the front block has been reduced to provide transition to two storey buildings to the west.

4.7 Further details of the development are as follows:

Site area 0.27ha

Existing use Residential – 6 dwellings

Proposed use Residential (retirement housing – 31 units)

Net increase in dwellings 25

Proposed site density 115 dwellings per hectare (dph)

Density of the surrounding area 150 dph – Ridings Court

53dph - Grosvenor Mews

39dph - Prices Lane (south side - Meadow

Way to Kingsley Grove) 31dph – Alexander Road

Proposed parking spaces 13

Parking standard BLP 2005 – 31 (1 space per 1 or 2 bedroom

dwelling unit)

Surrey standards 2012 – as above but also

individual assessment

Estimated CIL contribution c.£283,500 (pre-indexation)

Affordable housing contribution £240,000

5.0 Policy Context

5.1 <u>Designation</u>

Urban Area Flood Zone 1

5.2 Reigate and Banstead Core Strategy

CS1(Presumption in favour of sustainable development)

CS4 (Valued townscapes and historic environment)

CS10 (Sustainable development),

CS11 (Sustainable construction),

CS12 (Infrastructure delivery)

CS13 (Housing delivery)

CS14 (Housing needs of the community)

CS15 (Affordable housing)

CS17 (Travel options and accessibility)

5.3 Reigate & Banstead Borough Local Plan 2005

Landscape & Nature Conservation Pc4, Pc2G

Housing Ho9, Ho13, Ho14, Ho16, Ho20

Movement Mo4, Mo5, Mo6, Mo7

Utilities Ut4

5.4 Other Material Considerations

National Planning Policy Framework National Planning Practice Guidance

Supplementary Planning Guidance Developer Contributions SPD

Affordable Housing SPD

Local Distinctiveness Design Guide

Surrey Design

Human Rights Act 1998

Community Infrastructure Levy Regulations

2010 (as amended)

Conservation of Habitats and Species

Regulations 2010

6.0 Assessment

Other

6.1 The application site is situated in the urban area and comprises the site of six existing dwellings (3 semi-detached pairs).

- 6.2 The main issues to consider are therefore:
 - Principle of redevelopment for retirement housing
 - design and impact on the character of the area
 - effects on the amenity of neighbouring properties
 - access, parking and highway implications
 - trees and landscaping
 - CIL and infrastructure contributions
 - other matters

Principle of redevelopment for retirement housing

- 6.4 Being situated within the urban area, there is no in principle objection to redevelopment of the site. Redevelopment of sites such as the application site is consistent with the Council's "urban areas first" approach which is embodied within the Core Strategy and the general national policy encouragement for making effective use of brownfield sites provided they are not of high environmental value.
- 6.5 In respect of the specific proposal for retirement housing, the provisions of policy Ho20 of the Borough Local Plan and CS14 of the Core Strategy are relevant.
- 6.6 In this case, the proposal is considered to be in an appropriately accessible and sustainable location, suited to retirement housing provision. Prices Lane/Woodhatch local shopping parade which provides a good range of services, convenience shops and facilities is a relatively short walk from the site (150m) and the gradient/nature of the route is relatively flat so not considered to be prohibitive for older or less mobile residents. There is a bus stop immediately to the front of the site on Prices Lane (served by the 435 bus route which runs between Merstham, Redhill and Reigate). Whilst it is noted that the nearby doctor's surgery recently closed, the

absence of this facility in the immediate vicinity is not considered to mean the site is unsustainable.

- 6.7 It is noted that the site is directly adjacent to an existing retirement housing scheme (Ridings Court); however, this in itself is not considered to constitute an undue concentration. It is also noted that, in the wider Woodhatch area around the site, there is some further provision of age-restricted/retirement housing (much of which is affordable/housing association stock. However, even taken in the round, this still represents only a small fraction of the overall housing stock. Given the acknowledged need for additional retirement housing and taking account of the characteristics of the local area (including accessibility as above), the proposal is not considered to give rise to an over-concentration and thus complies with Policy CS14.
- 6.8 There are also considered to be specific benefits associated with a retirement housing scheme such as that proposed. In addition to contributing generally to the borough's housing supply requirements, it is acknowledged and accepted that the proposed development would help to meet specific needs for housing for older people, with such provision encouraged by the NPPF (particularly paragraph 50) and national Planning Practice Guidance. In doing so, the proposal is considered to be consistent with the wider aims and priorities in the Council's corporate plan (Our Five Year Plan) which seek to support the growing over-65 populations to lead independent lives, free from social exclusion and to deliver the types of housing needed by our communities. This weighs positively in favour of the scheme.
- 6.9 The potential consequent social, economic and financial benefits of specialist housing for older people as put forward by the applicant and identified within the national Planning Practice Guidance are also recognised. These include freeing up under-occupied larger homes by providing opportunities for downsizing, promoting social inclusion and more independent living with associated quality of life benefits and reduced pressure on health/social care services. All of these material considerations also weigh positively in the planning balance.
- 6.10 Based on the above, there is no in principle objection to redevelopment of the site for retirement housing and the proposal is considered to comply with the locational/sustainability criteria in Ho20 and CS14. In addition, as discussed above, the type of provision proposed is also considered to bring specific benefits which weigh in favour of the scheme.

Design and impact on the character of the area

- 6.11 The replacement building would be largely sited slightly behind the building line of the existing dwellings on site but would follow the line established by Ridings Court and the flats to west on the opposite side of the access to the allotments.
- 6.12 The building itself would be of T-shaped form with a rear "wing" projecting into the site. Whilst the projection of the building into the site would represent a change compared to what presently exists on the site, it would not be out of keeping with the general character of the area or appear unduly alien from the public allotments

to the rear – particularly given the presence of Ridings Court to the east which is a building of similar footprint and rear projection.

- 6.13 The proposed building would be a predominantly three storey building to the front, with the height stepping down along the rear leg. The proposed building would broadly reflect the neighbouring Ridings Court in terms of height and scale and would align with the eaves and ridge height of this building, creating a consistent and coherent roofscape. The western element of the building has been designed with the third storey partially in the roof, allowing for a lowered eaves and ridge which helps to provide a transition to the two storey scale of the block of flats on the opposite side of the allotment access. The rearmost part of the building, where is adjoins the allotments, would also be stepped down to two storeys and would be set away from the boundary with the allotments by c.3.5m which is greater than the separation achieved on the adjoining Ridings Court. Given the change in levels, the visual relationship to the adjoining allotments is therefore felt to be acceptable.
- 6.14 Whilst a single wide block would occupy the frontage, this has been designed with three separate elements, joined by set-back link sections in a similar fashion to the adjoining Ridings Court. This approach coupled with the use of gable projections and variations in materials further helps to break up and provide articulation to the front elevation and also references the rhythm and grain of development which typifies the south side of Prices Lane (e.g. the gaps between semi-detached pairs).
- 6.15 The rear section and projection of the building would be predominantly three storeys, although much of the third storey of accommodation would be within the roof served by dormers, dropping to two storeys where it adjoins the allotments. This gentle reduction in height helps to provide a more sensitive transition to the adjoining allotments. The rear wing of the building would also be stepped in a generous distance from the wider front block (by c.6m), helping to break up the building when viewed from the side (either along the allotment access or between buildings along Alexander Road). To reinforce this further, improvements have been secured during the course of the application to introduce greater variation in materials along the side elevation and stagger the ridge along the rear leg of buildings.
- 6.16 The appearance of the development is considered to reflect the good standard of design as required by local and national policy and also reflect local distinctiveness. Roofs of the building are predominantly hipped, reflecting the prevailing character of the area, with gabled projections of which there are examples in the surrounding area are employed to break up and provide variation in plane. The proposed palette of materials including brick, tile hanging and selective areas of render and detailing such as brick corbel and lintel details to fenestration complements and reflects the character of the area and provides additional visual interest. Through the course of the application amendments have been secured to reduce some of the larger expanses of brick at upper floors which had the potential to make the building appear heavy.
- 6.17 A driveway and parking area would be created to the front of the building. Whilst this would introduce a degree of hardstanding to the frontage, this would not be dissimilar to both Ridings Court and Grosvenor Mews which adjoin the site to the

west. These hardstanding areas would also be broken up with areas of soft landscaping, new tree planting and proposed planting along the front boundary (in behind low railings) which would ensure that the car parking area would not appear out of keeping with the character and appearance of Prices Lane.

- 6.18 To the rear, the plot would be landscaped to provide communal gardens for the residents. In line with the provisions of Policy Ho9, the development proposed to retain and make use of much of the existing landscaping, tree cover and boundary hedging/shrubs within the site, including the majority of mature trees. Additional planting and landscaping to supplement this and provide quality amenity space is also proposed.
- 6.19 Taking the above into account, whilst the scale and massing would be greater than the existing semi-detached properties, given the set-back and comparisons to the scale and massing of Ridings Court, it is considered that the building would fit with the prevailing character of the area and would not appear out of scale or unduly dominant within the street scene. The proposal is therefore considered to comply with policies Ho9, Ho13 and Ho16 of the 2005 Borough Local Plan and policies CS4 and CS10 of the Core Strategy.

Effects on the amenity of neighbouring properties

- 6.20 The proposal would replace the existing pairs of semi-detached dwellings with a single larger and deeper block of accommodation with rear projecting leg. Careful consideration has therefore been given, as required by policies Ho9 and Ho20, to the relationship with and amenities of neighbouring properties.
- 6.21 The neighbour at no.42B Prices Lane is a two storey block of flats with front and rear communal gardens. This neighbour is separated from the application site by the access way to the Prices Lane allotments and, as a result, there would be over 13m from side elevation to side elevation at the closest point. At this distance and given this relationship, it is not considered that the proposed building would give rise to a harmful overbearing or overshadowing effect on this neighbour. Whilst there would be a number of first/second floor side facing windows towards this neighbour, given the separation involved (and noting the fact that no.42B has no side facing windows and communal gardens), it is not considered that this would cause harmful overlooking.
- 6.22 The proposed building would be approximately 6m flank to flank from the neighbouring block at Ridings Court at its closest point. There are a number of windows in the side elevation of Ridings Court which would face the proposed development: from a review of historic plans for the development the majority of these windows serve non-habitable communal areas or are secondary windows to living rooms of flats on the first and second floor (these rooms also being served by larger front/rear facing windows). Two of the windows (one at first floor and one at second floor) serve kitchens to flats: whilst these may experience some loss of light and outlook (the 25 degree rule would be infringed in respect of the first floor kitchen window in particular), it is not considered that this impact would be so severe as to warrant refusal, particularly taking account of the nature of the room

(non-habitable) and the fact that the historic plans show that these kitchens can be opened up to the adjoining larger living areas.

- 6.23 Whilst there are a number of windows in the side flank of the proposed building which would look towards neighbouring properties on this side of Ridings Court, these are secondary windows to living areas and thus a condition to obscure glaze these windows to prevent mutual overlooking would be reasonable and justified.
- 6.24 Side facing windows on the rear projecting leg would be sufficiently far from the boundary with Ridings Court (c.25m) such that there would not be any overlooking impact from this element of the scheme.
- 6.25 The relationship between the proposed building and neighbours opposite on Prices Lane would not be dissimilar to those at Ridings Court which was found to be acceptable. The separation distances would remain significant (37m building to building).
- 6.26 Whilst some disturbance might arise during the construction process, this would by its nature be a temporary impact. Other environmental and statutory nuisance legislation exists to protect neighbours and the public should any particular issues arise. A condition requiring a Construction Transport Management Plan is recommended which would also assist in ensuring the construction and logistics associated with the site are appropriately managed and would not cause undue disruption. Whilst intensified, the site would remain in residential use and is not considered to give rise to on-going issues of noise or disturbance to neighbouring properties.
- 6.27 On this basis, whilst giving rise to a degree of change in relationship to surrounding properties, the proposal is not considered to give rise to any seriously adverse impacts on neighbour amenity and therefore complies with policies Ho9 and Ho21 of the Borough Local Plan 2005.

Accessibility, parking and highway implications

- 6.28 The development would be served by a front parking court, with space for a total of 13 vehicles (equivalent to 0.42 per unit) which would be accessed by a single crossover from Price Lane which would be offset towards the eastern side of the site.
- 6.29 As discussed above, the site is considered to be appropriately accessible for a retirement housing scheme in terms of its proximity to shops, facilities and services in the nearby local centre and access to bus services (with a bus stop directly outside the site on Prices Lane).
- 6.30 According to the applicants Transport Statement, the proposal would give rise to approximately 50 vehicles movements per day, which would likely be a net increase comparted to the existing use as private houses. However, whilst this is acknowledged, given the nature of Prices Lane and existing volumes of movements, it is not considered that this would cause issues in terms of highway

capacity or congestion nor has the County Highway Authority objected on that basis.

- 6.31 Concerns have been raised in representations to the application regarding the adequacy of the proposed parking provision. In this respect, the application was accompanied by a Transport Statement which includes details of parking accumulation survey at other established Churchill Retirement Living sites across the south of England as part of the evidence to justify the level of parking proposed on this scheme. Officers have reviewed the sites relied upon in the survey and consider that they represent an appropriate sample and comparator for the application site in terms of location (in particular accessibility to shops, services and public transport), size and mix, and underlying levels of car ownership in the area within which they are located.
- 6.32 The results of these surveys, undertaken across eight separate sites during a "neutral" period in 2016, show an average parking accumulation across a 12 hour day (7am to 7pm) of broadly at or below 0.30 cars per unit throughout the day (average 0.28) which is significantly less than the 0.42 spaces per unit proposed in this application. Across all of sites and times surveyed, parking accumulation on these comparator sites exceeded the level proposed in this case on only three occasions. On the basis of this evidence, it is considered that the level of parking whilst below the standard in the Borough Local Plan is appropriate and would be unlikely to give rise to a harmful level of displacement parking on-street. It should be noted that the County Highway Authority have not objected to the proposed parking provision.
- 6.33 Given the reduced parking, the County Highway Authority has requested that provision is made for cycle parking. The Borough Local Plan 2005 advises 1 space per flat, however, whilst such provision might be appropriate to a general needs housing scheme, due to the nature of the occupants (age restricted to over 65s and typically average age of 79 according to the applicants submissions), reduced provision is considered reasonable. Data from the National Travel Survey (carried out by the DfT) indicates that bicycle ownership rates amongst the over 60s are around 22%, which is less than half that of the age groups under 60 (which average 49%). For those of the typical age for a development such as this, the rate is likely to be even lower. Applying this to the cycle parking requirements in the BLP suggests that a requirement for 14 spaces which could be used by would be appropriate in this case. This will be secured through condition. The County Highway Authority has confirmed that they have no objection to this bicycle provision even though it is reduced compared to BLP standards.
- 6.34 The front parking court would be served by a single access from Prices Lane. The applicant's submission shows that adequate visibility can be achieved at this access point. No objection has been received by the County Highway Authority in respect of highway safety. Whilst it is noted that there is a bus stop to the west of the access, this is not considered to materially undermine visibility since the stop would only be occupied occasionally and even when a bus is stationary, there would be some visibility behind it towards oncoming vehicles. It is noted that improvements to the bus stop in front of the site are proposed; however, as these would not change the position of the stop within the carriageway, the County Highway

Authority has confirmed that their view is unchanged. The development would be serviced (including refuse collections) from Prices Lane (as is the norm along this route) and the plans show that there would be adequate space for smaller vehicles (standard cars and panel van type delivery vehicles) to manoeuvre within the site.

6.35 Taking account of the considerations and consultation responses discussed above, it is concluded that, subject to conditions, the scheme provides an appropriate and justified level of parking and would not give rise to adverse effects on highway safety or operation in the locality in terms of its access or servicing. It therefore complies with the requirements of policies Ho9, Ho20, Mo5 and Mo7 of the Local Plan 2005 and the provisions of Policy CS17 of the Core Strategy.

Trees and landscaping

- 6.36 The application was supported by an Arboricultural Assessment & Method Statement which sets out the implications of the development for trees, tree cover and hedgerow on the site and the tree protection measures to be put in place.
- 6.37 A number of existing trees and hedges within the site would be removed to facilitate development; however, most are small domestic planting, typical of residential gardens. A small number of medium quality (Grade B) trees, particularly along the rear boundary would be lost; however, some including an Apple and Indian bean would be retained. The plans also show that off-site trees including the Birch within the grounds of the adjoining Ridings Court and Horse Chestnut on the entrance to the allotments would be retained and protected during the development.
- 6.38 The Tree Officer was consulted on the application and confirmed that whilst the trees to be lost make some contribution to the local landscape, they are of limited value as individual specimens. He also notes that the trees lost can be adequately replaced and that there is significant opportunity to add value to this development through replacement planting and landscaping on both the site frontage and to the rear of the development. With regards to the off-site trees, and most notably the off-site Horse Chestnut, the Tree Officer concludes that has raised no objections or concerns to the protection/monitoring measures proposed to safeguard off-site trees.
- 6.39 The conclusions of the Tree Officer are agreed. Whilst some tree losses would occur, there is ample space around the building to implement a meaningful replacement landscaping and tree planting scheme, including locally distinctive species. Furthermore, any encroachment and impact on retained off-site trees would be minor and adequate protection could be put in place to ensure their protection.
- 6.40 Accordingly subject to conditions requiring submission and implementation of a landscaping scheme and tree protection the proposal would not have an undue impact on the arboricultural interest of the site and has the potential to enhance the landscape character and visual amenity of the locality and would therefore comply with policies Pc4 and Ho9 of the Borough Local Plan 2005.

Community Infrastructure Levy (CIL) and requested contributions

- 6.41 The Community Infrastructure Levy (CIL) is a fixed charge which the Council will be collecting from some new developments from 1 April 2016. It will raise money to help pay for a wide range of infrastructure including schools, roads, public transport and community facilities which are needed to support new development.
- 6.42 The proposal, being for a C3 use in the form of separate retirement living apartments, falls within the uses which attract a charge based on the Council's adopted Charging Schedule and as such the development would be liable to pay CIL. The amount due would be formally determined in due course should permission be granted; however, based on the plans submitted the indicative charge would be in the region of £283,000 (subject to indexation).
- In terms of other contributions and planning obligations, the Community Infrastructure Levy (CIL) Regulations which were introduced in April 2010 which states that it is unlawful to take a planning obligation into account unless its requirements are (i) relevant to planning; (ii) necessary to make the proposed development acceptable in planning terms; and (iii) directly related to the proposed development. As such only contributions, works or other obligations that are directly required as a consequence of development can be requested and such requests must be fully justified with evidence. In this case, no such contributions or requirements have been requested or identified.

Affordable housing

- 6.44 Core Strategy Policy CS15 and the Council's Affordable Housing SPD sets out that, on schemes of 15 of more net units such as this, the Council will expect 30% of units on-site to be provided as affordable housing.
- 6.45 The SPD (at paragraph 6.2.3 and 6.3.1) does however specifically recognise that on retirement housing schemes such as this, the Council may accept an off-site financial contribution rather than on-site provision. In this case, given the nature and size of the scheme, and in consultation with the Council's Housing Team, it is agreed that an off-site contribution would be more appropriate than on-site provision.
- 6.46 Using the mechanism set out in the SPD, the full policy compliant financial contribution which would be required in this case is £1,371,951. However, both the policy and SPD make allowance for a lower provision/contribution to be negotiated where it is demonstrated that the provision of affordable housing would make the development unviable, in accordance with national policy.
- 6.47 In this case, an open book viability appraisal was submitted with the application which indicated that based on the applicants' assumptions and with all costs and developer profit taken into account the surplus available for affordable housing contributions was £136,492 (in addition to the CIL liability which as above is estimated to be £283,000 prior to indexation).

- 6.48 This appraisal has been scrutinised by Officers. Many of the inputs adopted in the appraisal are supported by appropriate evidence or industry benchmarks (e.g. site value and build costs) or are comparable to those which were agreed with the applicant on a recent scheme at Great Tattenhams (17/00762/F which was considered by Committee earlier this year) (e.g. marketing costs and sales rates) and are felt to be reasonable assumptions for this scheme in this location.
- 6.49 Some specific inputs were however felt to be excessive or not adequately justified. These include a) a number of site-specific "extra-over" costs elements for which there was insufficient evidence to demonstrate that these were real and present risks or costs that were likely to materialise, b) a reduction in build costs reflecting that part of the building would be two storey, c) minor improvement in the yield on the ground rents to reflect the position previously agreed.
- 6.50 Taking account of these changes, the revised appraisal shows an increased surplus of £240,000 which would be secured as a contribution towards off-site provision of affordable housing elsewhere in the borough. This would represent broadly 5% provision based on a simple comparison against the full policy complaint figure set out above. This would be secured through a legal agreement and represents an acceptable contribution based on the viability of the scheme.
- 6.51 In view of the viability position, which has been examined and scrutinised carefully, it is concluded that the scheme is unable to meet the affordable housing requirement in full but can support a contribution of £240,000. Requiring a greater contribution (or requiring a clawback arrangement) would risk stalling the development and, given the recent decisions, would likely be considered unreasonable at appeal.

Other matters

- 6.52 The site is not subject to any specific nature conservation designations; however, the application was supported by a Preliminary Ecological Survey. This study concludes the habitats on the site largely comprise poor semi-improved grassland, trees, hedgerow and introduced shrub which have limited biodiversity value. The study does however make a number of high level recommendations, particularly in relation to vegetation works and future landscaping to protect and promote biodiversity. A condition requiring the development to be carried out in broad accordance with the recommendations of this study is considered reasonable and necessary to ensure the development would not harm or result in a net loss of biodiversity.
- 6.53 In terms of bats, the study identified evidence of bat roosting (long-eared bats) in the roof voids of no's 32, 34 and 38; however, no evidence of bat emergences or reentries were carried out during survey work. Nonetheless, given the evidence of roosting, licences would be required from Natural England for the development/demolition and implementation of the recommendations in the Ecology Study regarding both the construction process and replacement bat habitat (bat boxes and the like), will be secured by condition. Subject to the conditions set out, it is concluded that the scheme would not cause undue harm to habitat or ecology

and would therefore comply with Policy Pc2G of the Local Plan and relevant legislation.

6.54 The site is in Flood Zone 1 according to Environment Agency Flood Maps and is therefore at low risk of river flooding. The application was supported by a Drainage Impact Assessment which, due to underlying geology, concludes that infiltration is unfeasible. On this basis, a system of storage with controlled discharge to the public surface water sewer network is proposed (the applicant has provided confirmation from Thames Water that there is sufficient capacity for such a connection). This system is considered to be supported by the analysis; however, at the time of writing, no response has been received from Surrey SUDS on the proposed drainage. Standard conditions regarding the final design, implementation and maintenance of the SuDS system are recommended; these will be amended if necessary in Addendum should a full consultation response be received from Surrey SUDS. Whilst it is noted that neighbours have raised concerns regarding drainage and localised flooding, no objection has been received from Thames Water and as the system would discharge at a controlled rate, it is not felt that this development would overload or materially worsen any existing situations. The proposed condition requires the developer to provide specific details of how any drainage system would cater for exceedance events (i.e. excess rainfall or blockages in the system).

CONDITIONS

 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
Site Layout Plan	20071RG P02		22.09.2017
Landscaping Plan	20071RG RF10		22.09.2017
Site Layout Plan	20071RG P11		22.09.2017
Elevation Plan	20071RG P09	Α	01.12.2017
Elevation Plan	20071RG P08	Α	01.12.2017
Elevation Plan	20071RG P07	Α	01.12.2017
Roof Plan	20071RG P06		22.09.2017
Floor Plan	20071RG P05		22.09.2017
Floor Plan	20071RG P04		22.09.2017
Floor Plan	20071RG P03		22.09.2017
Location Plan	20071RG P01		22.09.2017
Arb/Tree Protection Plan	17192-BT2	Е	04.10.2017
Other Plan	SU01		04.10.2017
Elevation Plan	EL 01		13.10.2017
Floor Plan	UNNUMBERED		13.10.2017
Floor Plan	32-34-GND		13.10.2017

Planning Committee 24 January 2018		Agenda Item: 7 17/02196/F
Floor Plan	36-38-1ST	13.10.2017
Floor Plan	36-38-GND	13.10.2017
Floor Plan	40-42-1ST	13.10.2017
Floor Plan	40-42-GND	13 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 commence including groundworks preparation and demolition until all related arboricultural matters including tree protection measures, pre commencement meeting, arboricultural supervision and monitoring are implemented in accordance with the approved details contained in the Arboricultural Assessment and Method Statement dated 26th September 2017 reference 17192-AA-AN Tree Protection Plan Barrell plan reference 17192-BT2 and the Manual for Managing Trees on Development Sites compiled by barrel Tree Consultancy. Reason:

To ensure good arboricultural practice in the interests of the maintenance of the character and appearance of the area and to comply with policies Pc4 and Ho9 of the Reigate and Banstead Borough Local Plan 2005 and the recommendations within British Standard 5837.

- 4. 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 or plant and materials
 - (c) Storage of plant and materials
 - (d) Provision of boundary hoarding behind any visibility zones
 - (e) HGV deliveries and hours of operation
 - (f) 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:

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.

5. No development shall commence on site until a scheme for the landscaping and replacement tree planting of the site including the retention of existing landscape features has been submitted and approved in writing by the Local Planning Authority. Landscaping schemes shall include details of hard landscaping, 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 programme.

All hard and soft landscaping work shall be completed in full accordance with the approved scheme, prior to occupation or use of the approved development or in accordance with a programme agreed in writing with the Local Planning Authority.

All new tree planting shall be positioned in accordance with guidelines and advice contained in the current British Standard 5837: Trees in relation to construction.

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

- 6. No development shall take place until the detailed design of the surface water drainage scheme has been submitted to an approved in writing by the Local Planning Authority. Such details should include:
 - a) A design that follows the principles set out in the approved drainage strategy (Drainage Impact Assessment dated September 2017 by Peter Brett Associates)
 - 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 requirements have been met (if different from the approved strategy), including filtration rates
 - d) Details of outline construction phasing and how surface water and any associated pollution 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 manage the drainage elements and their associated maintenance regimes
 - f) Details of where any exceedance flows (i.e. rainfall greater than design or flows following blockages) would run to, avoiding risks to people and property.

Reason:

To ensure that the development is served by an adequate and approved means of drainage which would not increase flood risk on or off site and is suitably maintained throughout its lifetime to comply with Policy Ut4 of the Reigate and Banstead Borough Local Plan 2005, Policy CS10 of the Core Strategy 2014 and the requirements of non-statutory technical standards.

7. Notwithstanding the approved plans, no above ground works on the residential buildings hereby approved 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.

8. The development hereby approved shall be carried out in accordance with the recommendations for mitigation, construction practice and ecological enhancement – including in relation to bats – identified in the Preliminary Ecological Appraisal by ECOSA (report reference 3232.F0 dated 2nd October 2017).

Reason:

In order to preserve and enhance the wildlife and habitat interest on the site and ensure species present on the site are afforded appropriate protection during construction works with regard to Reigate and Banstead Borough Local Plan 2005 policy Pc2G.

9. Notwithstanding the approved plans, the development hereby approved shall not be first occupied unless and until the proposed vehicular access to Prices Lane has been constructed with kerbed radii and tactile paving at the pedestrian crossing points and pedestrian visibility measuring two metres from the sides of the accesses by two metres from the back of the footway in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. Thereafter the pedestrian visibility zones shall be kept permanently clear of any obstruction over 0.6m high above the footway surface.

Reason:

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 until the 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 purpose.

Reason:

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 until facilities for the secure, accessible storage of a minimum of 14 bicycles have been provided within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. Thereafter, the bicycle storage facility shall be retained and maintained for its designated purpose.

Reason:

To ensure that the development would promote sustainable transport choices with regard to Policy CS17 of the Reigate and Banstead Core Strategy 2014 and in recognition of Section 4 "Promoting Sustainable Transport" in the National Planning Policy Framework 2012

12. The development hereby approved shall not be first occupied unless and until the existing accesses to the site from Prices Lane have been permanently closed and any kerbs, verge and/or footway fully reinstated.

Reason:

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 hereby approved shall not be first occupied until the external buggy/mobility scooter store has been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. Thereafter the approved above facility shall be retained and maintained for its designated purpose. 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.

14. The development hereby approved shall not be first occupied until details of external lighting within the site have been submitted to and approved in writing by the Local Planning Authority. The lighting shall be installed prior to occupation 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.

15. The development hereby approved shall not be first occupied until refuse storage facilities have been provided in accordance with the approved plans. The said facilities shall thereafter be retained exclusively for its designated purpose. 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.

16. The development hereby approved shall not be first occupied unless and until a verification report demonstrating that the sustainable urban drainage system has been constructed as per the agreed scheme has been submitted to and approved in writing by the Local Planning Authority. The validation report should be carried out by a qualified drainage engineer.

Reason:

To ensure that the development is served by an adequate and approved means of drainage which would not increase flood risk on or off site and is suitably maintained throughout its lifetime to comply with Policy Ut4 of the Reigate and Banstead Borough Local Plan 2005, Policy CS10 of the Reigate and Banstead Core Strategy 2014 and the requirements of non-statutory technical standards.

17. No plant or machinery, including fume extraction, ventilation and air conditioning, which may be required by reason of granting this permission, shall be installed within or on the building without the prior approval in writing of the Local Planning Authority. Any approved plant or machinery shall be installed and thereafter maintained in accordance with the approved details and any manufacturer's recommendations.

Reason:

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

18. The first floor and second floor windows in the east side elevation (Elevation F-F) of the development hereby permitted shown as serving apartments 15, 16, 25 and 26 on the approved plans shall be glazed with obscured glass which shall be fixed shut, apart from a top hung opening fanlight whose cill height shall not be less than 1.7 metres above internal floor level, and shall be maintained as such at all times. Reason:

To ensure that the development does not affect the amenity of the neighbouring property by overlooking with regard to Reigate and Banstead Borough Local Plan 2005 policy Ho9.

19. The occupation of the residential dwellings hereby approved (excluding any on-site staff) shall be restricted at all times to persons 60 years old and above, with the exception of persons 55 years old and above who are a spouse or partner of an occupant 60 years old and above.

Reason:

To ensure the development caters for those requiring sheltered/retirement housing in order to maintain an appropriate choice of housing with regard to Policy CS14 of the Reigate and Banstead Core Strategy 2014.

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 advised that prior to the occupation of the development, adequate provision should be made for waste storage and collection. You are advised to contact the Council's Recycling and Cleansing team to discuss the required number and specification of wheeled bins on rc@reigate-banstead.gov.uk or on the Council's website at http://www.reigate-banstead.gov.uk/info/20051/commercial_waste.
- 3. Your attention is drawn to the benefits of using the Secured by Design award scheme.
- 4. You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:
 - (a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs Saturday and not at all on Sundays or any Public and/or Bank Holidays;
 - (b) The quietest available items of plant and machinery should be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels;
 - (c) Deliveries should only be received within the hours detailed in (a) above;

- (d) Adequate steps should be taken to prevent dust-causing nuisance beyond the site boundary. Such uses include the use of hoses to damp down stockpiles of materials, which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of bowsers and wheel washes;
- (e) There should be no burning on site;
- (f) Only minimal security lighting should be used outside the hours stated above; and
- (g) Building materials and machinery should not be stored on the highway and contractors' vehicles should be parked with care so as not to cause an obstruction or block visibility on the highway.

Further details of these noise and pollution measures can be obtained from the Council's Environmental Health Services Unit. In order to meet these requirements and to promote good neighbourliness, the Council recommends that this site is registered with the Considerate Constructors Scheme - www.ccscheme.org.uk/index.php/site-registration.

- 5. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see: http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme
- 6. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.
- 7. 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).
- 8. When a temporary access is approved or an access is to be closed as a condition of planning permission an agreement with, or licence issued by, the Highway Authority Local Highways Service will require that the redundant dropped kerb be raised and any verge or footway crossing be reinstated to conform with the existing adjoining surfaces at the developers expense.
- 9. A pedestrian inter-visibility splay of 2m by 2m shall be provided on each side of the access, the depth measured from the back of the footway and the widths outwards from the edges of the access. No fence, wall or other obstruction to visibility between 0.6m and 2m in height above ground level shall be erected within the area of such splays.
- 10. The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings,

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

- 11. The use of a suitably qualified arboricultural consultant is essential to provide acceptable supervision and monitoring in respect of the arboricultural issues in respect of the above condition. All works shall comply with the recommendations and guidelines contained within British Standard 5837.
- 12. The use of landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above relevant conditions. Replacement planting of trees and shrubs shall be in keeping with the character and appearance of the locality. There is an opportunity to incorporate structural landscape trees into the scheme to provide for future amenity and long term continued structural tree cover in this area. It is expected that the replacement structural landscape trees will be of semi mature /Advanced Nursery Stock sizes with initial planting heights of not less than 6m 4.5m with girth measurements at 1m above ground level in excess of 20/25cm and 16/18cm.

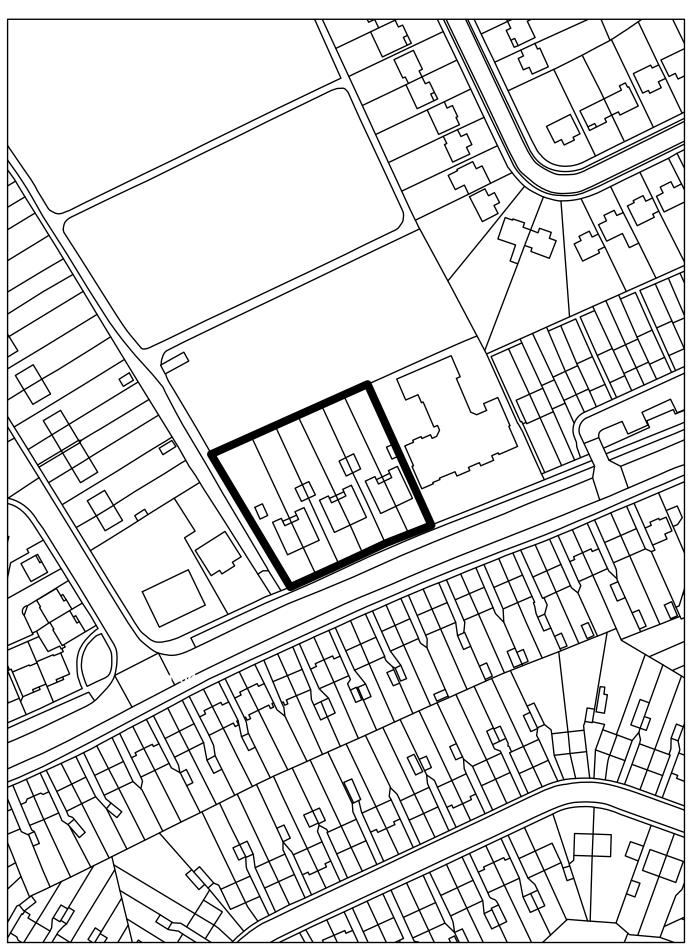
REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies CS1, CS4, CS10, CS11, CS12, CS13, CS14, CS15, CS17, Pc2G, Pc4, Ho9, Ho13, Ho20, Mo4, Mo5, Mo6, Mo7 and Ut4 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.

17/02196/F - 32 - 42 Prices Lane, Reigate



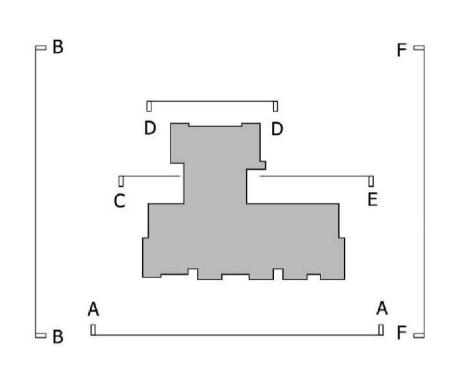
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Rev. Dote 8
A Materials amended following planners 14/11/2017





ELEVATION F-F







ELEVATION E-E

ELEVATION D-D

ELEVATION C-C

- 1— Roof : Marley Eternit Modern Old English Dark Red. 5— Window head/banding Contrasting brick to main brick Parham red stock
- Brick walls Ibstock Reigate Purple.
- (3)— Brick walls Painted in White
- Window head Reconstituted Stone Portland Stone
- 6 Window sills Reconstituted Stone Portland
 Stone
- 7— Window sills Contrasting brick to main brick -Parham red stock
- 8 Windows : White UPVC Manufacturer tbc.
- Balcony: Steel Powder coated black Simple design.
- Juliette balcony : Steel Powder coated black : Simple design.

 11 Main Entrance Canopy Portland Stone
- (12)— Half Dormer Windows:GRP
- 12— Rainwater goods: Black UPVC.
- ① Door: White painted timber door
- 14 Tile Hanging: Concrete Plain Tile Old English Dark

0m 1m 2m 3m 4m 5m 10m 20m 30r

Proposed Retirement Living Development at 32-42 Prices Lane, Reigate RH2 8AX

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Planning issues

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Churchill
Retirement Living

Project Title
PROPOSED RETIREMENT LIVING APARTMENTS
32-42 PRICES LANE
REIGATE

Drawing Title

ELEVATIONS 3

PLANNING

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 Drawing No.
 Rev.

 20071RG P09
 A

PLOT DATE:- 23 November 2017



CONTEXTUAL ELEVATION B-B



ELEVATION B-B

1— Roof : Marley Eternit - Modern Old English Dark Red. 3— Window head/banding - Contrasting brick to main brick - Parham red stock
2— Brick walls - Ibstock - Reigate Purple. 6— Window sills - Reconstituted Stone - Portland Stone
3— Brick walls - Painted in White
4— Window head - Reconstituted Stone - Portland Stone

3— Window head - Reconstituted Stone - Portland Stone

4— Window head - Reconstituted Stone - Portland Stone

4— Window head - Reconstituted Stone - Portland Stone

5— Window head - Reconstituted Stone - Portland Stone

6— Window sills - Contrasting brick to main brick - Parham red stock

6— Window sills - Contrasting brick to main brick - Parham red stock

6— Window sills - Contrasting brick to main brick - Parham red stock

7— Window head - Reconstituted Stone - Portland Stone

10— Main Entrance Canopy - Portland Stone

11— Main Entrance Canopy - Portland Stone

12— Rainwater goods: Black UPVC.

13— Door: White painted timber door Simple design.

14— Tile Hanging: Concrete Plain Tile Old English Dark Red

15— Rainwater goods: Black UPVC.

0m 1m 2m 3m 4m 5m 10m 20m 30m

Proposed Retirement Living Development at 32-42 Prices Lane, Reigate RH2 8AX





E-mail design@planningissues.co.uk

Project Title
PROPOSED RETIREMENT LIVING APARTMENTS
32-42 PRICES LANE
REIGATE

Drawing Title

ELEVATIONS 2

PLANNING

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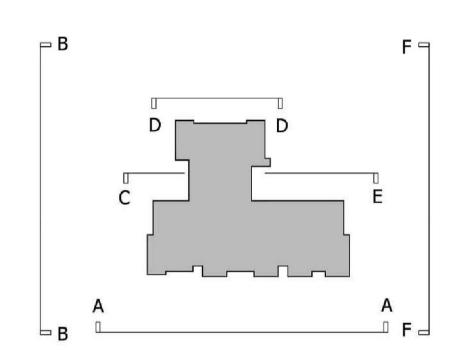
PLOT DATE:- 23 November 2017

Rev. Date

A Materials amended following planners 14/11/2017







ELEVATION A-A

Roof : Marley Eternit - Modern Old English Dark Red. 5
 Window head/banding - Contrasting brick to main brick - Parham red stock
 Brick walls - Ibstock - Reigate Purple.
 Window sills - Reconstituted Stone - Portland Stone
 Brick walls - Painted in White
 Window sills - Contrasting brick to main brick - Parham red stock
 Window sills - Contrasting brick to main brick - Parham red stock
 Window sills - Contrasting brick to main brick - Parham red stock
 Window head - Reconstituted Stone - Portland
 Windows : White UPVC - Manufacturer tbc.
 Half Dormer Windows:GRP

0m 1m 2m 3m 4m 5m 10m 20m 30m

12— Rainwater goods: Black UPVC.

13— Door: White painted timber door

14— Tile Hanging: Concrete Plain Tile Old English Dark Red

15— Red

16— Reinwater goods: Black UPVC.

18— Project Title PROPOSED RETIREMENT LIVING APARTMENTS 32-42 PRICES LANE REIGATE

Drawing Title

ELEVATIONS 1

PLANNING

RH28AX

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TOWN PLANNING AND ARCHITECTURAL DESIGN

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 SEP 2017

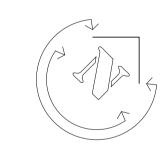
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PLOT DATE: 13 November 2017

Proposed Retirement Living Development at 32-42 Prices Lane, Reigate RH2 8AX



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DIADRING AND ARCHITECTURAL DESIGN

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Project Title
PROPOSED RETIREMENT LIVING DEVELOPMENT
32-42 PRICES LANE
REIGATE

Drawing Title

FIRST FLOOR PLAN

PLANNING

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 Date
 SEP 2017

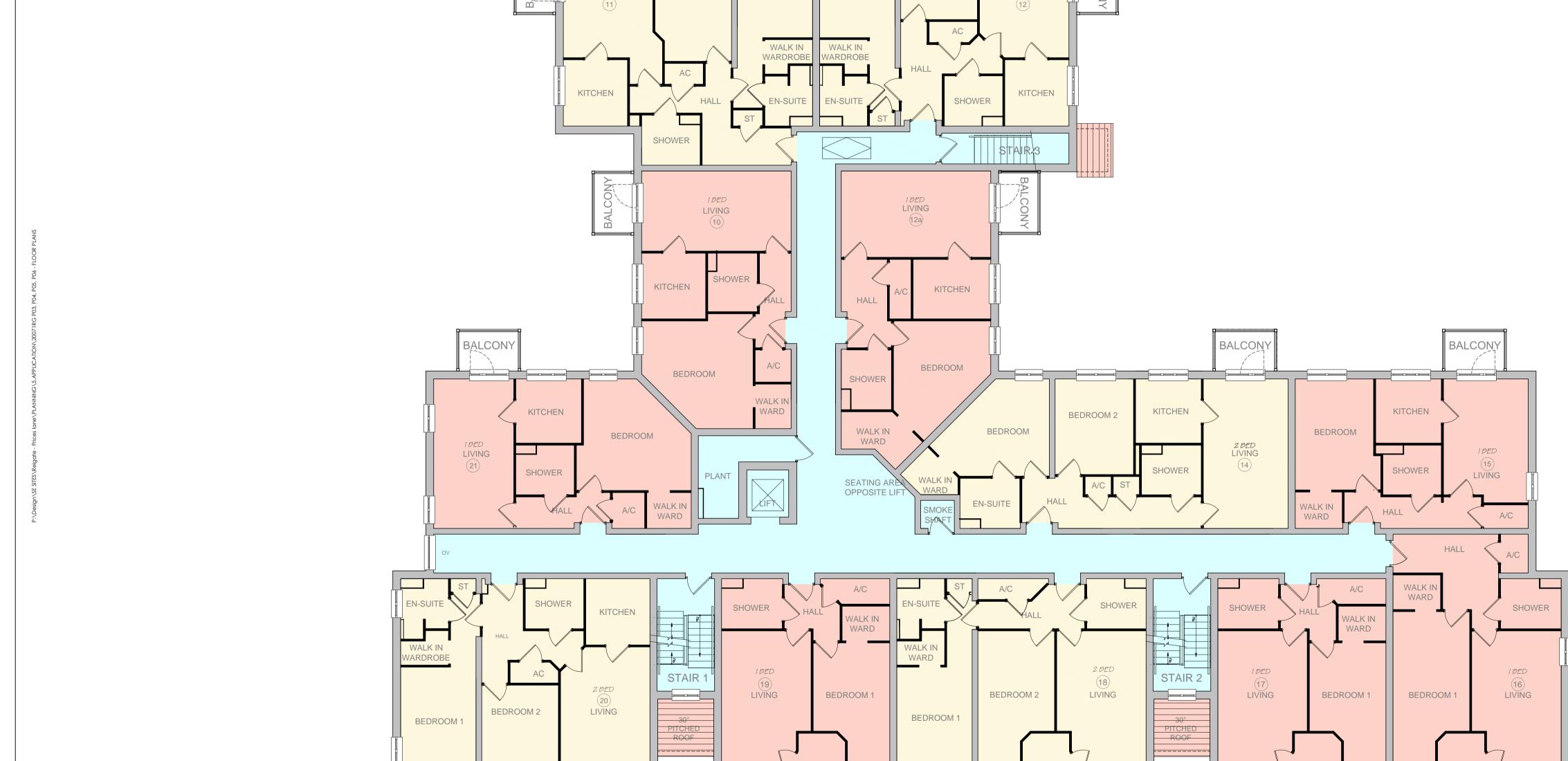
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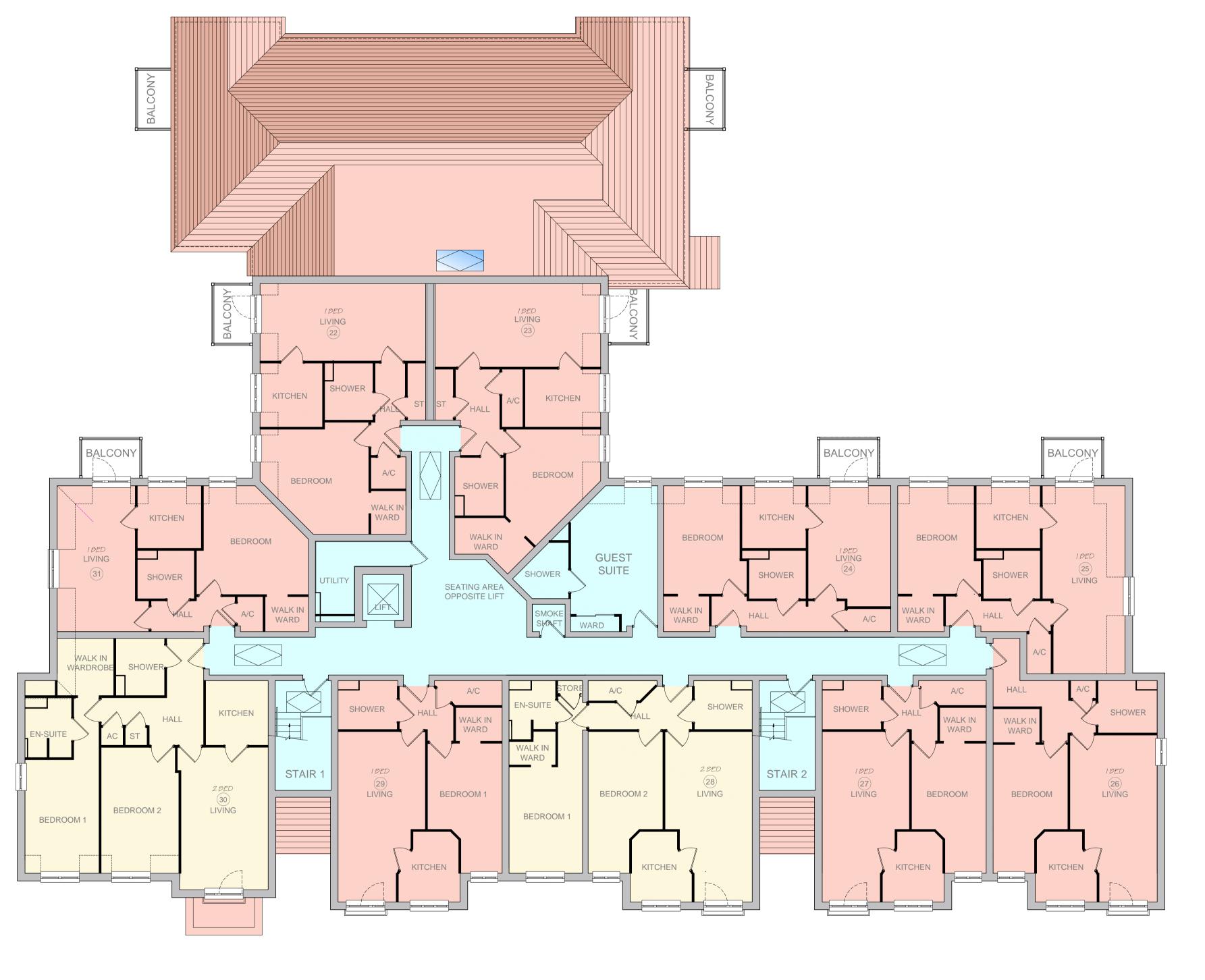
PLOT DATE:- 20 September 2017

Proposed Retirement Living Development at 32-42 Prices Lane, Reigate RH2 8AX



FIRST FLOOR PLAN

0m 1m 2m 3m 4m 5m 10m 20m 30m

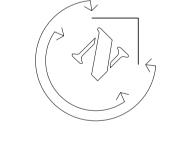


SECOND FLOOR PLAN

0m 1m 2m 3m 4m 5m 10m 20m 30m

Proposed Retirement Living Development at 32-42 Prices Lane, Reigate RH2 8AX





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Planning ISSUES TOWN PLANNING AND ARCHITECTURAL DESIGN Ben Smith Southeast Design Director Churchill House * 6 Chertsey Road

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Project Title
PROPOSED RETIREMENT LIVING DEVELOPMENT
32-42 PRICES LANE
REIGATE

Drawing Title

SECOND FLOOR PLAN
PLANNING

 Scale
 1:100@ A1
 Date
 SEP 2017

 Drawn
 JS
 Checked
 BS

 Drawing No.
 Rev.

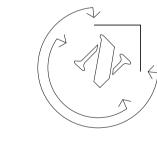
111

PLOT DATE:- 20 September 2017

FLAT MIX:

1 BED APARTMENTS = 19
2 BED APARTMENTS = 12
TOTAL = 31

- 1 BED APARTMENT
- 2 BED APARTMENT
- COMMUNAL AREAS



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Project Title
PROPOSED RETIREMENT LIVING DEVELOPMENT
32-42 PRICES LANE
REIGATE

GROUND FLOOR PLAN

 Scale
 1:100@ A1
 Date
 SEP 2017

 Drawn
 JS
 Checked
 BS

 Drawing No.
 Rev.

 20071RG P03

Proposed Retirement Living Development at 32-42 Prices Lane, Reigate RH2 8AX

0m 1m 2m 3m 4m 5m

GROUND FLOOR PLAN