 <b>Reigate &amp; Banstead</b> BOROUGH COUNCIL Banstead   Horley   Redhill   Reigate	<b>TO:</b>	PLANNING COMMITTEE
	<b>DATE:</b>	24 <sup>th</sup> January 2018
	<b>REPORT OF:</b>	HEAD OF PLACES & PLANNING
	<b>AUTHOR:</b>	Hollie Marshall
	<b>TELEPHONE:</b>	01737 276010
	<b>EMAIL:</b>	Hollie.Marshall@reigate-banstead.gov.uk
<b>AGENDA ITEM:</b>	11	<b>WARD:</b> Merstham

<b>APPLICATION NUMBER:</b>	17/02549/F	<b>VALID:</b>	<b>1<sup>st</sup> November 2017</b>
<b>APPLICANT:</b>	Mr Graham	<b>AGENT:</b>	JWF Design
<b>LOCATION:</b>	<b>EXCHANGE HOUSE 229 LONDON ROAD NORTH MERSTHAM SURREY RH1 3BN</b>		
<b>DESCRIPTION:</b>	<b>Change of use to create 9 no. flats. Addition of light wells to front elevation. Associated parking and external works.</b>		
<b>All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.</b>			

## SUMMARY

This is a full application for the change of use to create 9 no. flats within the main building. Modest external alterations are proposed including the addition of light wells to the front elevation and fenestration changes, associated parking and landscaping. This flats would comprise 1 x studio, 5 x one bedroom and 3 x two bedroom units

The application site relates to a large two and a half storey building located on the corner of London Road North and Shepherds Hill. The building is a Victorian former public house (Jolliffe Arms, now Vojan). The existing building is important in terms of its local distinctiveness and in a prominent location on the approach to the Conservation Areas (Rockshaw Road, Church Hill and Merstham Village).

An extant permission exists on the site for the conversion of the building to seven residential units (15/02853/F) and the extension and conversion of the existing single storey workshop to a detached two bedroom dwelling (17/01679/F – excluded from this application). Furthermore, a recent prior approval application was approved for the conversion of part of the building to form 4 residential units (17/01696/PAP30).

Due to the importance of this building in local distinctiveness terms, its retention is welcomed. The alterations proposed would follow the architectural conventions, proportions and form of the building and are considered acceptable. The extension to the existing workshop being would be modest and would cause no harm to the

design of the existing building or locality. The increase in landscaping provision would improve the setting of the building.

As there would be no increase in built form on the site, no harm is considered to occur to the openness of the green belt or the landscape quality of the AGLV.

Due to significant separation distances, no harm would occur to the amenity of neighbouring properties, and the amenity of future occupants is considered acceptable.

### **RECOMMENDATION(S)**

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

## **Consultations:**

Highway Authority: The County Highway Authority has undertaken an assessment in terms of the likely net additional traffic generation, access arrangements and parking provision and are satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway. The County Highway Authority therefore has no highway requirements subject to conditions.

Surrey Hills AONB Planning Adviser: - Does not consider the proposed change of use has any implications for the AONB

## **Representations:**

Letters were sent to neighbouring properties on 8<sup>th</sup> November 2017 and a site notice was posted 20<sup>th</sup> November 2017.

0 responses have been received.

### **1.0 Site and Character Appraisal**

- 1.1 The application site relates to a large two and a half storey building located on the corner of London Road North and Shepherds Hill. The building is a Victorian former public house (Joliffe Arms, now Vojan). The existing building is important in terms of its local distinctiveness and in a prominent location on the approach to the Conservation Areas (Rockshaw Road, Church Hill and Merstham Village). To the rear of the site is a single storey workshop building, which is not highly visible from the street scene.
- 1.2 The main building has been formerly used as a restaurant/take away at ground floor level and the planning history states that the upper levels have office and residential uses. The site is located within the Metropolitan Green Belt and Area of Great Landscape Value and there is extensive hardstanding to the front and rear of the site.
- 1.3 The surrounding area is characterised by residential dwellings that are generally clustered together. To the east of the site is the London to Brighton rail line.

### **2.0 Added Value**

- 2.1 Improvements secured at the pre-application stage: Pre – application advice was sought for the change of use, and the feedback from the Council was to give consideration to amenity for future occupants in particular the basements flats, and recommendations given in terms of finishing materials.
- 2.3 Further improvements could be secured: Conditions will be applied with regards to materials to ensure the local distinctiveness of the building is maintained.

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

- |     |   |   |  |
|-----|---|---|--|
| 3.1 | 92/06380/F  | Sub-division of existing flat into two self-contained units and use of part of bar area for retail and ancillary purposes   | Approved with conditions<br>12 August 1992                           |
| 3.2 | 98/11770/CU   | Sub-division of existing flat into two self-contained units and use of part of bar area for retail and ancillary purposes   | Approved with conditions<br>12 August 1992                           |
| 3.3 | 99/14350/F  | Installation of a 7.6 metre diameter dish in either of two locations within the site.   | Approved with conditions<br>18 November 1999                         |
| 3.4 | 04/01829/OUT  | Demolition of existing buildings and erection of 18 flats and 5 houses.   | Refused.<br>16 September 2004<br>Dismissed on appeal<br>30 June 2005 |
| 3.5 | 15/02853/F  | Change of use to form 7 apartments in main building and one detached dwelling from existing single storey workshop and associated car parking and external works. | Approved with conditions<br>27 June 2016                             |
| 3.6 | 17/01696/PAP30  | Proposed conversion of the existing premises from B1(a) to C3.  | Prior Approval Not Required<br>7 September 2017                      |
| 3.7 | Application 17/01696/PAP30 sought prior approval for a change of use of ground and first floor office accommodation of part of the building from Class B1(a) to Class C3 residential use (4 dwellings.) |   |  |
| 3.8 | Application 17/01679/F was granted consent for a change of use from single storey workshop to single dwelling and associated parking to the rear of the application site.                               |   |  |

### **4.0 Proposal and Design Approach**

- 4.1 This is a full application for a change of use of the building to create 9 no. flats. This would also include the addition of light wells to the front elevation and associated parking and external works.
- 4.2 The existing building would be converted into 9 flats. This would comprise 1 x studio, 5 x one bedroom and 3 x two bedroom units. The building would

remain largely unchanged although alterations to the single storey rear projection roof are proposed to create a flat roof, and fenestration changes to the elevations are also proposed to increase levels of light to the proposed residential units. Two light wells are proposed to the front of the building and one to the north side elevation. These would be bounded by railings and hedging.

- 4.3 The existing cross overs would be closed and soft landscaping would be provided along the frontage of the site. Additional landscaping is also proposed to the rear of the site, which would replace existing areas of hardstanding. Car parking would be provided to the side/rear of the site.
- 4.4 A further four units would be created within the building, granted approval under application reference 17/01696/PAP3O, bringing the total to 13.
- 4.5 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:  
Assessment;  
Involvement;  
Evaluation; and  
Design.
- 4.6 Evidence of the applicant's design approach is set out below:

Assessment	The statement does not include an assessment of local character
	No site features worthy of retention were identified.
Involvement	No community consultation took place.
Evaluation	The statement does not include any evidence of other development options being considered.
Design	The statement outlines existing soft landscaping accounts for 8% of the site area compared with 41% for the proposed. A number of fenestration alterations are also outlined and the pitch roof of the rear addition has been replaced with a flat roof

- 4.7 Further details of the development are as follows:

Site area	500 sq. m
Existing use	Mixed commercial and residential
Proposed use	Residential
Existing parking spaces	12

Proposed parking spaces	14
Parking standard	12 (maximum) 16 (maximum, including the 4 additional units 17/01696/PAP3O on the basis these are one bedroom units)
Net increase in dwellings	7

## 5.0 Policy Context

### 5.1 Designation

Metropolitan Green Belt  
Area of Great Landscape Value

### 5.2 Reigate and Banstead Core Strategy

CS1 (Sustainable Development)  
CS2 (Valued Landscapes and Natural Environment),  
CS3 (Green Belt)  
CS4 (Valued Townscapes and Historic Environment)  
CS10 (Sustainable Development),  
CS11 (Sustainable Construction),  
CS12 (Infrastructure Delivery),  
CS14 (Housing Needs)

### 5.3 Reigate & Banstead Borough Local Plan 2005

Landscape & Nature Conservation	Pc1, Pc4,
Metropolitan Green Belt	Co1
Housing	Ho9
Movement	Mo5, Mo7, Mo13

### 5.4 Other Material Considerations

National Planning Policy Framework  
National Planning Practice Guidance  
Supplementary Planning Guidance

Surrey Design  
Local Distinctiveness Design Guide  
A Parking Strategy for Surrey  
Parking Standards for Development  
Householder Extensions and  
Alterations  
Affordable Housing

Other

Human Rights Act 1998  
Community Infrastructure Levy  
Regulations 2010

## 6.0 Assessment

6.1 An extant permission exists (15/02853/F) on the site for the conversion of the building to seven residential units and the extension and conversion of the existing single storey workshop to a detached two bedroom dwelling. A further application for prior approval for the conversion of part of the building to four residential units has recently been approved (17/01696/PAP3O). Therefore, the principal of the development is considered acceptable.

6.2 The main issues to consider are:

- Impact on the metropolitan green belt
- Impact on the AGLV
- Design appraisal
- Neighbour amenity
- Amenity for future occupants
- Access and parking
- Infrastructure contributions
- Affordable Housing
- CIL

### Impact on the metropolitan green belt

6.3 The proposed development is for the change of use of the existing building to form 9 apartments. The site is located within the metropolitan green belt and the NPPF states that fundamental aim of green belt policy is to prevent urban sprawl by keeping land permanently open.

6.4 The NPPF sets out development that can be undertaken within the green belt that is appropriate. Part 90 of the NPPF states that the re-use of buildings provided that the buildings are of permanent and substantial development is appropriate development subject to them preserving the openness of the green belt.

6.5 The building to be converted is of permanent construction and the proposal would also result in a modest decrease in bulk and mass by virtue of the replacement of a gable roof with a flat roof to the single storey rear addition to the building, which would slightly improve the impact of the proposal on the green belt.

6.6 The reinstatement of windows to the rear of the building and additional fenestration changes proposed would constitute minimal alterations. The change of use of the existing buildings from restaurant/takeaway/residential to solely residential is not considered to result in an intensification of the site, and would have a limited impact on the openness of the green belt.

6.7 The proposed development would also result in a significant increase in soft landscaping – from 8% to 41%. This would improve the visual appearance of the site and would help to improve the perception of openness on the site.

- 6.8 The proposed development is considered to cause no harm to the openness of the green belt and would comply with policies Co1 of the local plan and the NPPF.

#### Impact on AGLV

- 6.9 The application site is located within an Area of Great Landscape Value. Policy Pc1 of the local plan seeks to protect the AGLV from inappropriate development and promotes measures for the conservation and enhancement of the landscape.
- 6.10 As the proposed development would significantly increase the amount of landscaping, it is considered to cause no adverse harm to the AGLV. The Surrey Hills AONB Officer was consulted regarding the proposed development and has no objection to it. As such the proposal is considered acceptable in this regard.

#### Design Appraisal

- 6.11 The existing building is important in terms of local distinctiveness and in a prominent location on the approach to the Conservation Areas ( Rockshaw Road, Church Hill and Merstham Village). It is a Victorian former public house (Jolliffe Arms, now Vojan). It is a well articulated composition whose retention is welcome. It was formerly known as the Jolliffe Arms, built in 1900 by the architect R.A.Crowley for the brewers, Crowley of Croydon.
- 6.12 The existing building would not be altered significantly; however the alterations proposed would follow the architectural conventions, proportions and form of the building. As such the proposed development is considered acceptable. The Conservation Officer was consulted regarding the proposed development, due to the importance and prominence of the building. Subject to conditions to control design detailing and materials, there is no objection to the proposal from a conservation viewpoint.
- 6.13 The proposed parking areas would be located to the side and rear and would not be visually prominent within the street scene. A significant increase in landscaping is also proposed, which would improve the setting of the building.
- 6.14 The proposed development would improve the setting and appearance of the building and would comply with policy Ho9 of the local plan.

#### Neighbour amenity

- 6.15 The proposed development has been considered with regards to its impact on the amenity of neighbouring properties. The application site has very generous separation distances with neighbouring residential properties. As a result of this no loss of privacy is considered to occur as a result of the proposed development.



- 6.16 The building would not increase in scale and as such, the impact of the proposal on adjacent properties would not differ significantly from its present relationship.
- 6.17 The main building would maintain a separation distance with the existing building to the rear of the site – that would be converted into a two bedroom dwelling (17/01679/F) – of approximately 22 metres. This is sufficient to ensure that no mutual overlooking or harm would occur to the amenity of both properties.
- 6.18 The proposed development is considered to cause no harm to the amenity of neighbouring properties.

#### Amenity of future occupants

- 6.19 Due to the gradient of the site, the basement flats would be served by ground level windows to the rear and part of the side elevations, and the front and part of the north and south side would be served by lightwells. This would be the case for units one and three. Unit one, a one bedroom flat, would be served by a lightwell to the north side and front facing west elevation. The front facing light well would serve the kitchen/living/dining area, with two north facing windows served by the side facing lightwell. The bedroom would also be served by the north facing light well. The two bedroom property at unit three would have a similar arrangement.
- 6.20 During the course of the pre-application advice, recommendations were given in regards to increasing the overall size of the lightwells to provide meaningful levels of light to the basement units. The creation of a small courtyard patio area within the lightwells to these units would also increase levels of amenity, providing greater light and outlook.
- 6.21 This approach has been adopted within the proposal and the lightwells are considered of a sufficient depth and width to provide adequate levels of amenity, with a small area of outside space to these properties.
- 6.22 The overall size of the units is considered acceptable and in accordance with the nationally prescribed space standards and adequate light and outlook would be afforded to the apartments.

#### Access and parking

- 6.23 A previous application on the site – reference 04/01829F was dismissed on appeal, and the Inspector raised concern regarding the sustainability of the site. The Inspector was concerned that future occupants would not have adequate access to local facilities and that it would result in a reliance on car travel.
- 6.24 The current application differs from reference 04/01829/F as 9 residential units are proposed, whereas the previous application proposed 18 flats and

5 houses. This would have resulted in a significant increase in comings and goings from the site. Whilst the site is located within the green belt, there is a bus stop close to the site, cycle lanes, and it is walking distance from Merstham train station.

- 6.25 A travel statement has been submitted with the application based on the earlier proposal for 8 units and states that the proposed development is expected to generate less private car trips per day than the existing use of the building. It is considered the site is sufficiently sustainable to serve 9 residential units.
- 6.26 The County Highway Authority has undertaken an assessment in terms of the likely net additional traffic generation, access arrangements and parking provision. They are satisfied that the application would not have material impact on the safety and operation of the adjoining public highway subject to recommended conditions. They raise no concerns regarding the sustainability of the site in relation to the current proposal and note visibility is good in both directions, there are 2 bus stops within 40m of the site with frequent service throughout the week and the proposal is providing adequate parking.

#### Infrastructure Contributions

- 6.27 The Community Infrastructure Levy (CIL) is a fixed charge which the Council will be collecting from some new developments from 1 April 2016. It will raise money to help pay for a wide range of infrastructure including schools, roads, public transport and community facilities which are needed to support new development. This development would be CIL liable although, the exact amount would be determined and collected after a grant of planning permission. However, an informal assessment would indicate a contribution of around £103,400 being required.
- 6.28 The conversion or change of use of a building that is in use (i.e. where that building, or a part thereof, has been in continuous use for a period of six months in the previous three years) and no new floorspace is created would be exempt from CIL. The proposal therefore may be exempt from CIL liability were the applicant to demonstrate this is the case.

#### Affordable Housing

- 6.29 Core Strategy Policy CS15 and the Council's Affordable Housing SPD require financial contributions towards affordable housing to be provided on housing developments of 1-9 units. However, in November 2014, the Government introduced policy changes through a Written Ministerial Statement and changes to the national Planning Practice Guidance which restrict the use of planning obligations to secure affordable housing contributions from developments of 10 units or less. These changes were given legal effect following the Court of Appeal judgement in May 2016

- 6.30 In view of this, and subsequent local appeal decisions which have afforded greater weight to the Written Ministerial Statement than the Council's adopted policy, the Council is not presently requiring financial contributions from applications such as this resulting in a net gain of 10 units or less. The absence of an agreed undertaking does not therefore warrant a reason for refusal in this case. Even if the workshop unit to be converted to a single dwelling were to be included within this application for the purposes of calculating affordable housing contributions, the development would still not be liable in this respect and so I am satisfied that this is not an attempt to circumnavigate the affordable housing requirements.

## CONDITIONS

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

Reason:

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

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

<b>Plan Type</b>	<b>Reference</b>	<b>Version</b>	<b>Date Received</b>
Location Plan	000	A	01.11.2017
Floor Plan	001		01.11.2017
Floor Plan	002		01.11.2017
Existing Plans	003		01.11.2017
Elevation Plan	004		01.11.2017
Elevation Plan	005		01.11.2017
Elevation Plan	006		01.11.2017
Section Plan	007		01.11.2017
Section Plan	008		01.11.2017
Floor Plan	101		01.11.2017
Floor Plan	102		01.11.2017
Proposed Plans	103		01.11.2017
Elevation Plan	104		01.11.2017
Elevation Plan	105		01.11.2017
Elevation Plan	106		01.11.2017
Section Plan	P08		01.11.2017

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. Notwithstanding the drawings, the proposed external finishing materials and details shall be carried out using the external facing materials and details specified below and there shall be no variation without the prior approval in writing of the Local Planning Authority;

- a) All tiles shall be of plain clay tiles of colour to match existing with clay ridge tiles.
- b) All external joinery shall be of painted timber
- c) All windows shall be casement windows shall be of white painted timber, with casements in each opening to ensure equal sightlines, set back behind the reveal at one brick depth (except for oriel and dormer windows). All windows shall have external patinated soldered lead comes of width to match existing and pane size to match existing or where missing reinstated to match the original pattern, except for the timber glazing bars on the front bay and any original etched glass. Notwithstanding the elevation drawing, the front ground floor windows shall be mullion and transom windows as existing, not full height casements.
- d) All render shall be painted roughcast to match existing.
- e) All brickwork shall be dark red stocks in Flemish bond to match existing.
- f) All rooflights shall be black painted metal conservation rooflights with at least one vertical glazing bar.
- g) All lightwell railings shall have a hedge or shrubbery planting equal to the height of the guarding planted by the first planting season and retained on an ongoing basis and managed to at least height hereafter or as otherwise agreed in writing by the local planning authority. Any losses through death or disease shall be remedied by replacement planting, to current landscape standards, within 1 year to maintain this feature.
- h) The front boundary shall have a privet hedge planted by the first planting season and retained on an ongoing basis or as otherwise agreed in writing by the local planning authority. Any losses through death or disease shall be remedied by replacement planting, to current landscape standards, within 1 year to maintain this feature. Any fencing shall close boarded and behind the line of the hedge.

Reason:

To ensure the materials used and the appearance of the development hereby permitted maintains the local distinctiveness of the building, with regards to policy Ho9 of the Reigate and Banstead Local Plan 2005.

4. No development shall commence including groundworks preparation or any partial 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 Method Statement and Tree Protection Plan dated 15<sup>th</sup> October 2017 compiled by JN 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 British Standard 5837:2012 'Trees in Relation to design, demolition and construction – Recommendations' and policies Pc4 and Ho9 of the Reigate and Banstead

5. No development or partial demolition shall commence on site until a scheme for the landscaping of the site including the retention of existing landscape features and the provision for a privet hedge along the front boundary has

been submitted to and approved in writing by the LPA. Front boundary fencing shall be placed behind the hedge. 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 and installed 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 and Ho9 of the Reigate and Banstead Borough Local Plan 2005 and relevant British Standards including BS8545:2014.

6. Notwithstanding the submitted plans, shall not be first occupied unless and until space has been laid out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for a minimum of 9 bikes to be parked in a covered, accessible, secure and well lit location. Thereafter the bike storage shall be retained and maintained for its designated purpose.

Reason:

In recognition of Planning Policy Guidance Note 13 - Transport.

7. The development hereby approved shall not be first occupied unless and until existing access/es from the site to London Road North have been permanently closed and any kerbs, verge, footway, fully reinstated.

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to meet the objective of the NPPF (2012), and to satisfy policy Mo5 and the Reigate and Banstead Borough Local Plan (2005).

8. No development shall commence until a Construction Transport Management Plan, to include details of:
  - (a) parking for vehicles of site personnel, operatives and visitors
  - (b) loading and unloading of plant and materials
  - (c) storage of plant and materials
  - (d) programme of works (including measures for traffic management)
  - (e) provision of boundary hoarding behind any visibility zones
  - (f) HGV deliveries and hours of operation

- (g) construction vehicle routing to and from the site
- (h) measures to prevent the deposit of materials on the highway
- (i) on-site turning for construction vehicles has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

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

9. The development hereby approved shall not be first occupied unless and until the proposed modified vehicular access to London Road North has been constructed in accordance with the approved plans.

Reason:

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

10. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking / turning areas shall be retained and maintained for their designated purposes.

Reason:

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

11. The development shall not be occupied until a plan indicating the positions, design, materials and type of boundary treatment to be erected has been submitted to and approved in writing by the Local Planning Authority. The boundary treatment shall be completed before the occupation of the development hereby permitted.

Reason:

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

## INFORMATIVES

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

3. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, a 140 litre wheeled bin conforming to British Standard BSEN840 and a 60 litre recycling box should be provided for the exclusive use of the occupants of that dwelling. Prior to the initial occupation of any communal dwellings or flats, wheeled refuse bins conforming to British Standard BSEN840, separate recycling bins for paper/card and mixed cans, and storage facilities for the bins should be installed by the developer prior to the initial occupation of any dwelling hereby permitted. Further details on the required number and specification of wheeled bins and recycling boxes is available from the Council's Neighbourhood Services on 01737 276501 or 01737 276097, or on the Council's website at [www.reigate-banstead.gov.uk](http://www.reigate-banstead.gov.uk). Bins and boxes meeting the specification may be purchased from any appropriate source, including the Council's Neighbourhood Services Unit on 01737 276775.
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](http://www.ccscheme.org.uk/index.php/site-registration).

5. The applicant is advised that the essential requirements for an acceptable communication plan forming part of a Method of Construction Statement are viewed as: (i) how those likely to be affected by the site's activities are identified and how they will be informed about the project, site activities and programme; (ii) how neighbours will be notified prior to any noisy/disruptive work or of any significant changes to site activity that may affect them; (iii) the arrangements that will be in place to ensure a reasonable telephone response during working hours; (iv) the name and contact details of the site

manager who will be able to deal with complaints; and (v) how those who are interested in or affected will be routinely advised regarding the progress of the work. Registration and operation of the site to the standards set by the Considerate Constructors Scheme (<http://www.ccscheme.org.uk/>) would help fulfil these requirements.

6. 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).
7. 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.
8. 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 and have a strong native influence. The privet hedge shall comprise of 1.2m whips planted at 45cm centres in a double staggered row. 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 Advanced Nursery Stock size with initial planting heights of not less than 4.5m, with girth measurements at 1m above ground level in excess of 16/18cm.
9. The developer/applicant must ensure that their proposal, both during construction and after completion of works on site does not:
  - Encroach onto Network Rail land
  - Affect the safety, operation or integrity of the company's railway and its infrastructure
  - Undermine its support zone
  - Damage the company's infrastructure
  - Place additional load on cuttings
  - Adversely affect any railway land or structure
  - Over-sail or encroach upon the air-space of any Network Rail land
  - Cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future

As the site is adjacent to Network Rail's operation railway infrastructure, Network Rail strongly recommends the development contacts [AssetProtectionSussex@networkrail.co.uk](mailto:AssetProtectionSussex@networkrail.co.uk) prior to any works commencing on site. Network Rail strongly recommends the development agrees an Asset Protection Agreement with Network Rail to enable approval of detailed works. More information can also be obtained at <https://www.networkrail.co.uk/communities/lineside-neighbours/working-by-the-railway/>



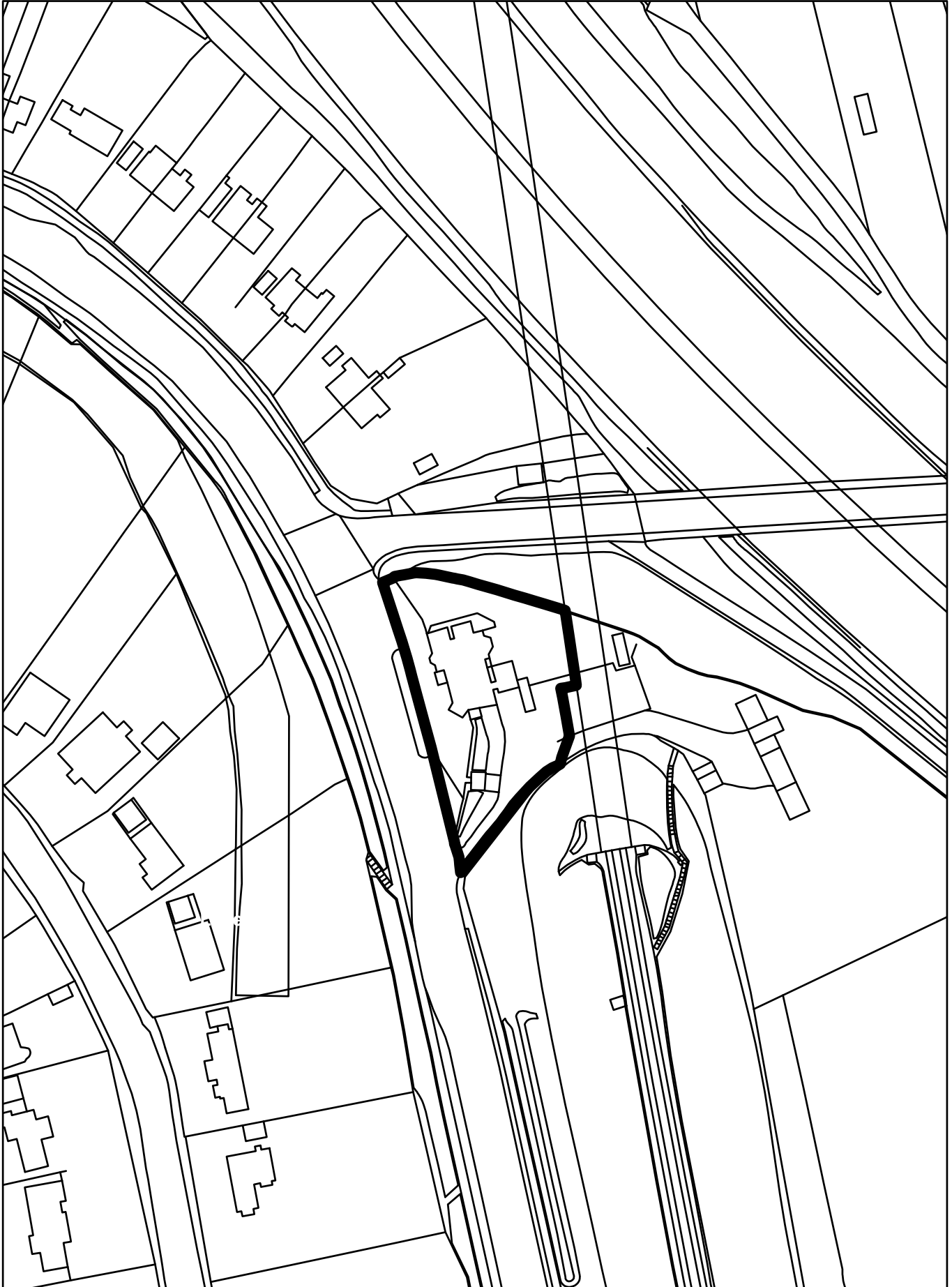
## **REASON FOR PERMISSION**

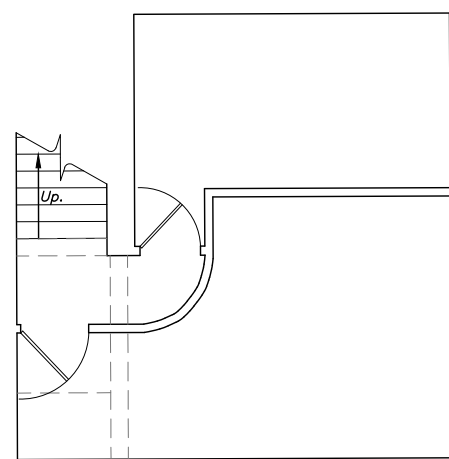
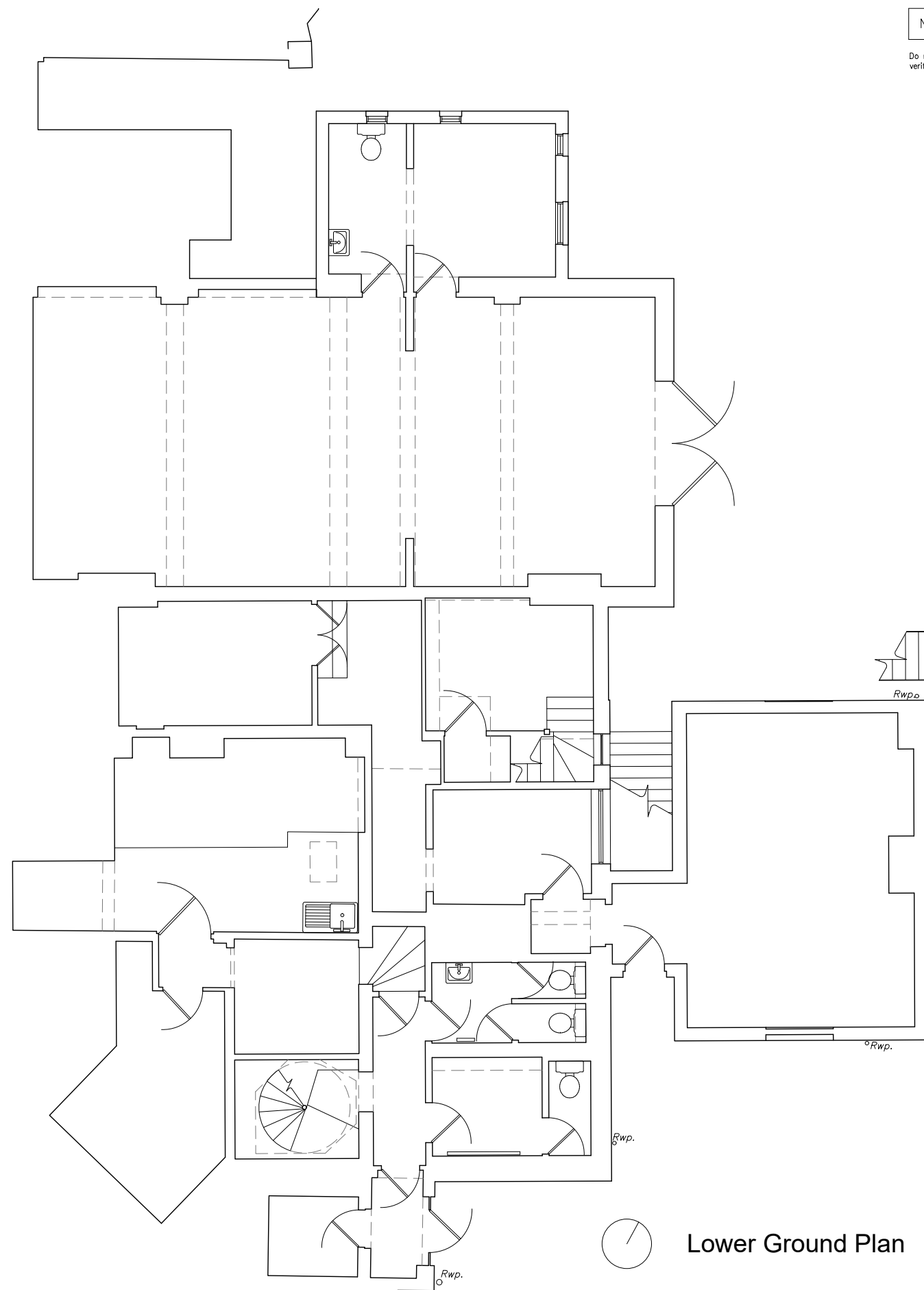
The development hereby permitted has been assessed against development plan policies Pc1, Pc4, Ho9, Co1, Mo5, Mo7, Mo13, CS1, CS3, CS10, CS11, CS12, CS14, CS15 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development 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.

17/02549/F - Exchange House, 229 London Road North,  
Merstham

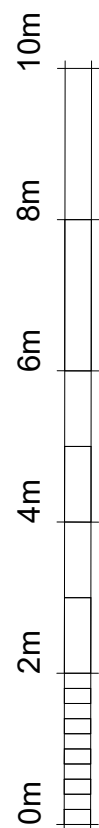




Basement Plan



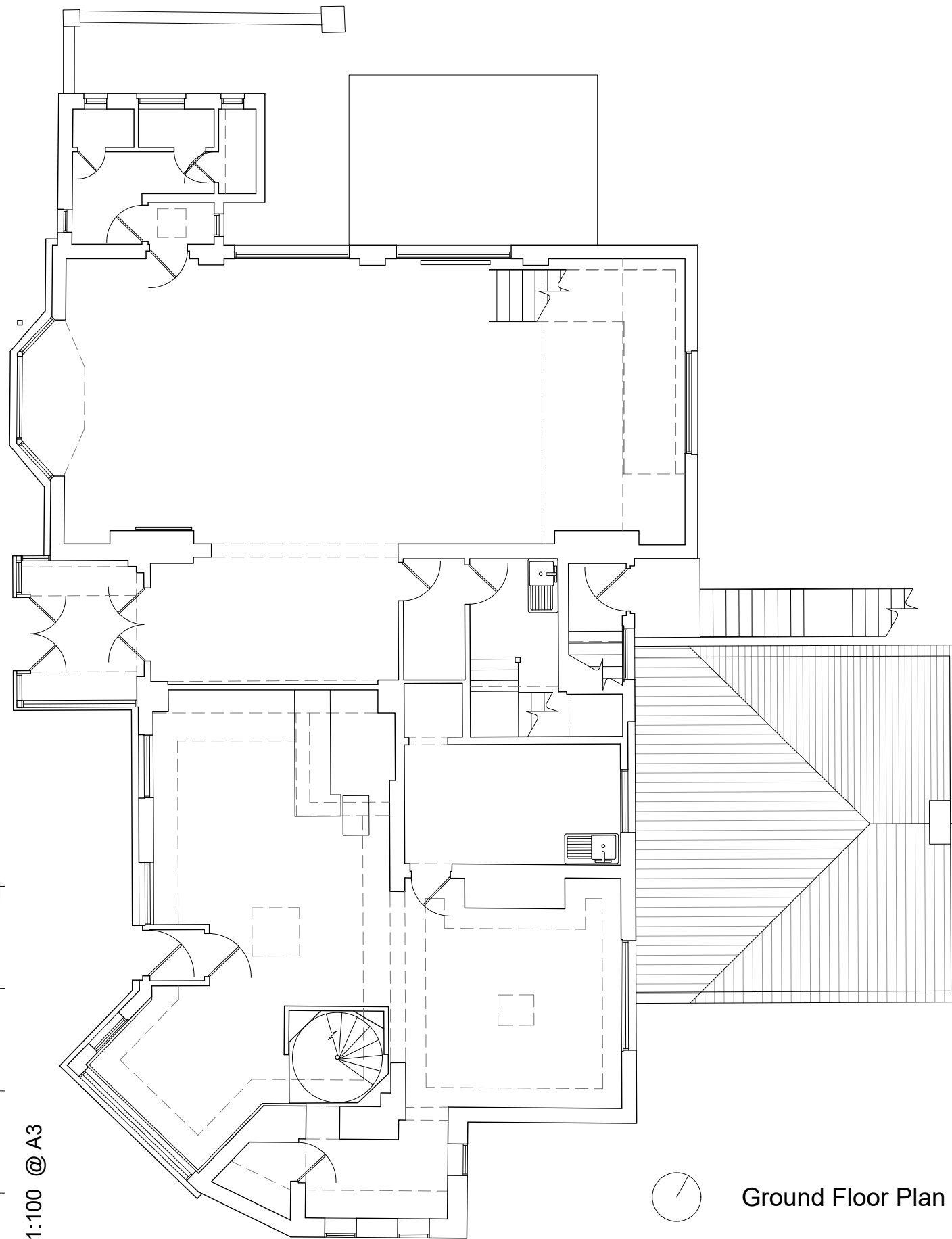
Lower Ground Plan




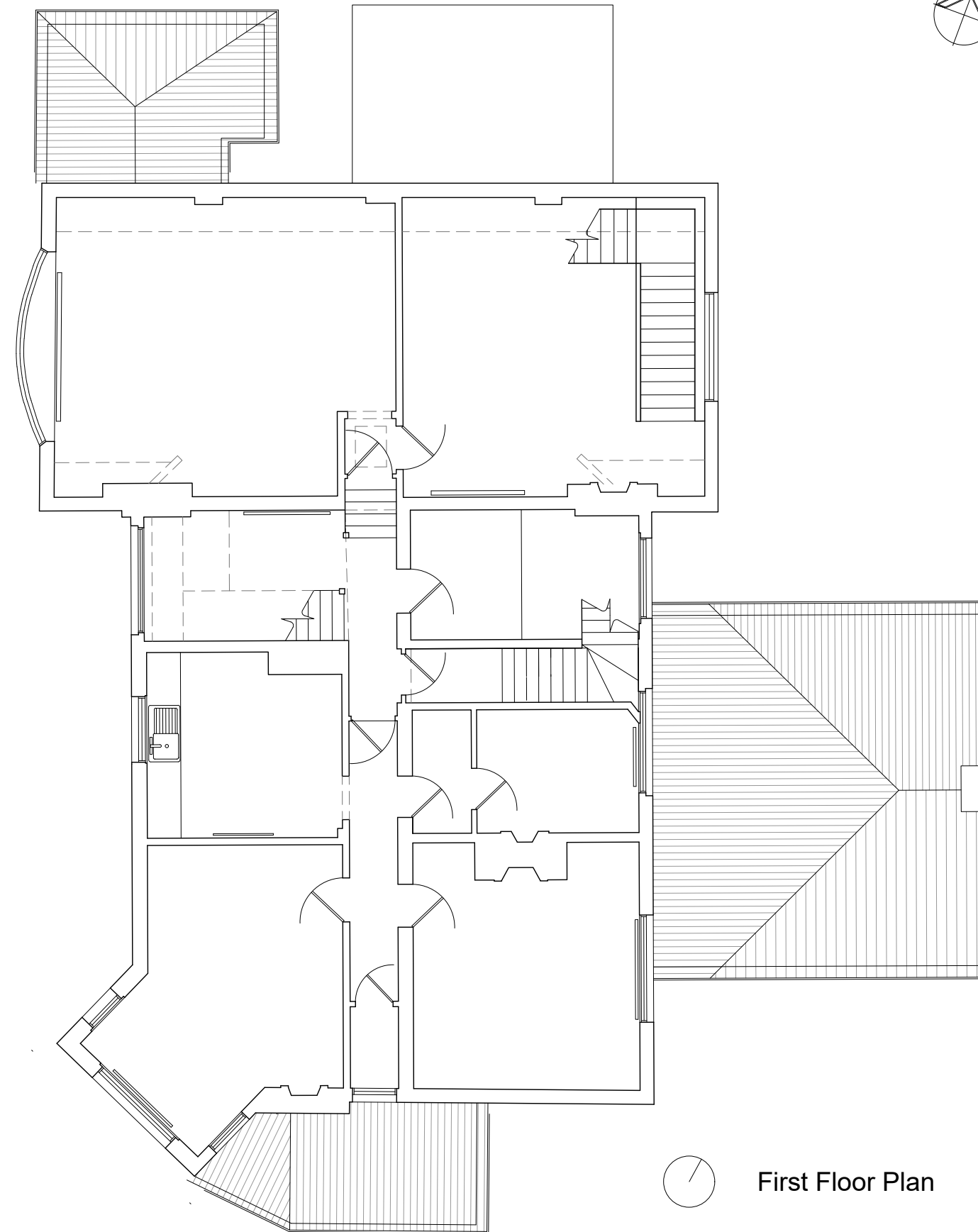
VISUAL SCALE 1:100 @ A3

date	rev	revision/author/checker	drawn	JWF	project	229 London Road, Merstham	project status	Planning
			checked		scale @ A3	1 : 100	drawing no	/ 001
			date	Sept 17	Existing Floor Plans		rev	
			JWF Design	T +44(0)77 0107 7762	jwfosbrook@gmail.com			

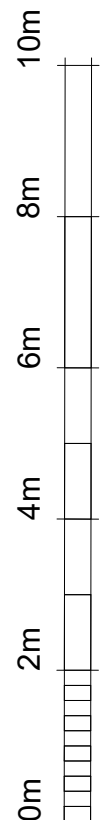
Do not scale; use given dimensions only. All setting out to be verified on site and any discrepancies notified to the Architect.



 Ground Floor Plan



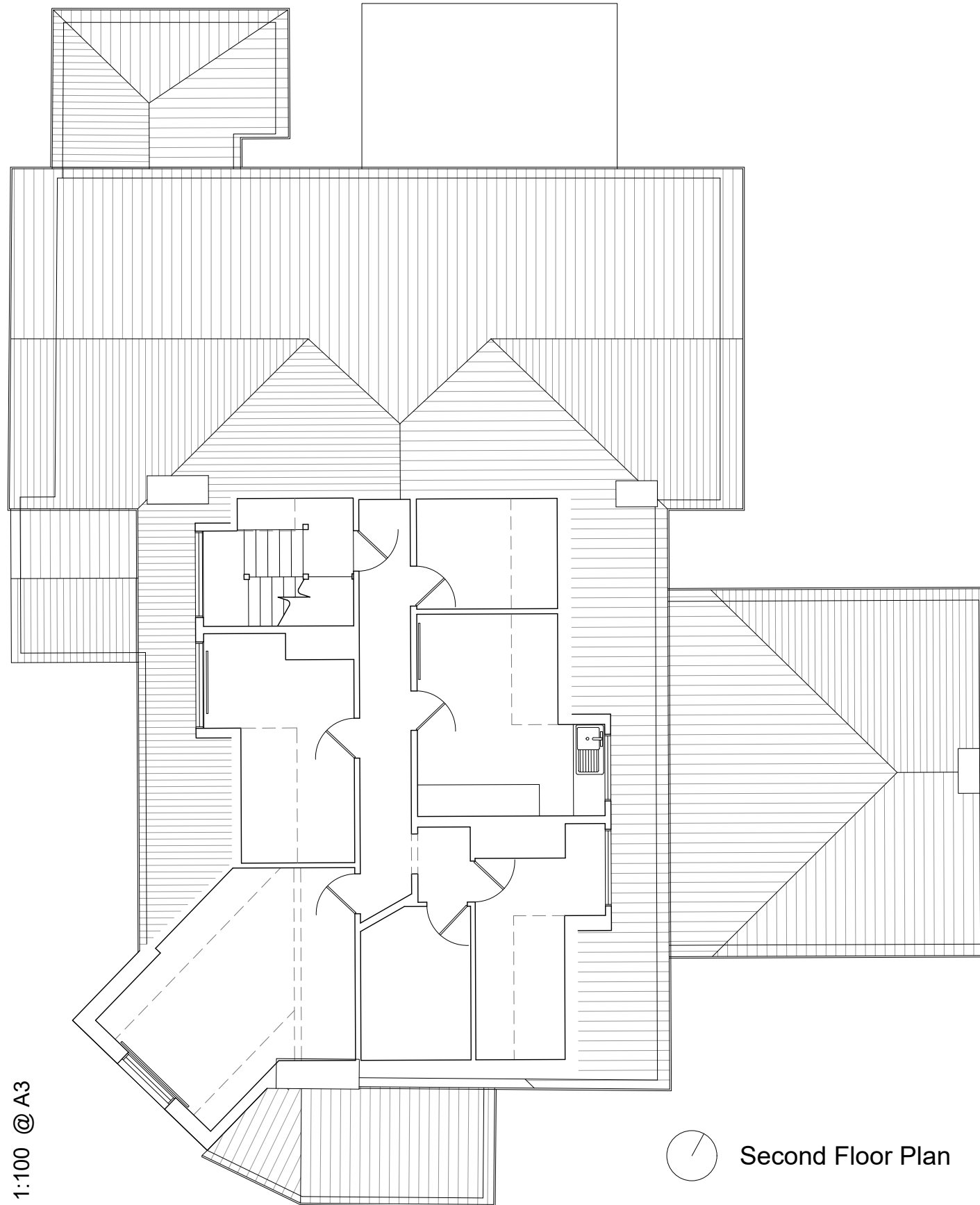
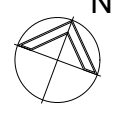
 First Floor Plan



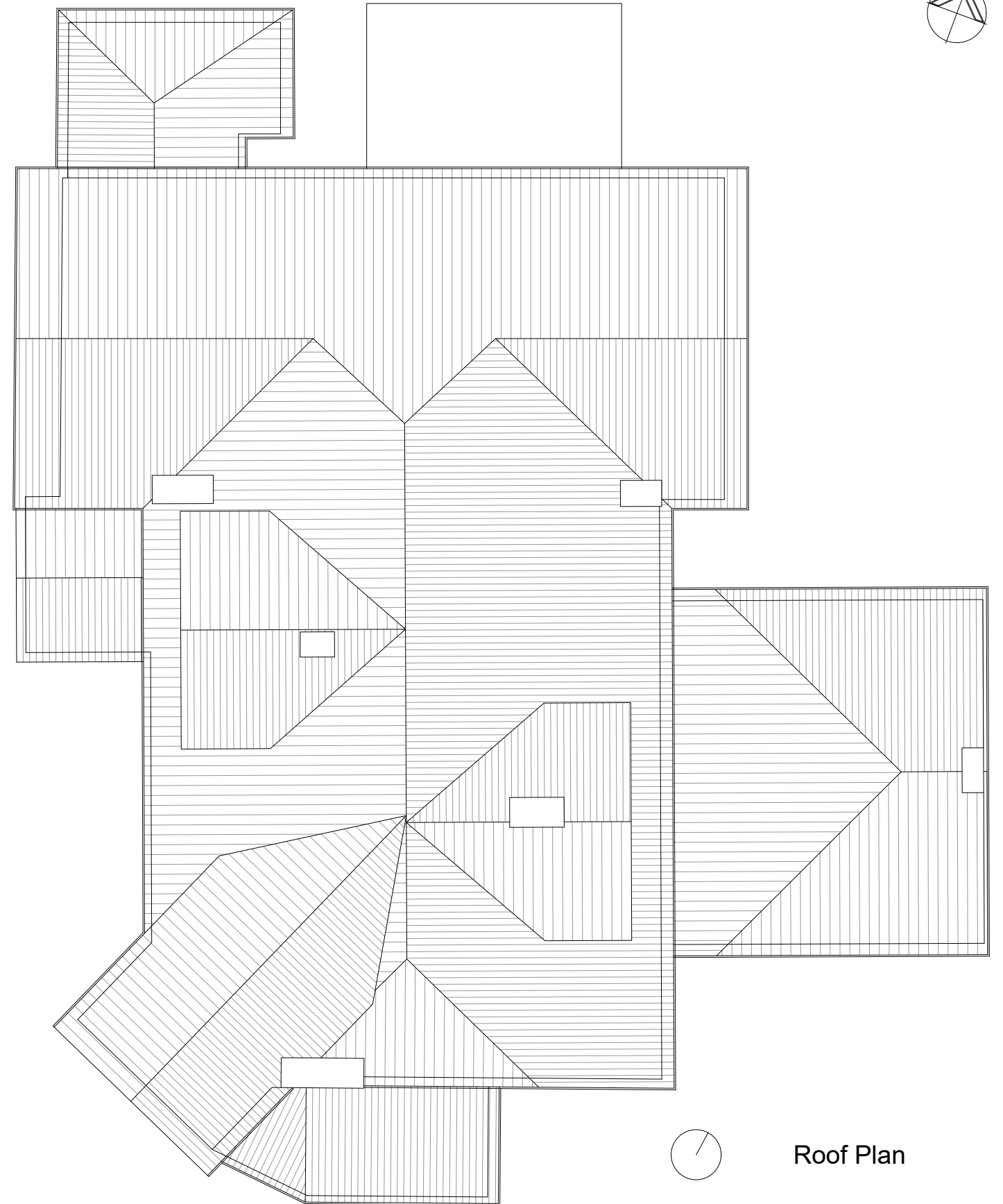
VISUAL SCALE 1:100 @ A3

date			rev			revision/author/checker			drawn JWF		project 229 London Road, Merstham		project status Planning	
									checked		drawing Existing Floor Plans		drawing no / 002	
									scale @ A3 1 : 100		date Sept 17		rev	
									JWF Design		T +44(0)77 0107 7762		jwfosbrook@gmail.com	

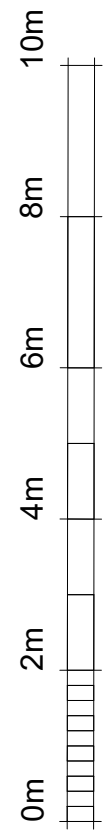




Second Floor Plan



Roof Plan

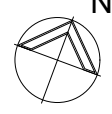


VISUAL SCALE 1:100 @ A3

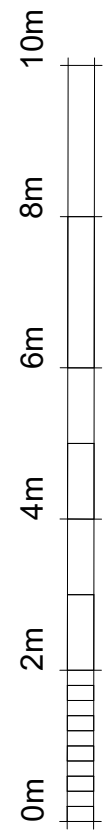
date			rev			revision/author/checker			drawn JWF		project 229 London Road, Merstham		project status Planning	
									checked		drawing Existing Floor Plans		drawing no /003	
									scale @ A3 1 : 100		date Sept 17		rev	
									JWF Design		T +44(0)77 0107 7762		jwfosbrook@gmail.com	



Do not scale; use given dimensions only. All setting out to be verified on site and any discrepancies notified to the Architect.



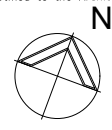
West Elevation



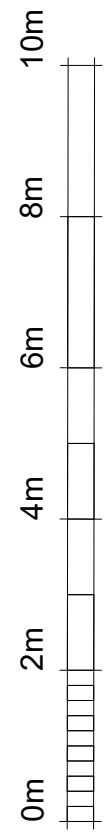
VISUAL SCALE 1:100 @ A3

date	rev	revision/author/checker	drawn	JWF	project	229 London Road, Merstham	project status	Planning
			checked		drawing	Existing Elevations	drawing no	/ 004
			scale @ A3	1 : 100	date	Sept 17	rev	
			JWF Design		T +44(0)77 0107 7762		jwfosbrook@gmail.com	





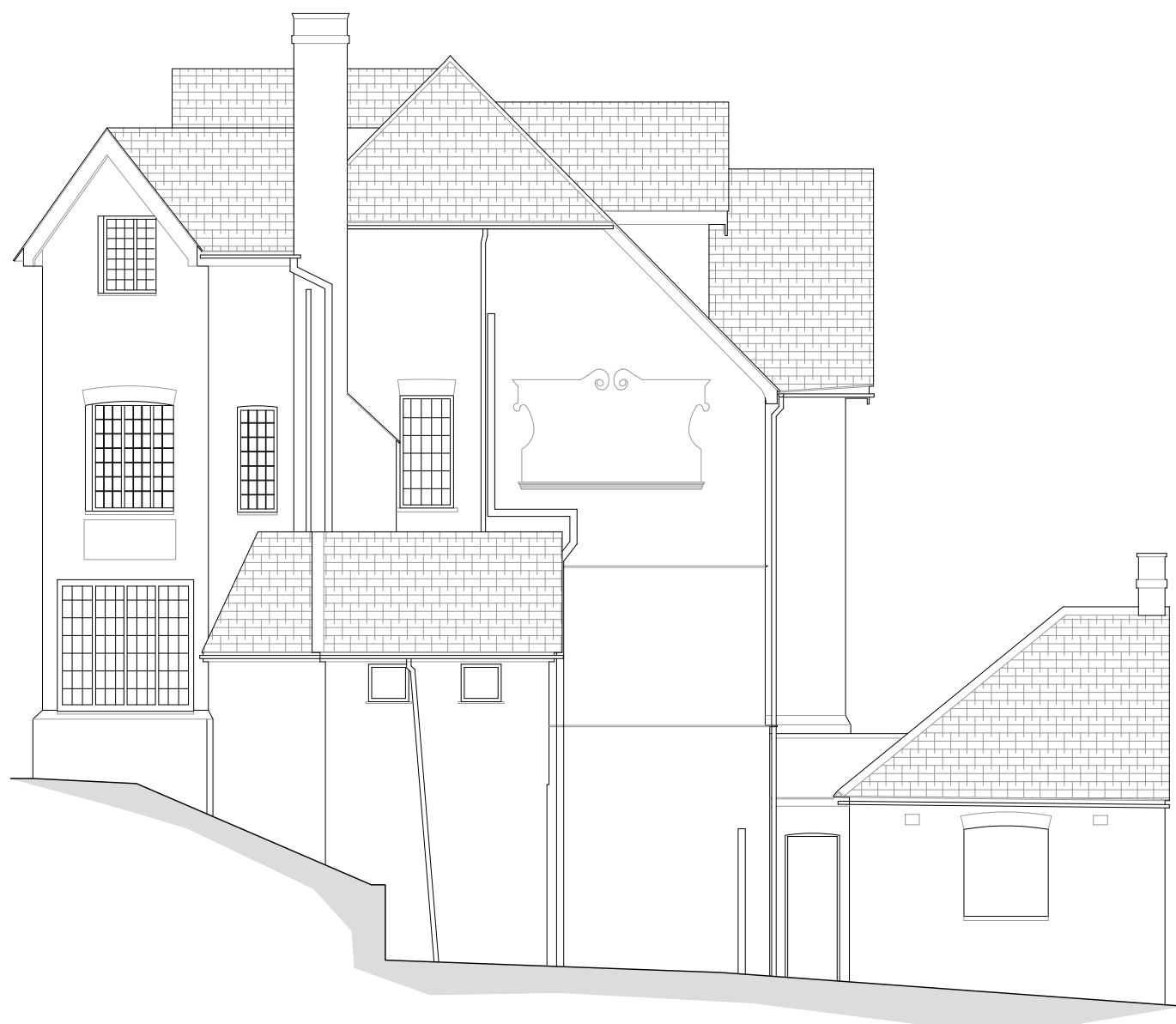
East Elevation



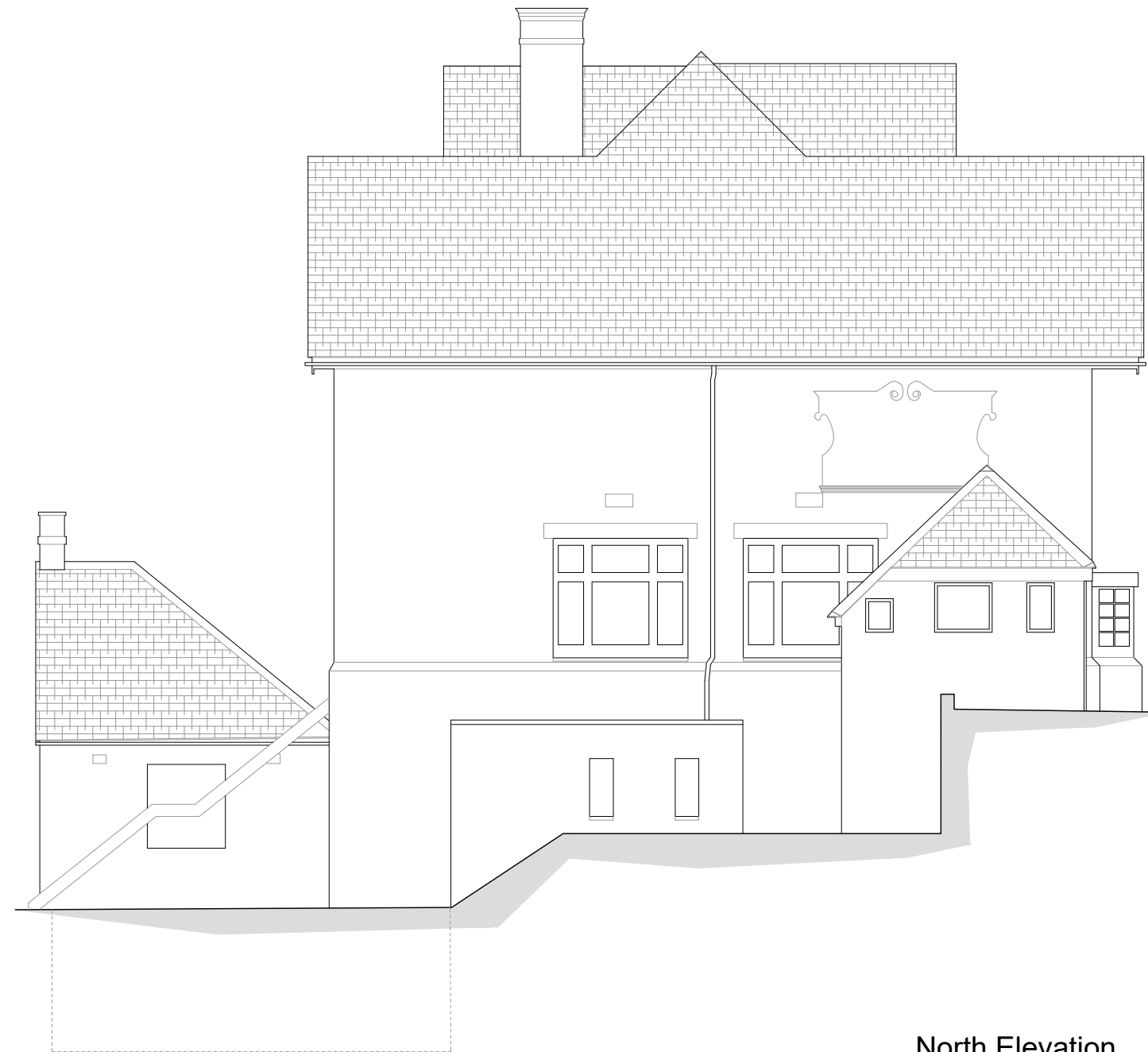
VISUAL SCALE 1:100 @ A3

date	rev	revision/author/checker	drawn	JWF	project	229 London Road, Merstham	project status	Planning
			checked		scale @ A3	1 : 100	drawing	Existing Elevations
			date	Sept 17	drawing no	/ 005	rev	
			JWF Design T +44(0)77 0107 7762 jwfosbrook@gmail.com					

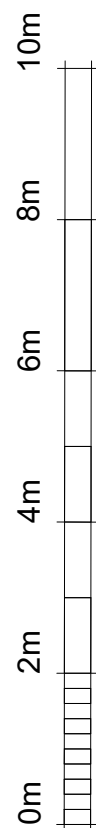




South Elevation



North Elevation



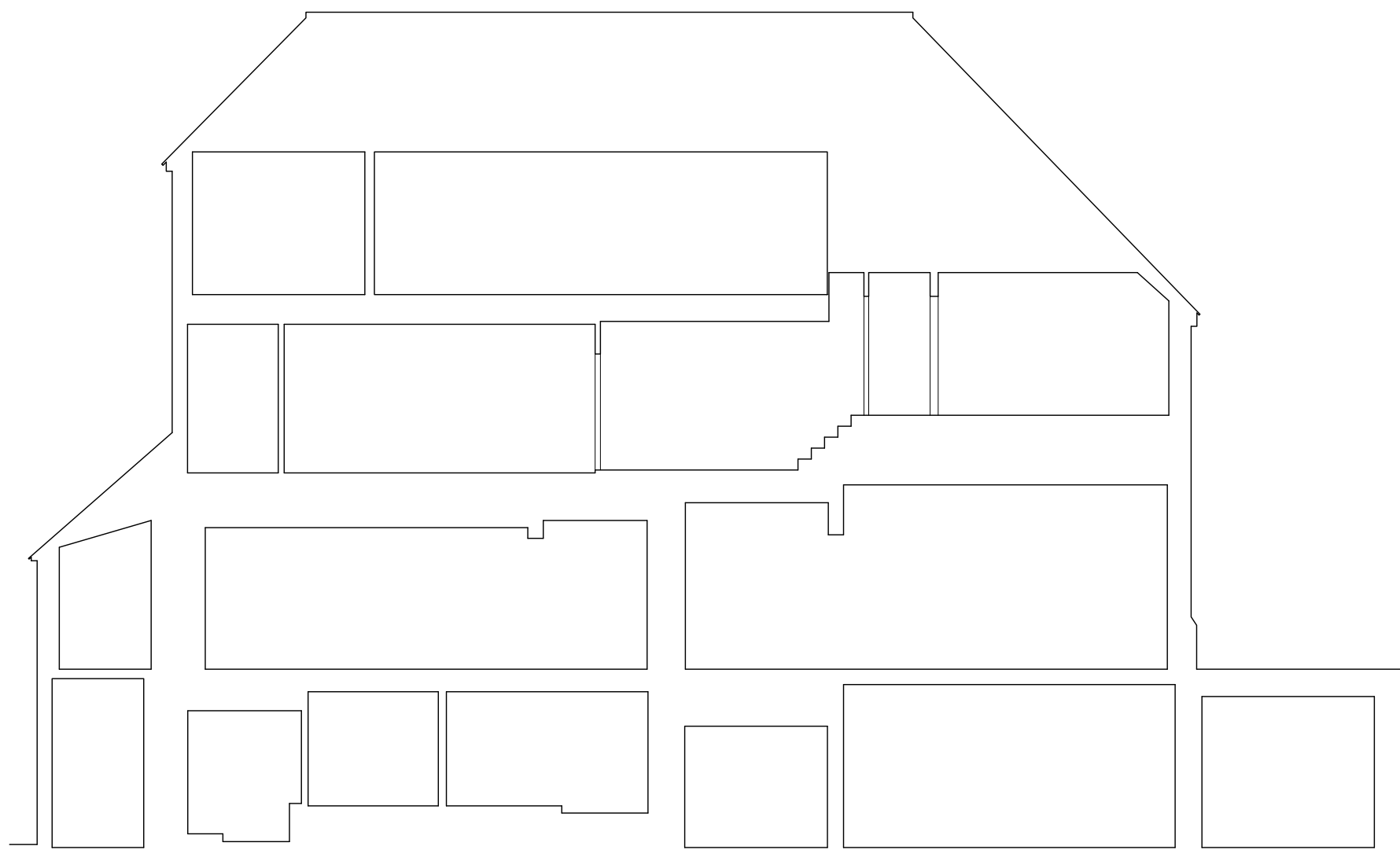
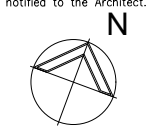
VISUAL SCALE 1:100 @ A3

date	rev	revision/author/checker	drawn	JWF	project	229 London Road, Merstham	project status	Planning	
			checked		scale @ A3	1 : 100	drawing no	/ 006	rev
			date	Sept 17	Existing Elevations				
			JWF Design	T +44(0)77 0107 7762	jwfosbrook@gmail.com				

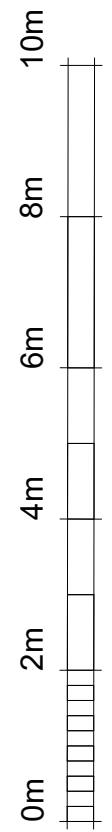




Do not scale; use given dimensions only. All setting out to be verified on site and any discrepancies notified to the Architect.



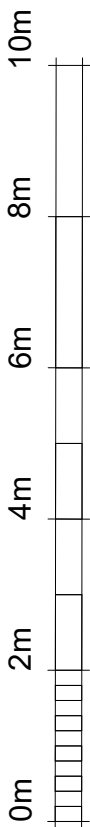
Section AA



VISUAL SCALE 1:100 @ A3

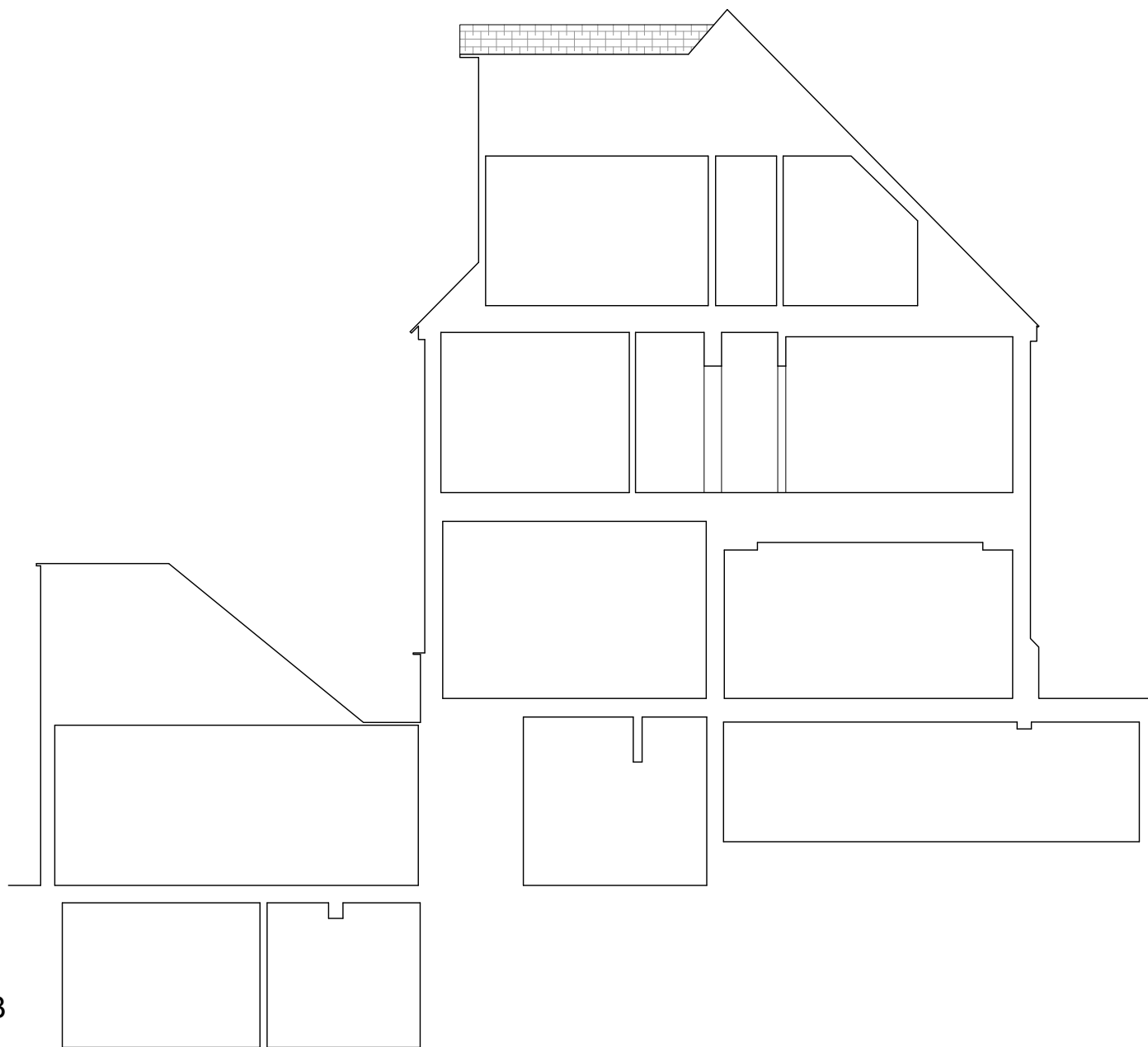
date	rev	revision/author/checker	drawn	JWF	project	229 London Road, Merstham	project status	Planning
			checked		drawing	Existing Sections	drawing no	/ 007
			scale @ A3	1 : 100	date	Sept 17	rev	
			JWF Design		T +44(0)77 0107 7762		jwfosbrook@gmail.com	





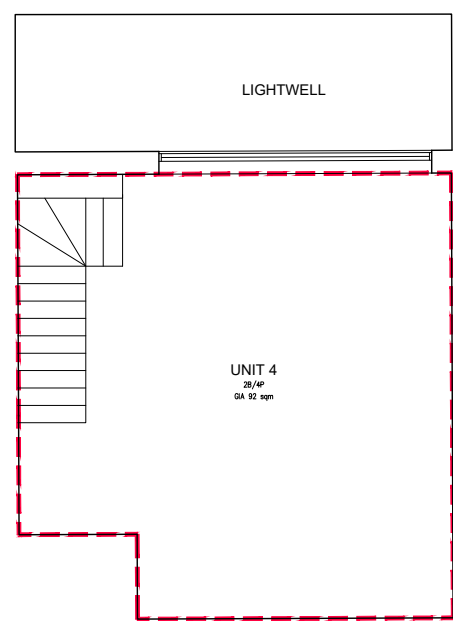
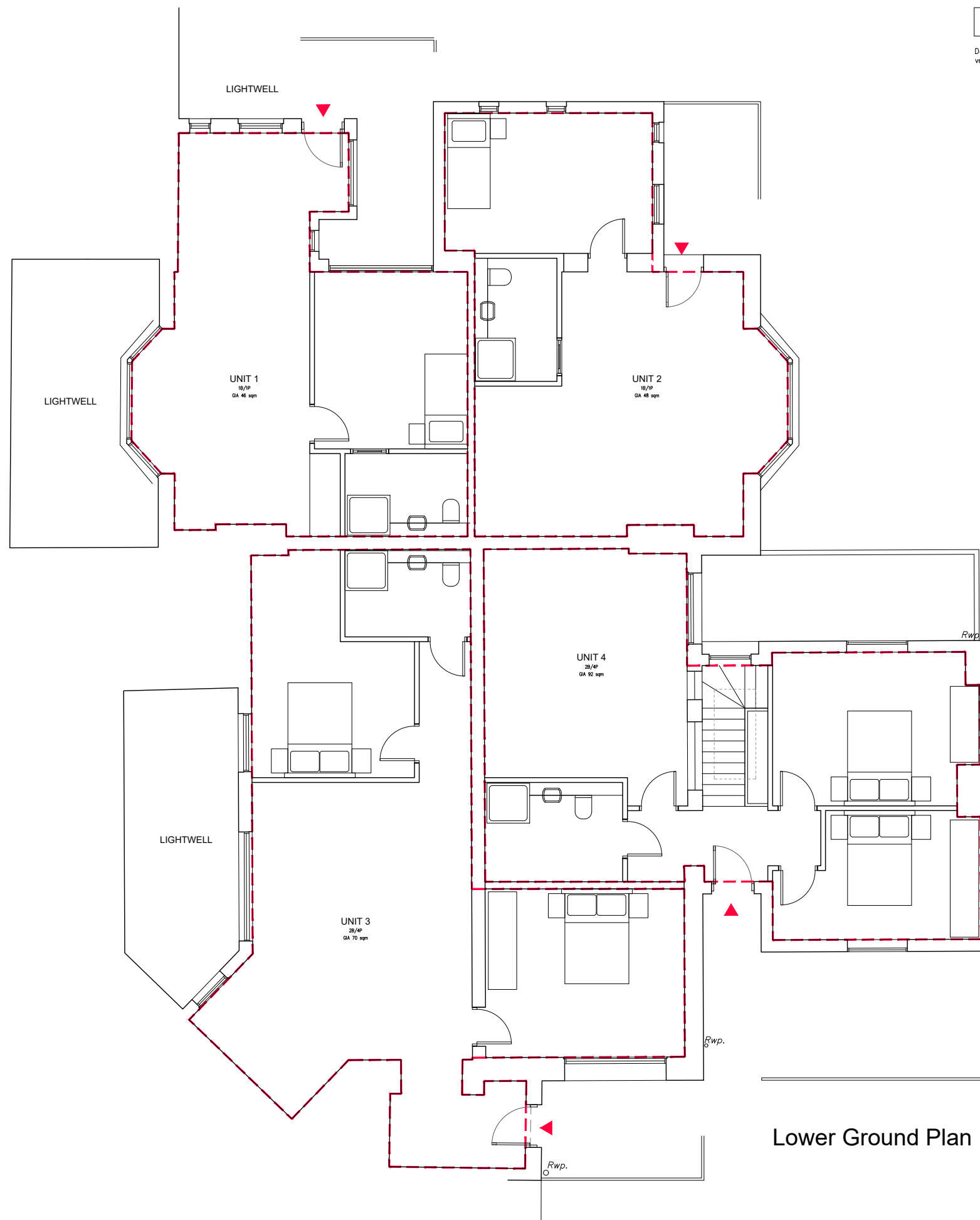
VISUAL SCALE 1:100 @ A3

Section BB



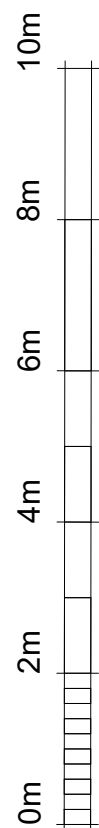
date	rev	revision/author/checker	drawn	JWF	project	229 London Road, Merstham	project status	Planning
			checked		drawing	Existing Sections	drawing no	/ 008
			scale @ A3	1 : 100				
			date	Sept 17				
			JWF Design	T +44(0)77 0107 7762	jwfosbrook@gmail.com			





Basement Plan

Lower Ground Plan



VISUAL SCALE 1:100 @ A3

date	rev	revision/author/checker	drawn	JWF	project	project status
			checked		229 London Road, Merstham	Planning
			scale @ A3	1 : 100	drawing	drawing no
			date	Sept 17	Proposed Floor Plans	/ 101
			JWF Design	T +44(0)77 0107 7762	jwfosbrook@gmail.com	rev

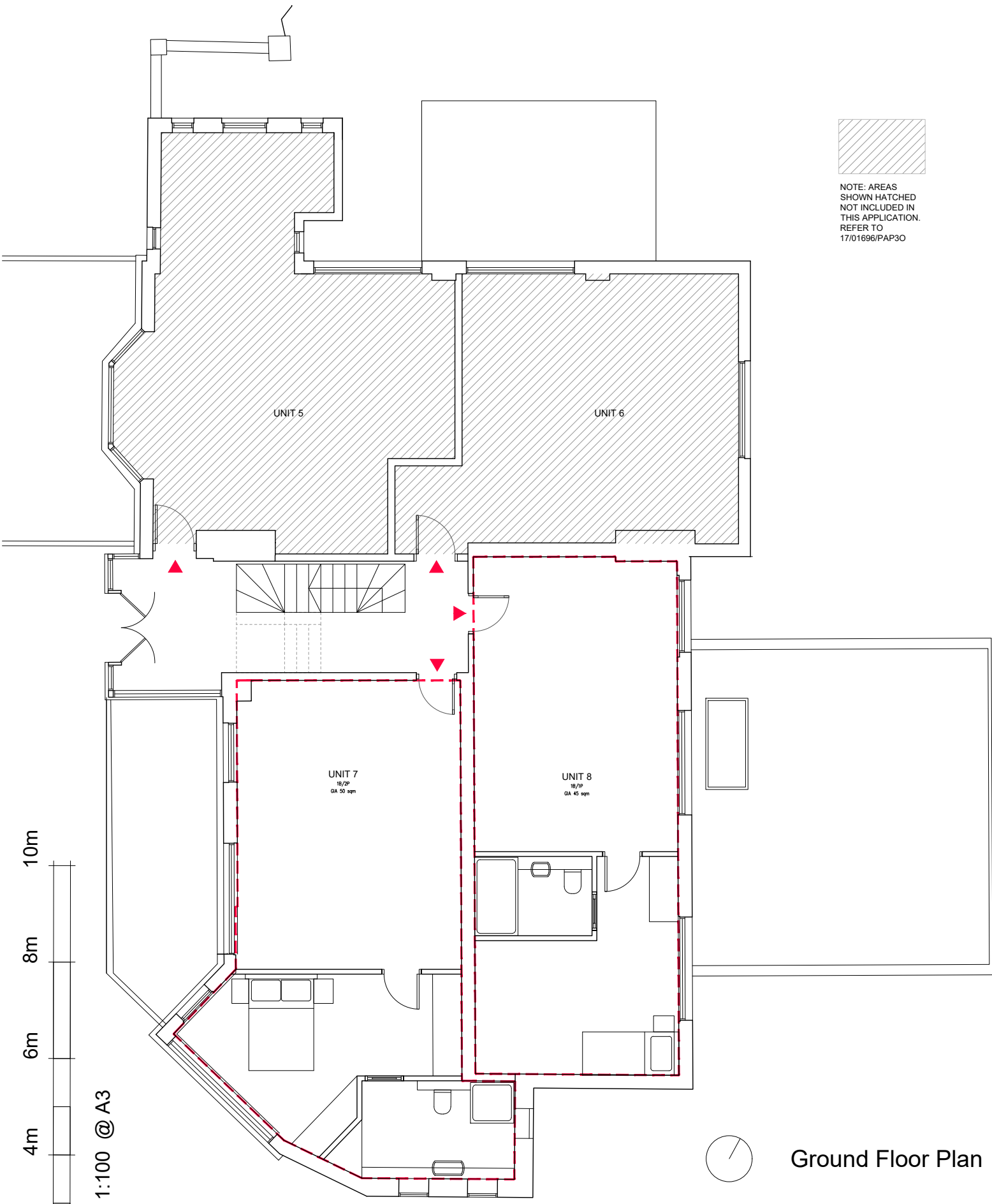
Do not scale: use given dimensions only. All setting out to be verified on site and any discrepancies notified to the Architect.



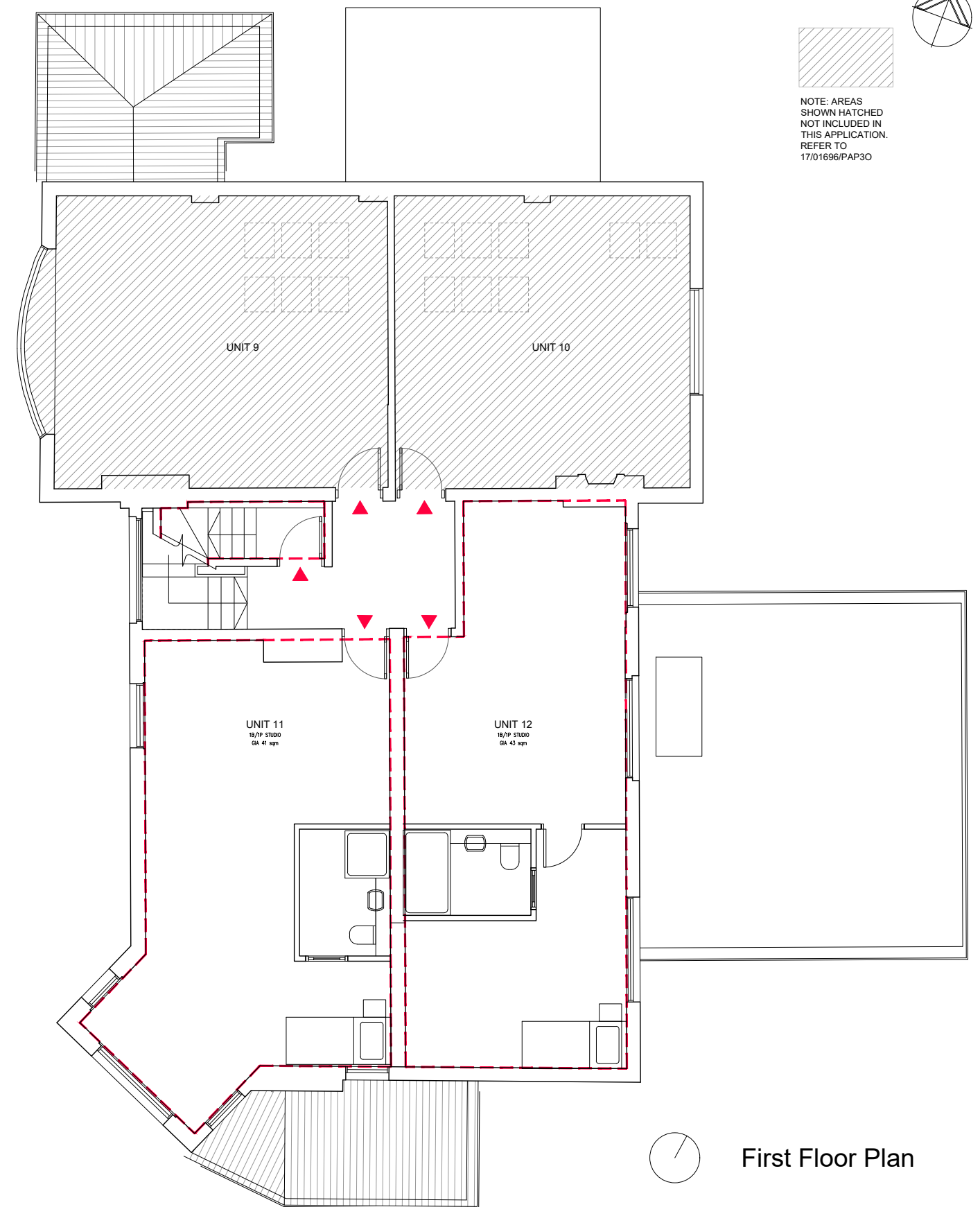
NOTE: AREAS SHOWN HATCHED NOT INCLUDED IN THIS APPLICATION. REFER TO 17/01696/PAP30



NOTE: AREAS SHOWN HATCHED NOT INCLUDED IN THIS APPLICATION. REFER TO 17/01696/PAP30



Ground Floor Plan

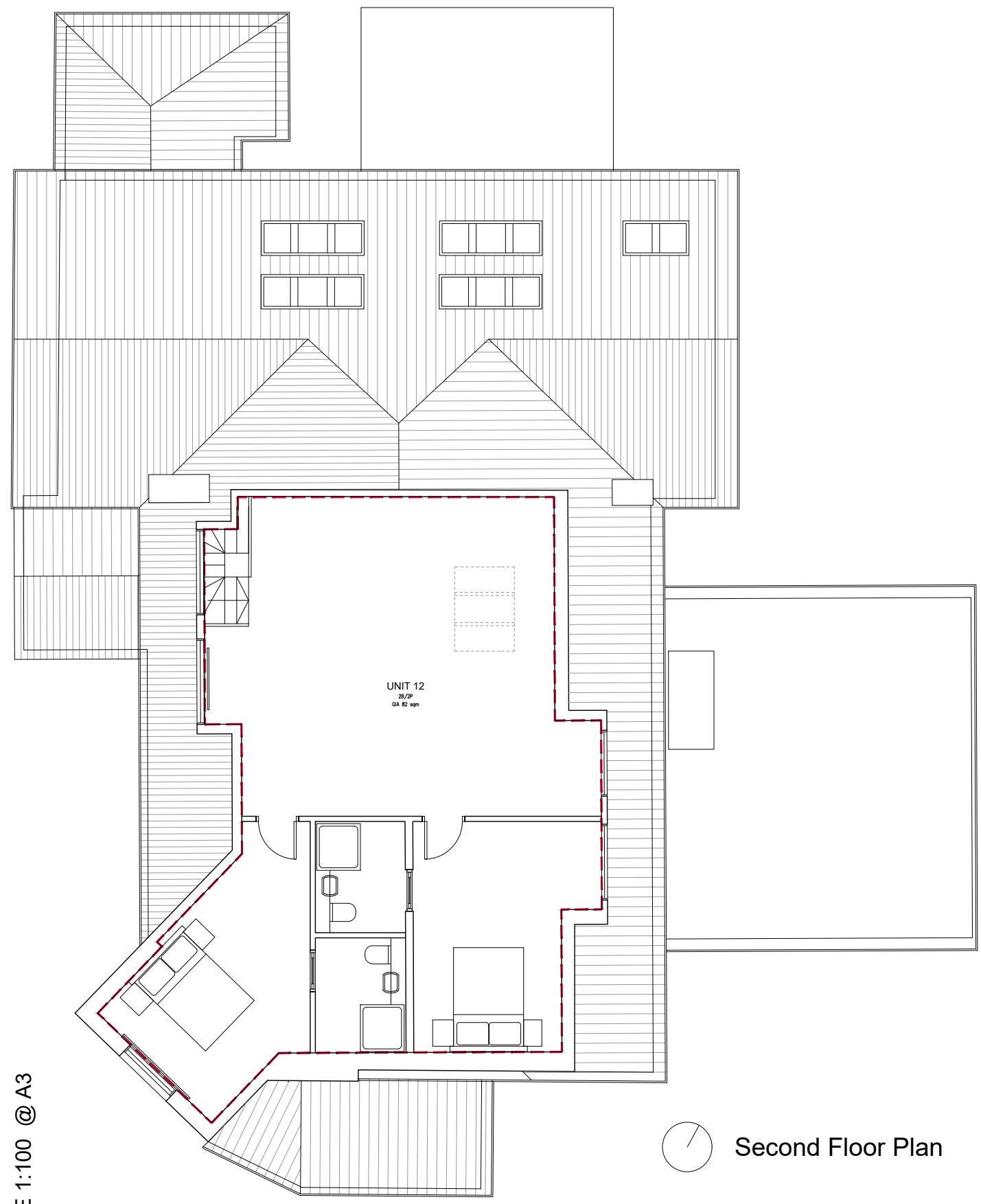
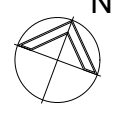


First Floor Plan

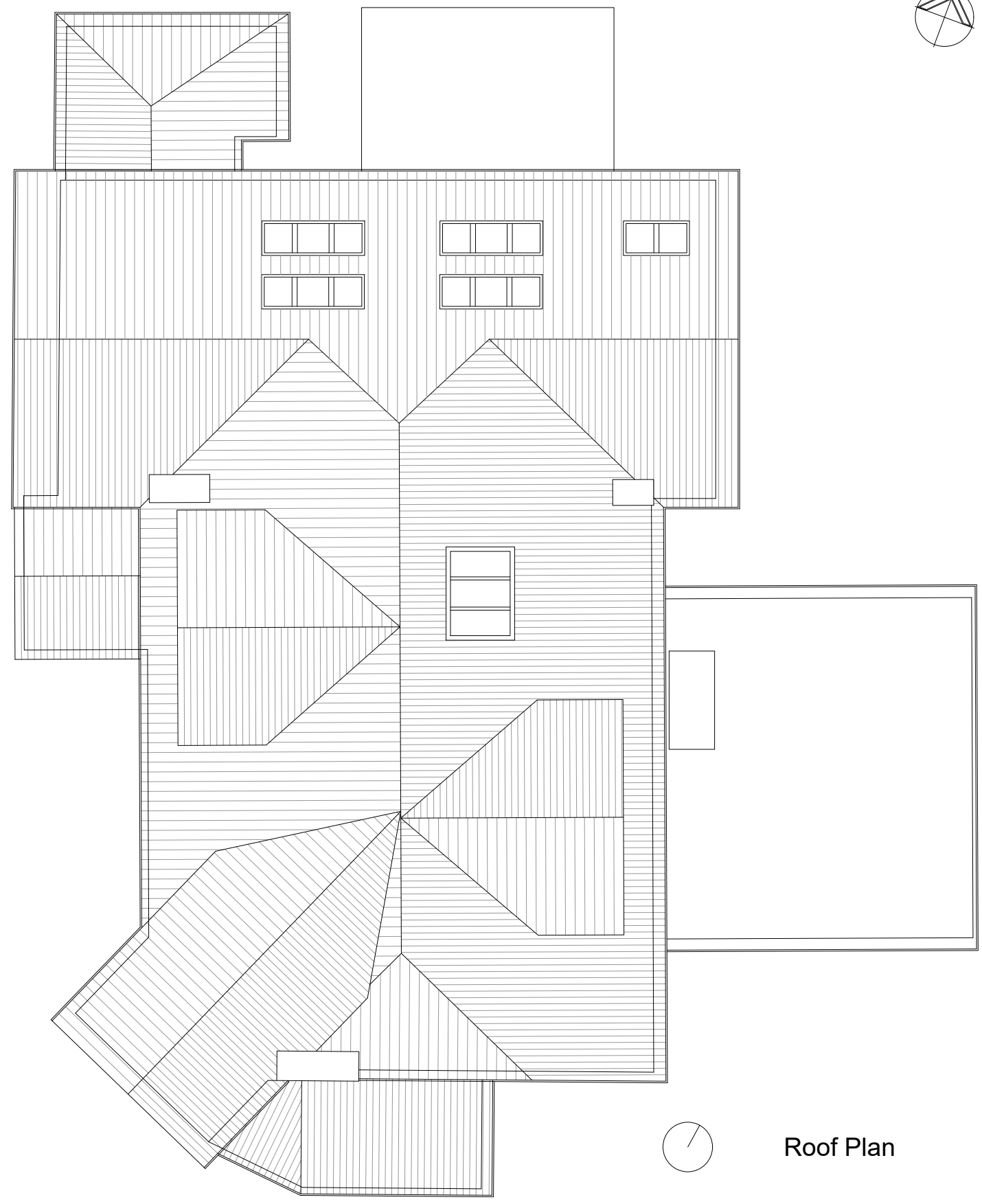
10m  
8m  
6m  
4m  
2m  
0m  
VISUAL SCALE 1:100 @ A3

date	rev	revision/author/checker	drawn	JWF	project	229 London Road, Merstham	project status	Planning
			checked		scale @ A3	1 : 100	drawing	Proposed Floor Plans
			date	Sept 17			drawing no	/ 102
			rev					
			JWF Design	T +44(0)77 0107 7762	jwfosbrook@gmail.com			

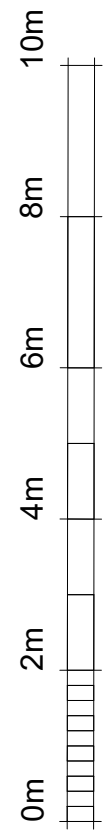




Second Floor Plan



Roof Plan



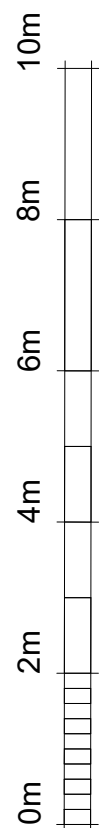
VISUAL SCALE 1:100 @ A3

date			rev			revision/author/checker			drawn JWF			project 229 London Road, Merstham			project status Planning		
									checked			drawing Proposed Floor Plans			drawing no /103		
									scale @ A3 1 : 100			date Sept 17			rev		
									JWF Design			T +44(0)77 0107 7762			jwfosbrook@gmail.com		





West Elevation

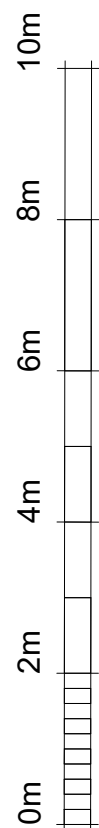


VISUAL SCALE 1:100 @ A3

date			revision/author/checker			drawn JWF		project 229 London Road, Merstham		project status Planning	
rev						checked		drawing Proposed Elevations		drawing no / 104	
date			Sept 17			scale @ A3 1 : 100		date		rev	
						JWF Design		T +44(0)77 0107 7762		jwfosbrook@gmail.com	



East Elevation



VISUAL SCALE 1:100 @ A3

date	rev	revision/author/checker	drawn	JWF	project	229 London Road, Merstham	project status	Planning
			checked		scale @ A3	1 : 100	drawing no	/ 105
			date	Sept 17	Proposed Elevations		rev	
			JWF Design	T +44(0)77 0107 7762	jwfosbrook@gmail.com			

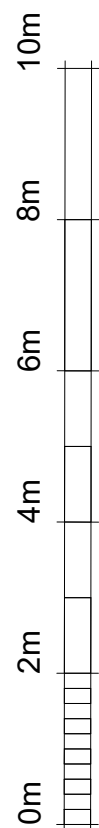
Do not scale; use given dimensions only. All setting out to be verified on site and any discrepancies notified to the Architect.



South Elevation



North Elevation



VISUAL SCALE 1:100 @ A3

<table border="1"> <thead> <tr> <th>date</th> <th>rev</th> <th>revision/author/checker</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>			date	rev	revision/author/checker				<table border="1"> <tr> <td>drawn</td> <td>JWF</td> <td>project</td> <td>229 London Road, Merstham</td> </tr> <tr> <td>checked</td> <td> </td> <td>drawing</td> <td>Proposed Elevations</td> </tr> <tr> <td>scale @ A3</td> <td>1 : 100</td> <td>date</td> <td>Sept 17</td> </tr> <tr> <td colspan="2">JWF Design</td> <td colspan="2">T +44(0)77 0107 7762 jwfosbrook@gmail.com</td> </tr> </table>		drawn	JWF	project	229 London Road, Merstham	checked		drawing	Proposed Elevations	scale @ A3	1 : 100	date	Sept 17	JWF Design		T +44(0)77 0107 7762 jwfosbrook@gmail.com		<table border="1"> <tr> <td>project status</td> <td>Planning</td> </tr> <tr> <td>drawing no</td> <td>/ 106</td> </tr> <tr> <td>rev</td> <td> </td> </tr> </table>		project status	Planning	drawing no	/ 106	rev	
date	rev	revision/author/checker																																
drawn	JWF	project	229 London Road, Merstham																															
checked		drawing	Proposed Elevations																															
scale @ A3	1 : 100	date	Sept 17																															
JWF Design		T +44(0)77 0107 7762 jwfosbrook@gmail.com																																
project status	Planning																																	
drawing no	/ 106																																	
rev																																		





SHEPHERDS HILL

SECTION A-A

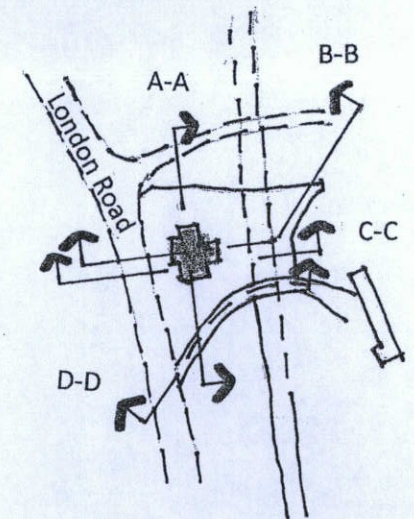
"This copy has been made by and with the authority of Reigate and Banstead Borough Council for public inspection and consultation purposes and pursuant to section 47 of the Copyright, Designs and Patents Act 1988. Unless that Act provides a relevant exception to copyright, the copy must not be copied without the prior permission of the copyright owner."

LONDON ROAD

SECTION B-B

SECTION C-C

LONDON ROAD



LONDON ROAD

SECTION D-D

Client: Mr J Jiggins  
Project: 229 London Road,  
Merstham,  
Surrey Drawing: 1:250 Existing Site Sections  
RH1 3BN Drawing No: P08 Date: 01.11.2015



