 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	24 January 2018
	REPORT OF:	HEAD OF PLACES AND PLANNING
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AGENDA ITEM:	8	WARD: Horley East

APPLICATION NUMBER:	17/01946/F	VALID:	08 September 2017
APPLICANT:	Greyhound Trust	AGENT:	ACD Projects Ltd
LOCATION:	WINGS, PEEKS BROOK LANE, HORLEY		
DESCRIPTION:	Demolition of the existing metal barn and the residential bungalow 'Wings' and construction of a new dog kennel facility and office headquarters for the Greyhound Trust (GT)		
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.			

This application is referred to Committee as it is a major application within the Metropolitan Green Belt.

SUMMARY

The proposed development seeks permission for the construction of a new dog kennel facility and office headquarters, landscaping and car parking for the Greyhound Trust on land to the north of a residential bungalow named 'Wings'. An existing barn would be removed to facilitate the development. The bungalow would be converted into temporary offices for the Greyhound Trust until the office headquarters building has been completed. The bungalow would then be demolished as required by condition.

The site is located within the Green Belt and the proposal does not constitute one of exceptions to inappropriate development as set out in the National Planning Policy Framework. The application is therefore considered to be inappropriate development in the Green Belt. However the applicant has provided an extensive list of Very Special Circumstances (VSCs) which, cumulatively are considered to outweigh the harm to the Green Belt. A number of similar examples have also been cited where charitable kennelling facilities have been considered to meet the very special circumstances test and planning permission has been granted.

In addition to the benefit to openness by virtue of the demolition of the bungalow and the fact that the site has a historic use as an aviary and pet business, the following very special circumstances are put forward:

- The Greyhound Trust's lease on their head office, located in Worcester Park, expires in November 2018. This is the location of their only paid staff within the country with all others being volunteers. It owns no property with all premises being leased or rented and the proposal represents a key part of the GT's strategic development plan to secure its long-term future and increase its charitable impact to meet the ongoing pressures on their services.
- The re-provision of a head office will secure the future of volunteer-led, leased sites elsewhere within the country.
- There is an operational need for their head office to be located with a kennelling facility.
- There is a need for additional kennelling as the Greyhound Trust have approximately 1000 greyhounds waiting for a kennel space to become available. This is on top of an estimated 3000-5000 retired greyhounds awaiting to be transferred to the waiting list.
- The need for greyhound kennelling is expected to rise with the likelihood of increased numbers being put down if they cannot be taken in by the Trust and re-homed.
- The South East currently has no GT premises, despite the presence of tracks and trainers.
- The South East has been identified as having strong potential for both fundraising/volunteering and homes for dogs.
- The location is close enough to the existing premises so as to enable existing staff to be kept in employment.
- The proposed facility could not be located within an urban area due to the space requirements
- The site is a brownfield site, with an established commercial function as a pet shop and bird breeding facility which closed in 2009. They operated 7 days a week and employed staff to help run the activity. In terms of traffic movements, the GT is confident that their activity would be to a similar scale or less than this.
- Aside from the former commercial use on this site, there are extensive commercial activities in the vicinity, including a haulage yard opposite.
- An exhaustive site selection identified this as the only suitable site from a locational, operational and planning policy perspective.
- The existing residential use is incompatible with the adjacent M23 noise, Gatwick flightpath and surrounding commercial uses.

- Opportunities are presented in terms of employment, education, community support and volunteering as well as the landscape and biodiversity improvements that would result.

Overall it is considered that the cumulative benefits presented by the proposal, when balanced against the limited harm to the green belt, resulting from the removal of the existing bungalow, barns and cessation of the residential/pet shop use are sufficient to meet the very special circumstances test and justify the harm to the green belt. This would be subject to strict conditions relating to the use and future of the property.

The relationship with the neighbouring properties is such that no adverse harm would occur as a result of the proposed development and the character of the local area would be respected. The proposal is therefore considered acceptable.

RECOMMENDATION

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

Consultations:

Highway Authority: The proposed development has been considered by the county highway authority who having assessed the application on safety, capacity and policy grounds recommends conditions relating to the car parking and a method of construction plan.

Tree Officer: Recommends landscaping and tree protection conditions.

Environment Agency: recommends condition requiring the FRA submitted to be carried out.

Crawley Borough Council: no objections subject to no concerns regarding highway impact.

Tandridge District Council: No objections

SCC Sustainable Drainage: recommends conditions

Drainage Engineer: recommends conditions

UK Power Networks: No objections

SES Water: No response

Pease Pottage Technical Site Safeguarding: No safeguarding objections

Horley Town Council: No objections subject to adequate mitigation of flood risk

Representations:

Letters were sent to neighbouring properties on 08 September 2017 and a site notice posted adjacent to the site on 14 September 2017 and two representations from neighbouring properties have been received as follows. In addition, further letters were sent to neighbouring properties on 02 January 2018 following the receipt of amended plans.

Issue	Number	Response
Harm to green belt	2	See paragraphs 6.3-6.19
Harm to wildlife	1	See paragraph 6.31
Noise and disturbance	2	See paragraph 6.25
Flooding	2	See paragraph 6.33
Increase in traffic and congestion	2	See paragraphs 6.28-6.30
Property devaluation	1	This is not a material planning consideration

A letter of support from a property in Smallfield has also been received.

1.0 Site and Character Appraisal

- 1.1 The application site consists of a triangular parcel of land of 1.54 hectares. The site contains one residential bungalow and its curtilage that would be removed following the completion of the office building. The majority of the site is an open field that is accessed separately from Peeks Brook Lane with a metal barn that would be removed as part of the proposals. The site has formerly been used as a pet sales business but this has ceased in 2009. As this was the lawful use of the site it is possible that such a use could be re-started without needing planning permission.
- 1.2 The site is situated within the Metropolitan Green Belt at the northern end of the southern part of Peeks Brook Lane and is close to the borough boundary with both Crawley Borough Council and Tandridge District Council. The area is characterised by open land, pockets of woodland (there is ancient woodland to the north-west) and development is in a linear fashion along the lane. There are no significant trees within the site although there are some along the boundaries. The site is relatively flat throughout. To the east of the site is the M23 motorway. To the south of the site is the Burstow Stream and the site is within flood zones 2 and 3.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: It was agreed at pre-application stage that the proposal is considered inappropriate in the Green Belt and that very special circumstances for the development would be required. Advice was given in terms of the impact on highways, flooding and neighbour amenity.
- 2.2 Further improvements could be secured: materials to be specified, landscaping, flood and drainage specifications, bungalow to be demolished following occupation of administration building, specification of bin stores, method of construction transport statement.

3.0 Relevant Planning and Enforcement History

- 3.1 79P/0011 - Replace a fire damaged bungalow and erect a double garage on land known as Brookside, Peeks Brook Lane, Burstow - refused, appeal allowed.
- 3.2 89/13660/F – use of property for selling home bred and imported birds – approved.
- 3.3 15/02945/PDE - Prior approval application - 8m deep, single storey rear extension Height 3.7m x Height to eaves 2.3m - prior approval not required. – not implemented
- 3.4 15/02924/CLP - Single storey side extensions following demolition of existing garage and detached garage less than 4m in height - permitted development – not implemented

- 3.5 15/02923/CLP - 8m deep single storey rear extension - permitted development – not implemented
- 3.6 16/00602/HHOLD – Proposed two storey extension – approved with conditions – not implemented.
- 3.7 15/01082/CU - New garage plus change of use of enclosed land under existing ownership to use as a private garden – refused.
- 3.8 15/02411/CLP - Single storey side extension; two storey rear extension; single storey separate games room; separate garage – withdrawn by applicant.

4.0 Proposal and Design Approach

- 4.1 This is a full application for the construction of a kennel block to house and rehabilitate retired greyhounds. This would have a footprint of 739sqm and would be single storey. It would be constructed out of traditional materials with timber cladding externally and red clay roof tiles. It would be in a ‘U’ shape facing north east with the kennels facing inwards.
- 4.2 Also proposed is an administration block housing the administration and headquarters of the Greyhound Trust. Amended plans have reduced the scale of this block to approximately 260sqm. This would have the appearance of a substantial barn and would have external access to a storage area within the roof and manager accommodation. This would be situated to the southern side of the currently open field.
- 4.3 The existing bungalow would be retained as office accommodation on a temporary basis whilst the office building is being constructed. Once this is completed, the bungalow would be demolished and the area returned to open countryside. This will be secured by a condition.
- 4.4 The proposal also includes car parking for 26 cars and associated hardstanding.
- 4.5 The remainder of the site would be landscaped with a number of new trees, and pathways for walking the greyhounds. A retention pond would also be constructed to allow for water run-off and to enhance the wildlife habitat of the site.
- 4.6 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.

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

Assessment	The statement does includes an assessment of local character
	No site features worthy of retention were identified.
Involvement	No community consultation took place.
Evaluation	The statement includes extensive details of why the site was chosen above other properties.
Design	The statement does not explain why the proposal was chosen

5.0 Policy Context

5.1 Designation

Metropolitan Green Belt (MGB), Flood Zones 2 & 3

5.2 Reigate and Banstead Core Strategy

CS2 (Valued landscapes and the natural environment)

CS3 (Green Belt)

5.2 Reigate & Banstead Borough Local Plan 2005

Housing	Ho1, Ho9
Countryside	Co1
Employment	Em2, Em3, Em10
Flooding	Ut4

5.3 Other Material Considerations

National Planning Policy Framework

Supplementary Planning Guidance	Householder Extensions and Alterations Reigate and Banstead Local Distinctiveness Design Guide
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Other	Human Rights Act 1998
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6.0 Assessment

6.1 The application site is located within the metropolitan green belt and the fundamental aim of green belt policy is to prevent urban sprawl by keeping land permanently open.

6.2 The main issues to consider are:

- Impact on Metropolitan Green Belt
- Impact on local character
- Neighbour amenity
- Highway matters
- Trees and landscaping
- Flooding

Impact on Metropolitan Green Belt

- 6.3 The application site is located within the Metropolitan Green Belt; the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. The essential characteristics of green belts are their openness and permanence.
- 6.4 The National Planning Policy Framework (NPPF) states that the local planning authority should regard the construction of new buildings as inappropriate development in the green belt. Inappropriate development is by definition, harmful to the green belt and should not be approved except in very special circumstances.
- 6.5 The NPPF (paragraph 89) states that local planning authorities should regard the construction of new buildings as inappropriate in Green Belt. Exceptions to this are:
- buildings for agriculture and forestry;
 - provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;
 - the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
 - the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
 - limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or
 - limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.
- 6.6 It is clear that the proposal does not fall within any of the criteria outlined above and this is accepted by the applicant. Despite the removal of existing buildings, the proposal would introduce substantial built form and activity into the metropolitan green belt (MGB) which would be detrimental to the openness of the green belt and would be harmful to it. Therefore it would not meet with the provisions of paragraph 89 of the NPPF, or of policies Co1 of the Borough Local Plan or CS3 of the Core Strategy 2014 and would need to be justified by very special circumstances to be deemed acceptable.

- 6.7 Paragraph 87 the NPPF states that 'As with previous Green Belt policy, inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.' The applicant has provided a number of very special circumstances which they consider that any 'potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations' as stated in paragraph 88.
- 6.8 The applicant states that there is a need for the development in this location specifically for the Greyhound Trust. Currently, the Greyhound Trust (GT) rehomes around 4,000 greyhounds a year; however, over 8000 greyhounds are retired annually and around 1,000 greyhounds are euthanised each year. Following a DEFRA review of regulations, the Greyhound Board of Great Britain will publish greyhound industry and racing retirement data. This is expected to formally quantify the number of dogs that are euthanised and will put pressure to increase the number of dogs to be rehomed and therefore the need for another centre. In addition, there is a big gap in kennel provision between Brands Hatch and Portsmouth. The proposed site is situated within this gap and is in relatively close proximity to the Brighton greyhound track and trainers. It is considered that minimal weight can be attached to the need for an additional site for dog kennels as a very special circumstance on its own.
- 6.9 Notwithstanding the above, the applicant has stated that as with many animal welfare charities, the headquarter offices need to be based with associated kennels. This is to ensure best practice is set for the other branches in terms of operational activities. At present there are no such kennels with the headquarters and this has proved an ineffective way of working for the charity. They therefore consider it essential for the GT to find a site suitable for both headquarters and kennels in the same location.
- 6.10 Provided within the documents submitted is a rationale for the site search and the reason for the choice of location including a sequential test. The following points have been provided:
- GT is experienced in greyhound welfare which is a key factor in minimising disturbance from noise from dogs barking; nevertheless, there will be noise from the dogs and this prevents the kennels being within urban areas. In addition, affordable urban sites are almost always too small to be practical for the proposed development or are at a financial premium that is prohibitive to a charity.
 - In the search area undertaken by the GT, the majority of non – open land is situated within the MGB.
 - Reigate and Banstead is a suitable area due to it being central to the gap in existing provision, within a reasonable distance to greyhound trainers and the Brighton tack and is well suited to meeting the objectives of the charity in fund raising.
 - There is a need for additional kennelling as the Greyhound Trust have approximately 1000 greyhounds waiting for a kennel space to become available. This is on top of an estimated 3000-5000 retired greyhounds awaiting to be transferred to the waiting list.

- The south east has been recognised as an area that is good for the charity both in terms of fundraising and for potential homes for dogs.
As can be seen above, there is a clear need for additional kennelling space and some weight can be given to the points above.

6.11 In addition, the applicant states that the site is appropriate for the proposal for the following reasons:

- Large open areas are ideal for dogs and the site offers 'calm, out of town surroundings' encouraging dogs to relax as well as a large open area for exercise and play.

- Offers an affordable home for the trust with the headquarters able to relocate rapidly into the existing bungalow during the construction of a purpose built headquarters facility as their existing office lease expires within the next 12 months.

- The current site is currently blighted by the proximity to the M23 which borders the property along the east, as well as being under the flight path onto the final approach to the runway at Gatwick airport. The applicant opines that this would also help to mask any noise from the dogs.

- The road as a whole is used for a variety of activities, a number of which are commercial, including a metal works business and a haulage yard to the south east of the site.

It is considered that some weight can be attached to the points above in terms of the proposed usage of the site.

6.12 There has been a historic use of the site as a pet shop and bird breeding facility on site with up to 200 pairs of breeding birds on site which would have created a significant amount of noise. Public movements that were associated with this previous activity equated to 5-15 separate visitor groups per day. There is also evidence that there were a number of aviaries on the paddock to the north of Wings. However, these have been removed for a number of years and the use of the property has been solely residential since 2009. It is considered that as the property has reverted back to its original use and the land largely returned to paddock, only very limited weight can be given to this very special circumstance.

6.13 There will be paid work opportunities at the Head Office and homing centre, which will offer new employment in the area. The head office building has been designed to cater to expansion to 15 staff, from the current 9. It is not anticipated that all the existing staff would move to the new location. In addition, the kennels would employ up to five members of staff allowing a mix of office based and outdoor employment opportunities for the local community. Some weight can be afforded to the employment opportunities.

6.14 Details have also been submitted in terms of community engagement and involvement with the wider community. The GT have a programme for volunteers to assist with the Greyhounds including walking, enrichment and organising fundraising. The volunteers include local residents, students undertaking 'Duke of Edinburgh' and local businesses that may have team building days or 'give back' days where they are encouraged to undertake charity work. In addition, the GT aim to make regular visits with their dogs to

care homes, nursing homes and other people with disabilities as they are considered excellent 'therapy dogs'. Some weight can be given to this particular VSC.

- 6.15 In terms of the scale of the buildings, amended plans have been received which show that the proposed headquarters building has been reduced by approximately 25/30% which reduces the bulk and massing of the built form on the site. In addition, the bungalow is now proposed to be demolished and the land reverted to open countryside once the office accommodation has been constructed. This reduces the impact of the new development on the green belt and reduces the total increase of floor space from 1000sqm to 780sqm.
- 6.16 A document with 27 other sites that were looked at by the GT has been provided and reasons given as to why those sites have been discarded. These include reasons such as being too far away from the key locations between Brands Hatch and Heathrow, impact on neighbours, poor road access, not enough land, and difficulty with conversions relating to listed buildings or dilapidated buildings. The document includes many properties within the search location and these include a number within the borough, as well as outside the borough.
- 6.17 When considering very special circumstances (VSC), it is important to note the judgement of Sullivan J in *Basildon District Council, R (on the application of) v Temple (2004)*. This stated that in planning judgements, as in ordinary life, a number of ordinary factors which in themselves were not 'very special' may when combined together amount to very special circumstances. Whether a particular combination of other considerations amounted to very special circumstances is a matter of planning judgement for the decision maker.
- 6.18 In this instance, it is considered that there are a number of VSCs which, on their own, carry relatively little weight. However, when combined with the other reasons, it is considered that this, on balance, outweighs the harm to the MGB in terms of the increased use of the site as well as the scale and massing and the proposed development would therefore comply with the National Planning Policy Framework, policy Co1 of the local plan, and CS3 of the Core Strategy.
- 6.19 Conditions will be added to the permission to ensure that the use of the site is used only by the Greyhound Trust and that the residential accommodation will be used only by those working on the site. In addition, a condition will be added to ensure that the bungalow is demolished and the land reverted to open countryside once the office accommodation has been completed and occupied by the Greyhound Trust.

Impact on local character

- 6.20 The proposed administration block would be of the appearance of a rural barn with substantial glazing to the front entrance gable. The barn is proposed to be constructed out with dark brown weatherboarding to the walls with a red

plain tiled roof. It is considered that the design of the proposal would be appropriate in a rural area. To ensure that the building is constructed out of the appropriate materials, a condition will be placed on the permission requesting that samples of the external materials, including doors and windows are provided in order that the proposal complies with policies Co1, Em2 and Em3.

- 6.21 The proposed kennel block would have the appearance of a large block of stabling, being built in a 'U' shape facing towards the north-east. Due to the single storey nature of this building, it would not be overly imposing in the wider area and would be situated further away from Peeks Brook Lane and the footpath that runs along the western boundary. This would be built out of materials similar to those proposed in the administration block above, and a condition would similarly be placed on the permission regarding materials as above in order that the proposal complies with policies Co1, Em2, and Em3.
- 6.22 In terms of the wider appearance, there would be a relatively large area of hard landscaping to the front of both the administration block and this would be constructed with permeable block landscaping. However, this would be largely screened from public view by landscaping and the existing boundary treatment and is not considered to cause significant harm to the wider area in question. A bin store has not been provided on the plans; however, a condition will be added to the permission requesting details regarding the siting and design of any future bin store.
- 6.23 It is proposed to remove the existing bungalow 'Wings' following the completion of the administration block. The bungalow is of no significant architectural merit and in terms of the impact on the local area; its removal would have a neutral impact. It is noted that the removal of the bungalow would result in a loss of residential accommodation, contrary to policy Ho1 of the Local Plan. However, in this instance, there would be manager's accommodation in the roof space of the administration block and this would effectively replace the loss of residential accommodation in this instance and would therefore be acceptable.

Neighbour amenity

- 6.24 The property is situated approximately 30m from the nearest property, Roughts Corner which is situated to the west. The property borders the M23 to the east and other properties are a significant distance away. Due to the mature landscaping already present, and that proposed, it is not considered that there would be any material or significant harm from the proposal in terms of overlooking, overshadowing or loss of amenity.
- 6.25 Concern has been raised by local residents in Peeks Brook Lane in terms of noise, especially that created by the dogs in the kennels. The kennels have been split into blocks of 5 kennels and this is to minimise the chances of dogs seeing each other when going out for walks and therefore the amount of dog barking. An acoustic report has been prepared by the applicants. This states among other points that the kennels have been designed to face away from

the closest dwellings and towards the M23 motorway and that the landscaping will also act as a barrier against excessive noise. In addition, the proximity to the M23 and the Gatwick flight path is such that it is considered that these ambient noises will help to mask any significant barking from the dogs and therefore it is considered that there would not be a materially harmful impact on neighbour amenity in terms of noise.

Highway matters

- 6.26 The proposal will create an increase in traffic to the site than the current residential dwelling as there will be up to 15 members of staff, as well as visitors on site. A transport statement has been provided Peeks Brook Lane is relatively lightly trafficked, and the development would be at the northern end of this part of the lane. Further to the south, there are a number of sites which have HGV access, such as a scrap yard etc.
- 6.27 Surrey County Council, as the Highways Authority, have stated that they have no objections to the proposal subject to the implementation of the parking area and the provision of a method of construction transport management plan.
- 6.28 The highways authority note the following in terms of the sustainability of the site: In respect of promoting sustainable transport, the National Planning Policy Framework (2012) states that the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. It also states that local planning authorities should support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport, and that developments should be located where practical to give priority to pedestrian and cycle movements, and have access to high quality public transport facilities. The NPPF does, however, recognise that opportunities to maximise sustainable transport solutions will vary from urban to rural areas. Policy CS17 of the Reigate and Banstead Local Plan: Core Strategy (2014) states that the Council will work with Surrey County Council and developers to manage demand and reduce the need to travel, by directing development to accessible locations in the borough; and to facilitate sustainable transport choices, by promoting walking and cycling as the preferred travel option for shorter journeys, and by promoting non-car travel.
- 6.29 The County Highway Authority (CHA) considers that the site is not sustainable in transport terms for the proposed development, when assessed against the above policies. The site lies outside the existing built up areas of the borough, is remote from key services and facilities, and is not easily accessible by modes of transport other than the private car. There are no bus stops or railway stations in the vicinity of the site, nor are there any footways on Peeks Brook Lane leading to the site. For these reasons, the CHA considers that the principal means of access to the site for employees and visitors would be by private car; hence the development would not comply with the sustainable transport objectives in the NPPF, or with policy CS17 of the Core Strategy.

- 6.30 Notwithstanding the above advice, the CHA acknowledges that there are three dimensions to sustainable development - economic, social and environmental - hence the sustainability of the site should not be assessed purely in terms of transport mode and distance. As discussed further above, the site has been chosen by the applicants due to the need for the rehabilitation of the dogs and the administration block is needed to be constructed in tandem with this (see paragraph 6.9). In this instance, it is considered that whilst there would be an increase in terms of traffic along the road, this would be consistent with the former pet sales use and it would not be significantly at odds with the sustainability objectives of the Framework.

Landscaping

- 6.31 The proposal has been accompanied by detailed landscaping information and tree protection measures. The remaining paddock to the north east is proposed to be extensively landscaped and enhanced to allow for greater wildlife diversity and areas for the dogs to exercise and be walked in. In addition a pond is also proposed for additional wildlife enhancements. Hard landscaping details have been discussed in paragraph 6.2.2
- 6.32 The comments from the tree officer are as follows: The proposed layout has been designed to incorporate as many of the trees as possible, in particular T5 and T6 are young specimens but the proposed building allows them to become focal points. The wooded areas A1, W2 and W3 will be unaffected during the development phase subject to the tree protection measures being implemented and maintained during the course of the development, moreover the trees and wooded areas are located far enough away from the new buildings not to result in post development which often leads to further loss of trees. A proposed landscape scheme has been provided but it does not have any information regarding the sizes of plants and trees, but this can be secured by condition. Subject to the condition being complied with, it is considered that the proposal complies with policy Pc4.

Flooding and Sustainable drainage

- 6.33 The site is situated wholly within flood zone 2 and the southernmost part of the site is within Flood zone 3. Along the southern boundary runs the Burstow Stream which is a 'main river'. The applicants have provided a flood risk assessment (FRA). The Environment Agency have stated that the proposed development will only meet the requirements of the NPPF if the following measures detailed in the FRA D13569 submitted with this application are implemented:
- Provision of compensatory flood storage
 - Finished floor levels
 - A flood plan is produced for all workers and residents.
- Consequently, conditions will be added to the decision requiring the above measures to be fully implemented prior to occupation.

- 6.34 As the proposal is a major application, paragraph 103 of the NPPF states that the proposal must consider sustainable drainage systems. Sustainable drainage systems should be designed in line with national Non-Statutory Technical Standards for SuDS. The applicant has provided a sustainable drainage document and this has been assessed by Surrey County Council who are the Lead Local Flood Authority. They are satisfied that the proposed drainage scheme meets the requirements set out in the documents and recommend that planning permission is granted subject to conditions relating to the design of a surface water drainage scheme and a verification report.

CONDITIONS

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

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

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

Plan Type	Reference	Version	Date Received
Location Plan	1228 / A / P / 5.1		18.08.2017
Section Plan	1228 / A / P / 5.7.4		18.08.2017
Elevation Plan	1228 / A / P / 5.7.3		18.08.2017
Elevation Plan	1228 / A / P / 5.7.2		18.08.2017
Floor Plan	1228 / A / P / 5.7.1		18.08.2017
Existing Plans	1228 / A / P / 5.4		18.08.2017
Floor Plan	1228 / A / P / 5.3		18.08.2017
Site Layout Plan	1228 / A / P / 5.2		18.08.2017
Other Plan	1228 / A / P / 6.4		18.08.2017
Elevation Plan	1228 / A / P / 5.4.1		01.09.2017
Other Plan	1228 / A / P / 5.5.2	B	21.12.2017
Site Layout Plan	1228/A/P/5.5.1	B	21.12.2017
Floor Plan	1228 / A / P / 5.6.1	B	21.12.2017
Elevation Plan	1228 / A / P / 5.6.2	B	21.12.2017
Section Plan	1228 / A / P / 5.6.3	B	21.12.2017
Other Plan	1228 / A / P / 6.1	B	21.12.2017
Other Plan	1228 / A / P / 6.2	B	21.12.2017
Site Layout Plan	1228 / A / P / 5.3	A	10.11.2017
Site Layout Plan	2017-D1359-SK300	A	06.10.2017

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

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

3. Within 6 months of the completion of the administration block, the bungalow known as 'Wings' shall be demolished and the land, including the existing hard landscaping and driveways will be reverted to open land.

Reason: In order to prevent over-development within the Metropolitan Green Belt and to comply with policy Co1 of the Local Borough Plan and the provisions of the NPPF.

4. The accommodation within the roof space of the administration block shall only be occupied by an employee of the Greyhound Trust.

Reason: In order that there is not an intensification of use on the site and to comply with policy Co1 of the Local Borough Plan 2005.

5. No development shall take place until samples 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.

6. The development hereby approved shall not be first occupied unless and until facilities for the storage of bins have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. Thereafter the approved bin store(s) 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.

7. No development shall commence including groundworks preparation and demolition 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 Advanced Arboriculture, TH/X/1630/0817 dated 10th August 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 policy Pc4 of the Reigate and Banstead Borough Local Plan 2005 and the recommendations within British Standard 5837.

8. 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.

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, Em2 and Co1 of the Reigate and Banstead Borough Local Plan 2005.

9. 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: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and in order to meet the objectives of the NPPF (2012), and to satisfy policy Mo7 of the Reigate and Banstead Borough Local Plan (2005).

10. No development shall commence until a Construction Transport Management Plan, to include details of:
- (a) parking and turning for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) construction vehicle routing to and from the site
 - (e) measures to prevent the deposit of materials on the highway
 - (f) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused 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 and in order to meet the objectives of the NPPF (2012), and to satisfy policy Mo7 of the Reigate and Banstead Borough Local Plan (2005).

11. The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) dated 14 August 2017 and the following mitigation measures detailed within the FRA:
1. Provision of compensatory flood storage for the 0.1%AEP flood event on a level for level and volume for volume basis as referenced in section 4.5.2.
 2. Finished floor levels are set no lower than 58.96m above Ordnance Datum (AOD) as referenced in section 5.2.2
 3. An appropriate Flood Plan is produced for all workers and residents to be familiar with as per section 6.3.5 of the FRA.
- The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed in writing by the local planning authority.

Reason: To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided, to reduce the risk of flooding to the proposed development and future occupants, and to comply with policy Ut4 of the Local Borough Plan 2005 and the provisions of the NPPG and NPPF.

12. The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. Those details shall include:
1. A design that is compliant with the national Non-Statutory Technical Standards for SuDS, National Planning Policy Framework and Ministerial Statement on SuDS
 2. Evidence that the proposed solution will effectively manage the 1 in 30 and 1 in 100 (+CC% allowance for climate change storm events, during all stages of the development (pre, post and during))
 3. Details of how the Sustainable Drainage System will cater for system failure or exceedance events, both on and offsite.
 4. Details of how the Sustainable Drainage system will be protected and maintained during the construction of the development.
 5. Finalised drawings ready for construction to include a drainage layout detailing the location of SuDs elements, pipe diameters and their respective levels and long and cross sections of each SuDs Element
 6. Details of management and maintenance regimes and responsibilities.

Reason: To ensure the design meets the technical stands for SuDs and the final drainage design does not increase flood risk on or off site to comply with policy Ut4 of the Local Borough Plan 2005 and the provisions of the NPPG and NPPF.

13. Prior to the occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority to demonstrate that the Sustainable Urban Drainage System has been constructed as per the agreed scheme.

Reason: To ensure the Sustainable Drainage System is designed to the technical standards to comply with policy Ut4 of the Local Borough Plan 2005 and the provisions of the NPPG and NPPF.

14. The site shall only be used by the Greyhound Trust and, should the use of the site for charitable kennelling cease then the kennel building hereby permitted shall be demolished within a period of six months from last use with all debris removed from site and the site restored to its former condition.

Reason:

To accord with the very special circumstances of the applicant justifying this inappropriate form of development within the Green Belt with regards to Policy Co1 of the Borough Local Plan 2005 and Policy CS3 of the 2014 Core Strategy.

15. The development shall be carried out in accordance with the recommendations and mitigation set out in the Preliminary Ecological appraisal undertaken by Richard Green Ecology dated August 2017.

Reason:

To ensure ecological benefits and mitigation are secured with regards Policy Pc2G of the Reigate and Banstead Borough Local Plan 2005.

INFORMATIVES

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

Further details of these noise and pollution measures can be obtained from the Council's Environmental Health Services Unit.

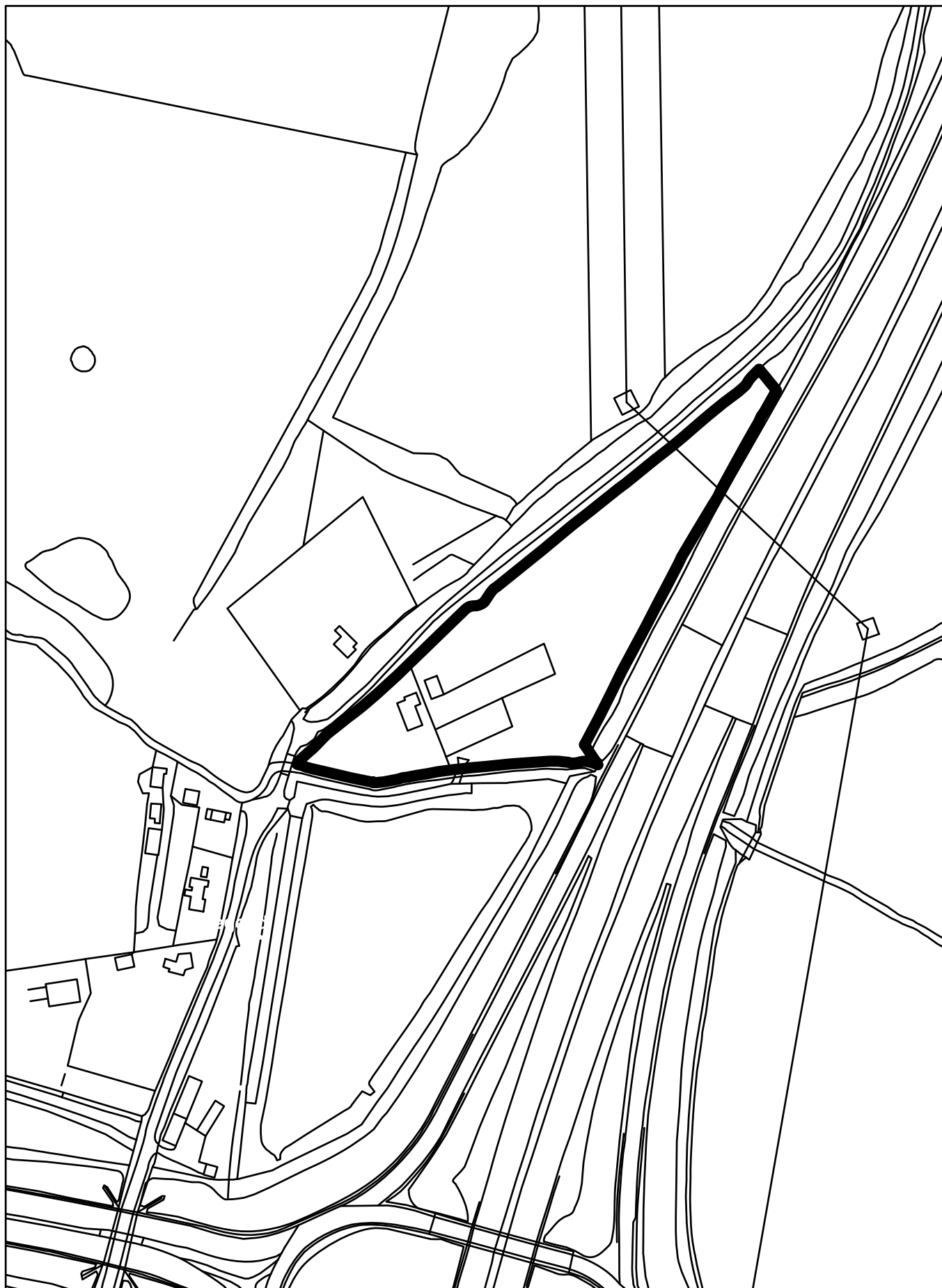
In order to meet these requirements and to promote good neighbourliness, the Council recommends that this site is registered with the Considerate Constructors Scheme - www.ccscheme.org.uk/index.php/site-registration.

2. The use of landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above relevant conditions. The planting of trees and shrubs shall be in keeping with the character and appearance of the locality. There is an opportunity to incorporate substantial sized 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 Heavy Standard size with initial planting heights of not less than 4m, with girth measurements at 1m above ground level in excess of 14/16cm.
3. 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).
4. The Environment Agency are presently investigating a Flood Alleviation Scheme for the Burstow Stream. This is aimed to reduce the flood risk to Horley and other residents within the Burstow Stream catchment. Given the proximity of this site to the Burstow Stream it is considered that there would be benefit in assessing any opportunity to create additional washland or marginalised flood storage along the parcel of land adjacent to the river. This would not increase flood risk to the development. The application is advised to contact the Environment Agency's partnership and Strategic Overview Team to discuss this further.

REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies Co1, Em2, Em3, Em10, Pc4, Ho9, Ut4, the provisions of the NPPF and NPPG, and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

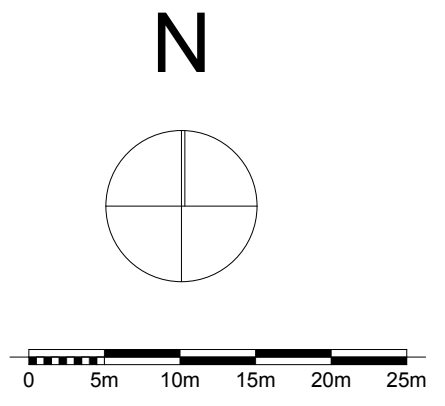
The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in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





Proposed Site & Landscape plan

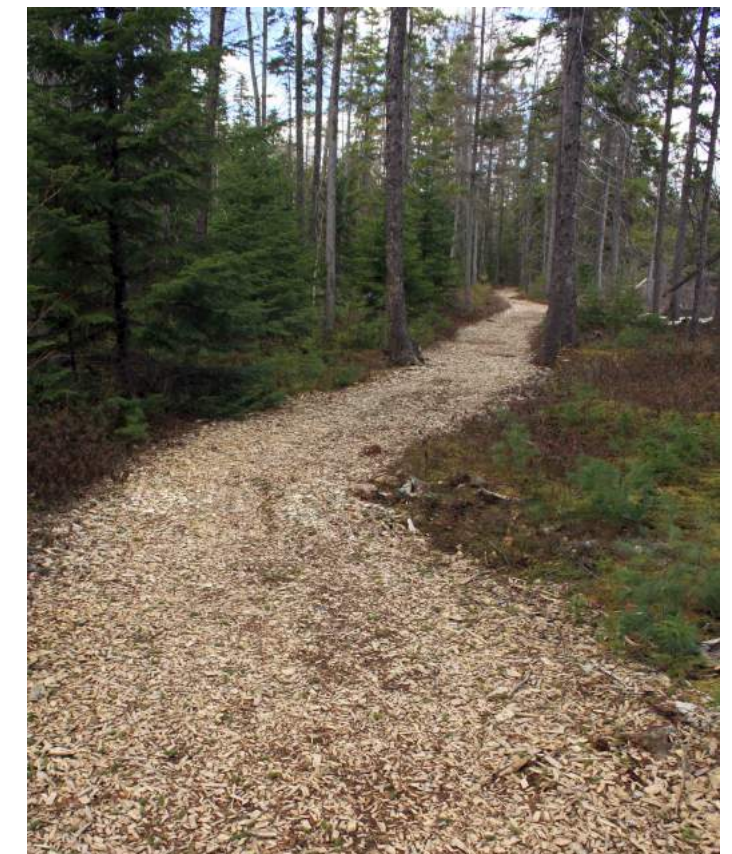
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(1-2) Indicative examples of proposed permeable paving



(3) Indicative example of proposed off-lead dog run enclosures



(4) Indicative example of mown path w/woodchip surface



(5) Retention pond with added vegetation to encourage ecological growth



(6) Example of wild flower mix with mown path flowing through



(7) Proposed owl box within the woodland areas



(8) Example of proposed bat box attached to wood cladding

0 20.12.17 Demolition of metal sheet and the wings
bunglow. Raised Access block with
accommodation area on first floor

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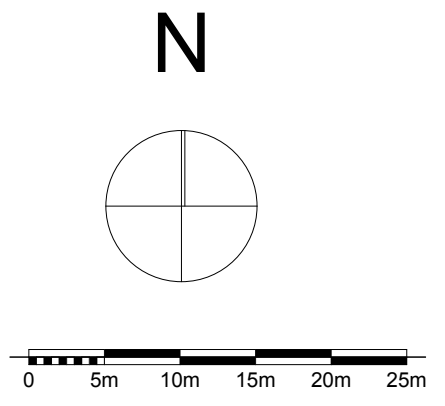
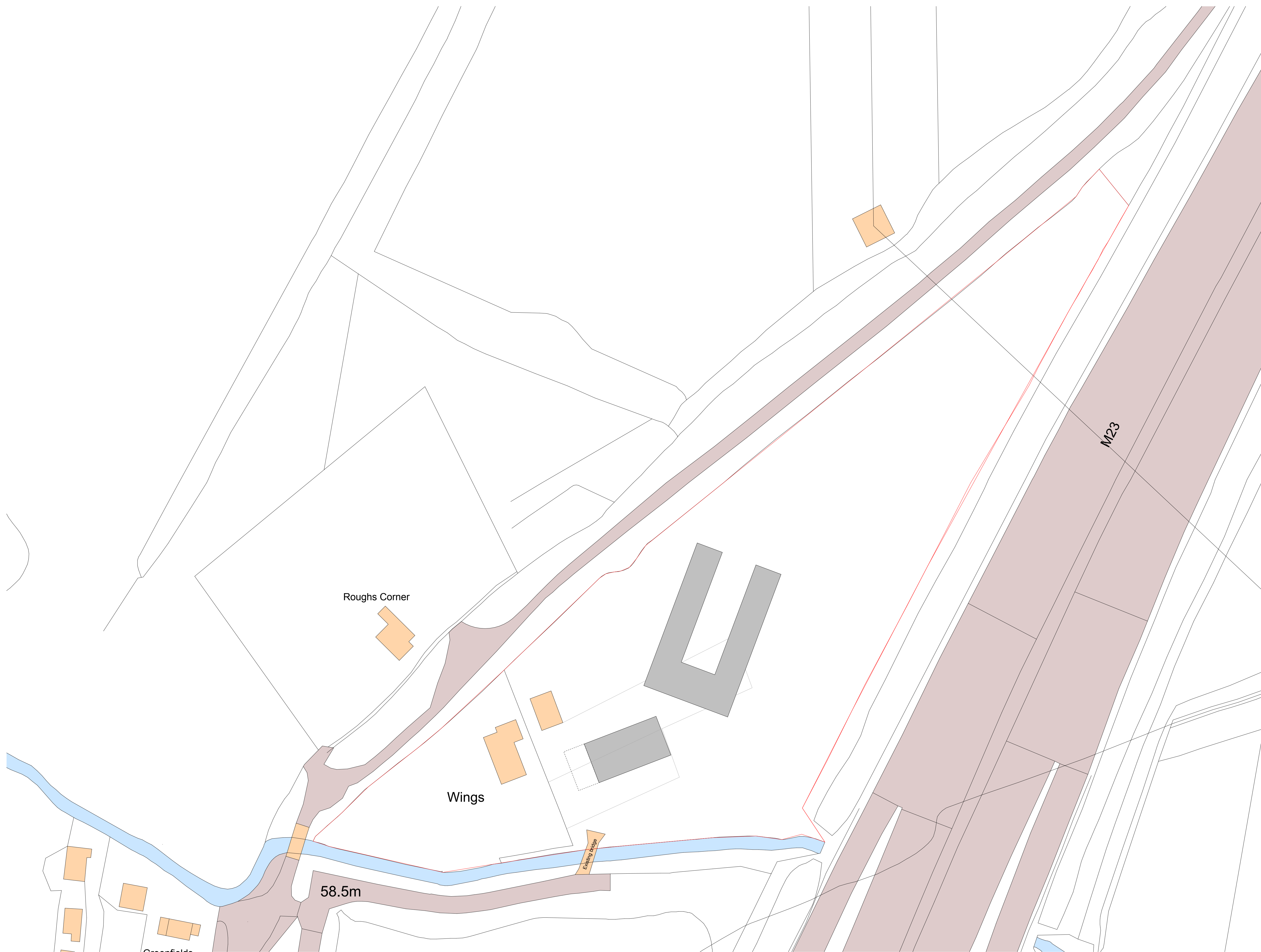
Client
Greyhound Trust

Project
Proposed Kennel Development,
Greyhound Trust, Peck Brook Lane,
Shipley Bridge, Horley, RH6 9SX

Drawing
Proposed Site & Landscape Plan

Purpose Issue	Purpose Date
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<input type="checkbox"/> Tender	AS
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Drawing Number	Revision
1228 / A / P / 5.5.1	B

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- Key:
- Site Boundary
 - Existing buildings
 - Proposed buildings
 - Road/Tracks
 - Rivers/Streams

Site Plan

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1:500

A 09.11.17 Reduced volume of administration building by rearing use of existing store and indicating possible future storage space.

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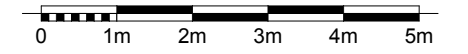
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Client
Greyhound Trust

Project
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 Greyhound Trust, Peck Brook Lane,
 Shipley Bridge, Horley, RH6 9SX

Drawing Site Plan	
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Drawing Number	Revision
1228 / A / P / 5.3	A

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S-K-01

Building Section

1:100



S-K-02

Building Section

1:100

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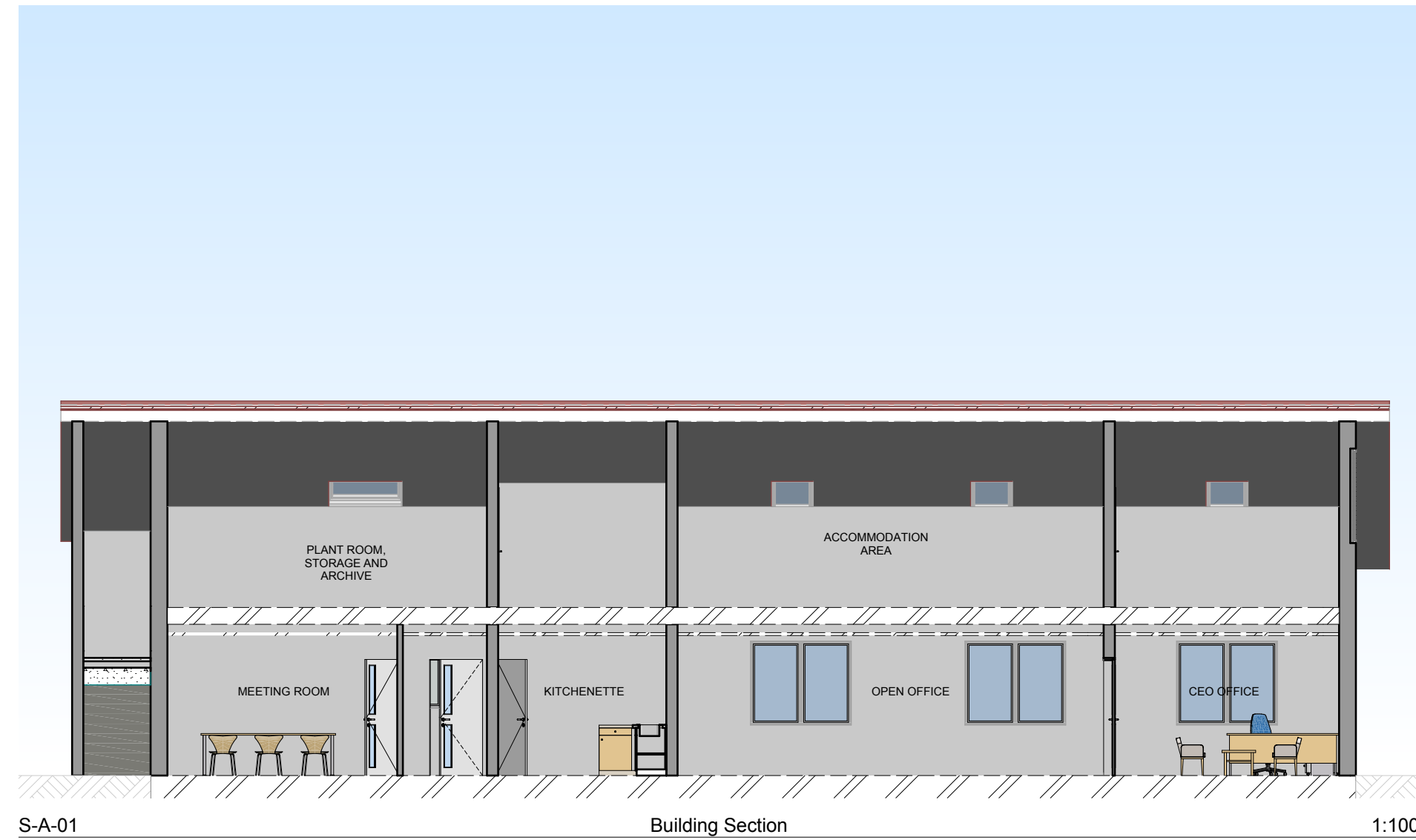
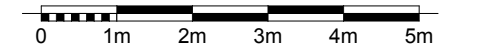
Project
Proposed Kennel Development,
Greyhound Trust, Peek Brook Lane,
Shipleigh Bridge, Horley, RH6 9SX

Drawing
Proposed Kennel Block - Sections

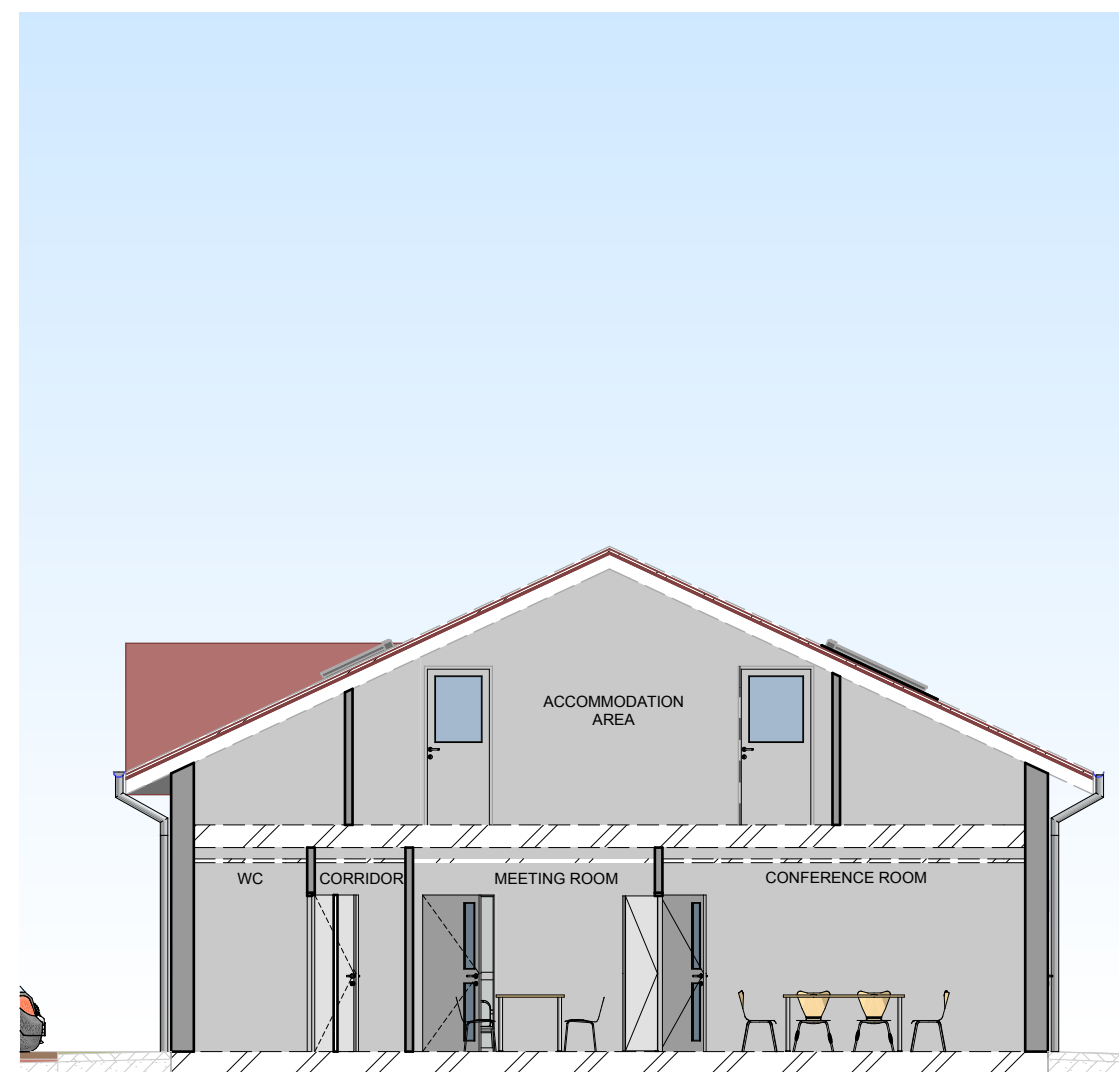
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Drawing Number
1228 / A / P / 5.7.4

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S-A-01 Building Section 1:100



S-A-02 Building Section 1:100



S-A-03 Building Section 1:100

B 20.12.17 Demolition of metal shed and the wings bungalow. Risized Admin block with accommodation area on first floor

Revisions

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Client
Greyhound Trust

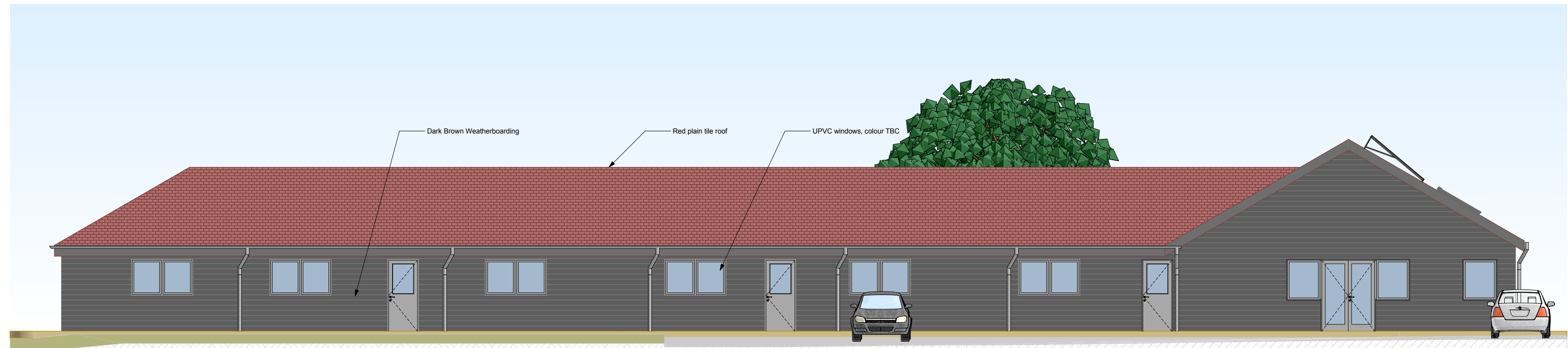
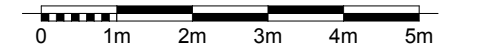
Project
Proposed Kennel Development,
Greyhound Trust, Peek Brook Lane,
Shipley Bridge, Horley, RH6 9SX

Drawing
Proposed Administration Block -
Sections

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Drawing Number	Revision
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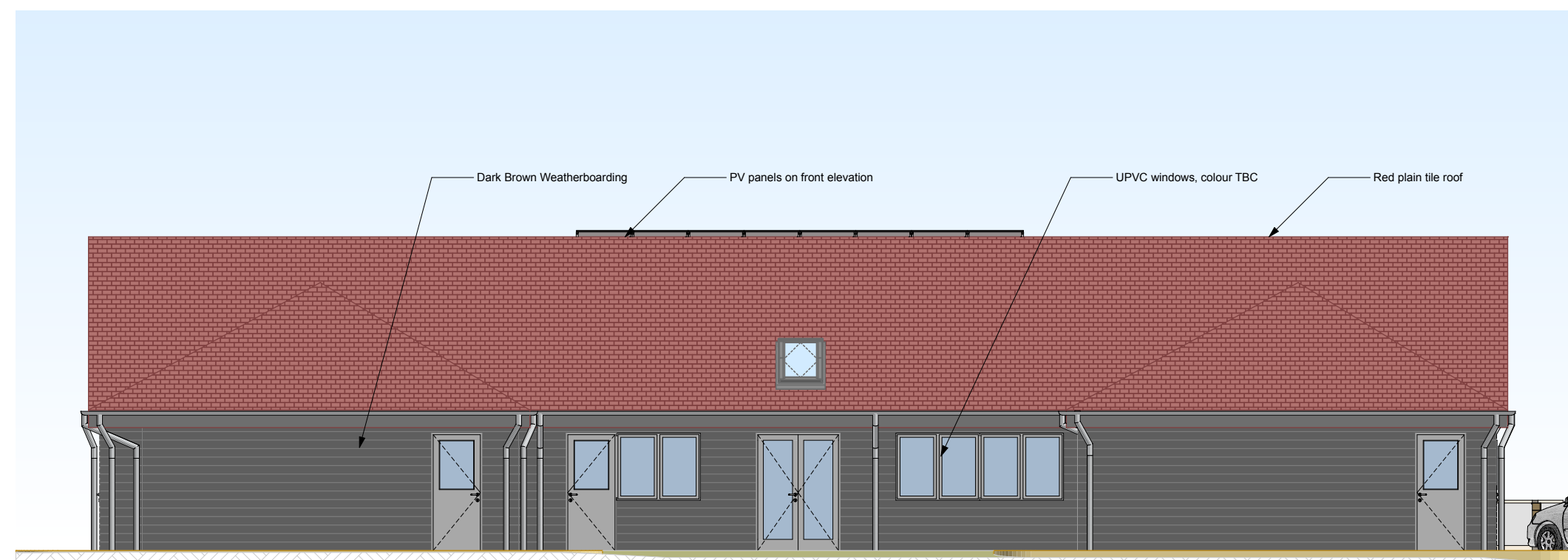
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E-K-01

Kennel Block North West Elevation

1:100



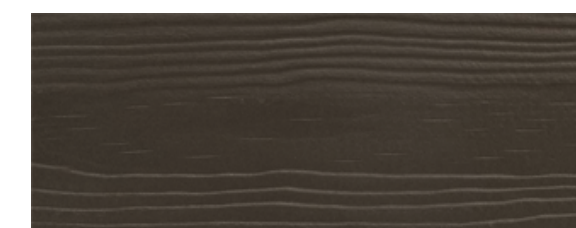
E-K-02

Kennel Block North East Elevation

1:100



Red plain tile roof



Dark Brown Weatherboarding

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Client
Greyhound Trust

Project
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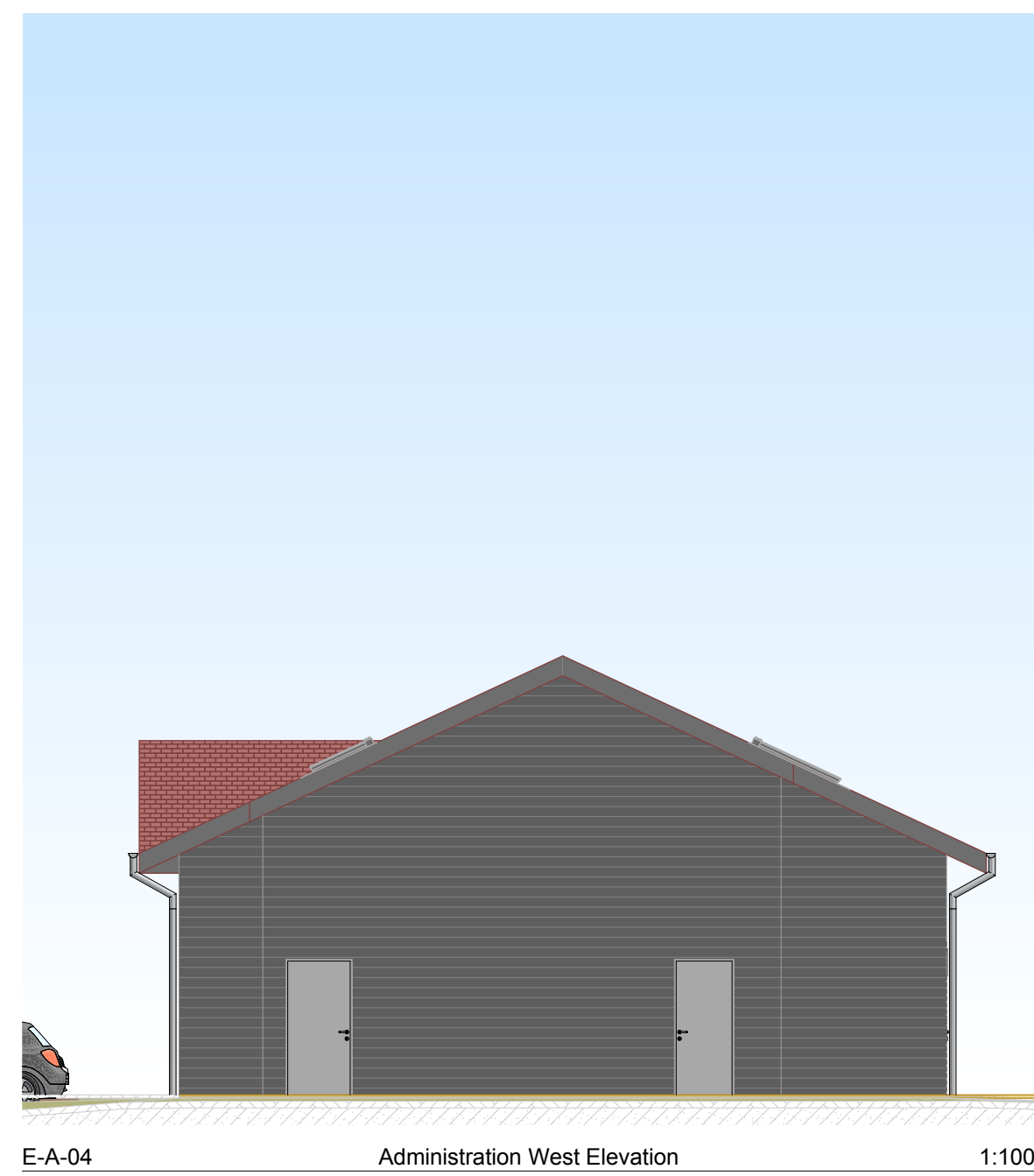
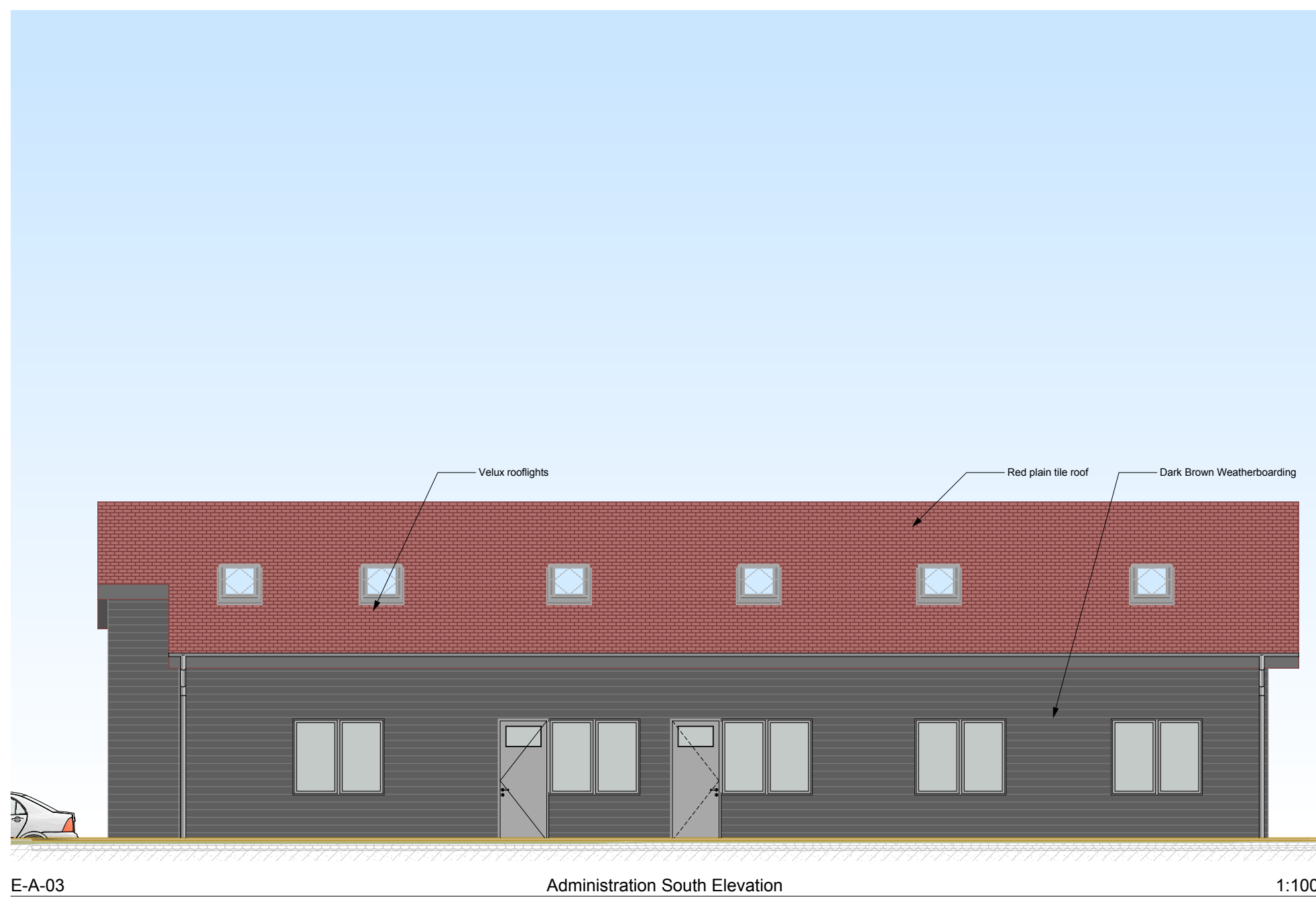
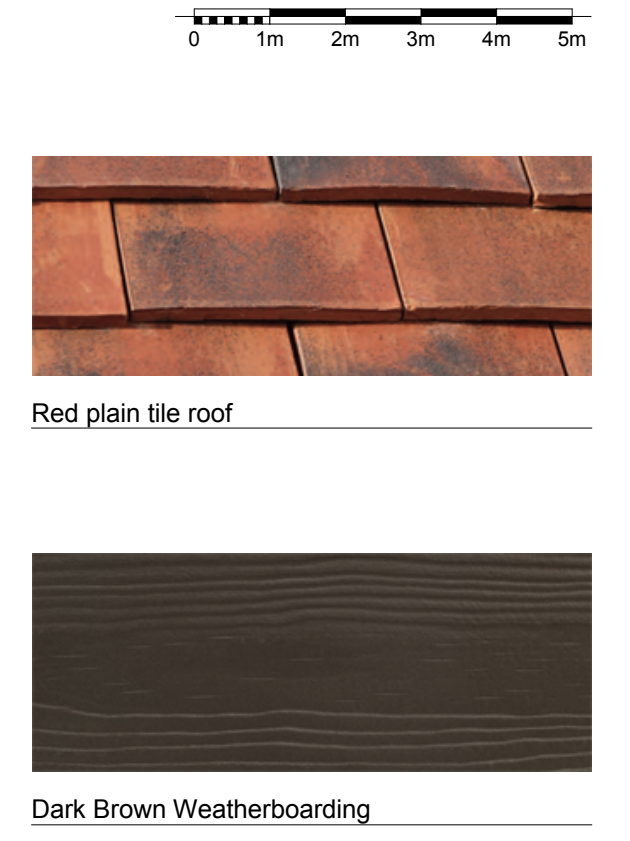
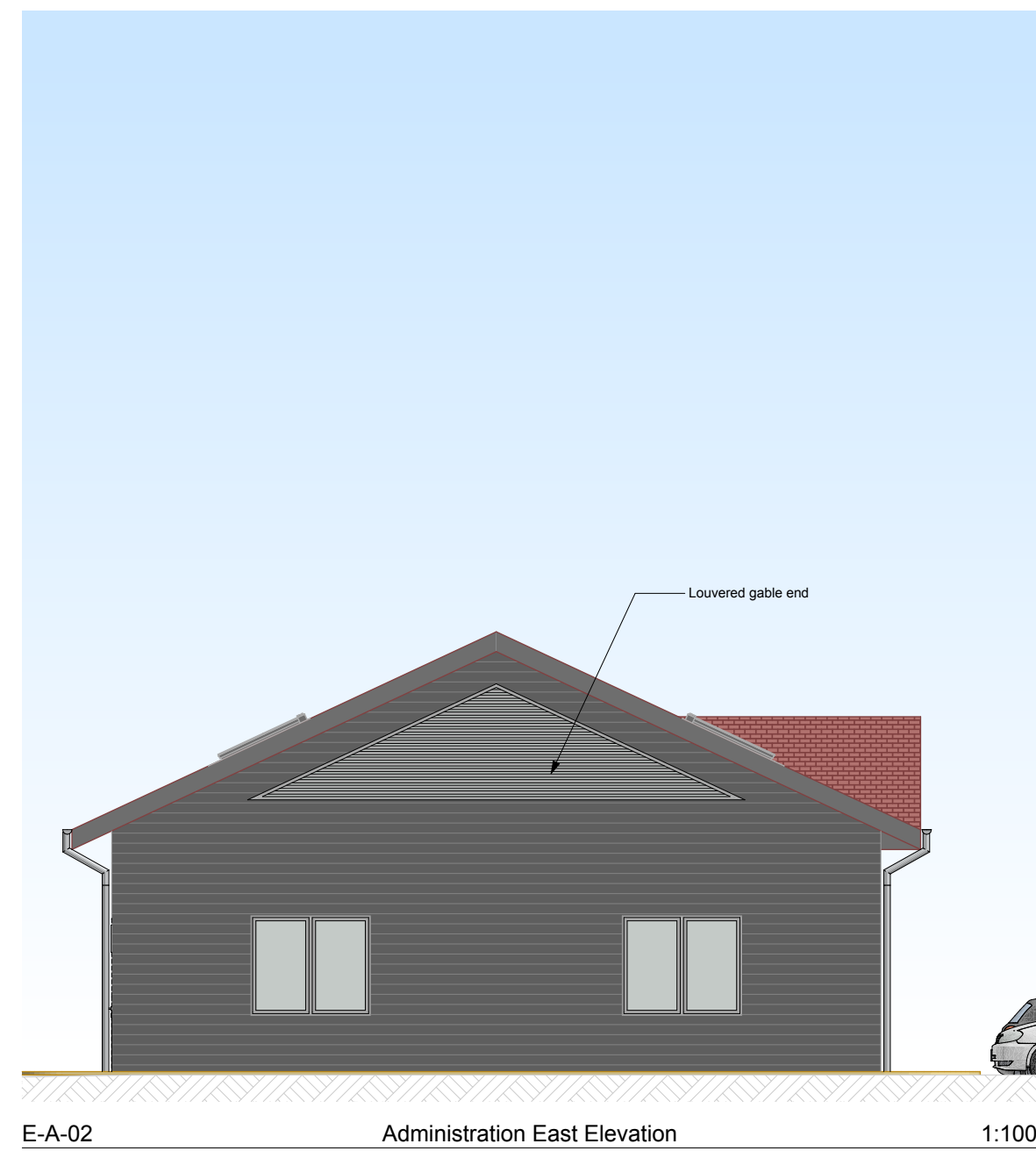
Drawing
 Proposed Kennel Block - Elevations
 1/2

Purpose Issue	Purpose Date
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Drawing Number
 1228 / A / P / 5.7.2

Revision

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B 20.12.17 Demolition of metal shed and the wings bungalow. Resized Admin block with accommodation area on first floor

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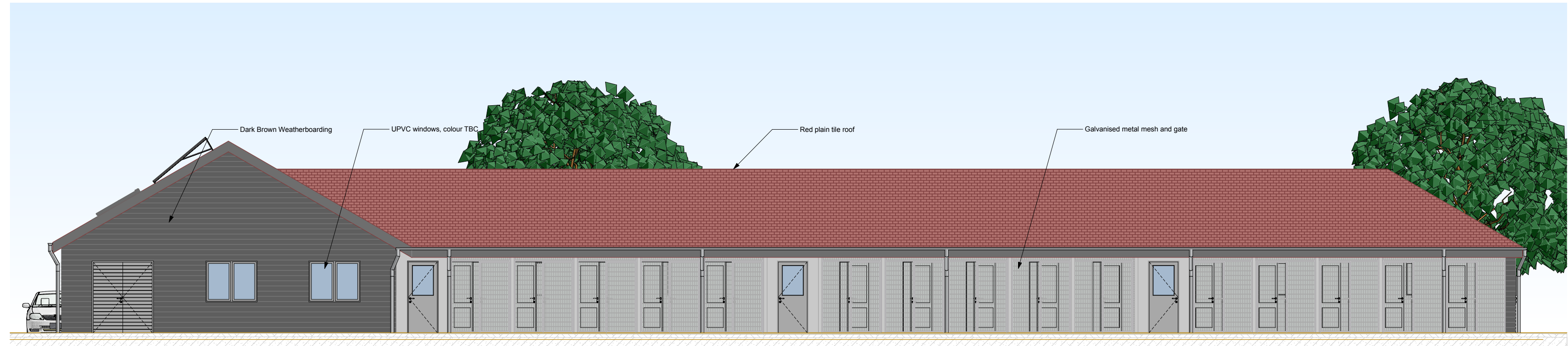
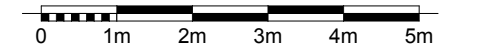
Client
Greyhound Trust

Project
Proposed Kennel Development,
Greyhound Trust, Peek Brook Lane,
Shipleigh Bridge, Horley, RH6 9SX

Drawing
Proposed Administration Block -
Elevations

Purpose Issue	Purpose Date
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Drawing Number	Revision
1228 / A / P / 5.6.2	B

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E-K-03

Kennel Block South East Elevation

1:100



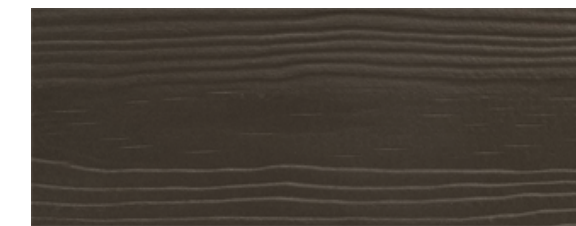
E-K-04

Kennel Block South West Elevation

1:100



Red plain tile roof



Dark Brown Weatherboarding

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Client
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Greyhound Trust, Peek Brook Lane,
Shipleigh Bridge, Horley, RH6 9SX

Drawing
Proposed Kennel Block - Elevations
2/2

Purpose Issue	Purpose Date
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Drawing Number
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