

# Planning Committee Addendum



**Reigate & Banstead**  
**BOROUGH COUNCIL**  
Banstead | Horley | Redhill | Reigate

For enquiries regarding this addendum;

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21 April 2020

## To the Members of the PLANNING COMMITTEE

**Councillors:** D. Allcard (Chairman),

M. S. Blacker

J. S. Bray

H. Brown

P. Harp

J. Hudson

F. Kelly

J. P. King

S. A. Kulka

S. McKenna

R. Michalowski

C. Stevens

R. S. Turner

S. T. Walsh

R. Absalom

## Substitutes

**Conservatives:**

**Residents Group:**

**Green Party:**

**Liberal Democrats**

**Councillors:**

G. Buttironi, N. C. Moses, J. Paul and K. Sachdeva

G. Adamson, R. J. Feeney, R. Harper, N. D. Harrison and  
C. T. H. Whinney

J. C. S. Essex, S. L. Fenton, R. Ritter and S. Sinden

D. A. Ross

For a meeting of the **PLANNING COMMITTEE** to be held on **WEDNESDAY, 29 APRIL 2020** at **3.00 pm** in the Virtual Meeting - Webex.

John Jory  
Chief Executive

#### 4. ADDENDUM TO THE AGENDA

(Pages 5 - 12)

To note the addendum tabled at the meeting which provides an update on the agenda of planning applications before the Committee.



##### **Our meetings**

As we would all appreciate, our meetings will be conducted in a spirit of mutual respect and trust, working together for the benefit of our Community and the Council, and in accordance with our Member Code of Conduct. Courtesy will be shown to all those taking part.



##### **Webcasting of meetings**

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**ADDENDUM**  
**MEETING OF THE PLANNING COMMITTEE**  
**WEDNESDAY 29<sup>th</sup> APRIL 2020**

**ITEM NO: 5:**

**APPLICATION: 19/02591/F – Former De Burgh School site, Chetwode Road, Tadworth**

The OS plan which accompanies the report shows the full site as originally submitted. However Area D is excluded from the proposals meaning the only area now affected by the proposal is as shown below:



In the section on Representations – the following comments are added:

- Impact on the availability of school places, doctors surgery places and other social facilities.

Add new paragraph after 6.18 as follows:

Objections have been received with regards to the impact of the development on the availability of school places and on the impact that the additional development will have on demand for places at doctor's surgeries and other services. As noted below, in section 6.30, the Community Infrastructure Levy would be applied to this proposal and would provide additional funding for a wide range of infrastructure.

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Such additional services are provided by other local government authorities and agencies such as the County Council and the local Care Commissioning Authority who will have access to CIL funding to accommodate the demand for new school places and GP services.

Paragraph 4.1 – Amend to state as follows:

At this stage, the precise mix of affordable units has not yet been determined, but the provision will be either for affordable rent and/or shared ownership homes which could be 1, 2, 3 or 4 bed houses or apartments.

A number of corrections are identified in the report as follows:

- Summary – refers to a nursing home rather than residential use - Delete last paragraph of the summary
- Summary – It states that there are 9 layby visitor spaces. Whilst there are 9 visitor spaces, one of these is in the courtyard (nearest Chetwode Road). There are 8 layby spaces.
- Paragraph 4.2 - It states that there are 25 spaces within the courtyard car park, there are 24 (23 allocated, 1 visitor) with 8 layby spaces for visitors on Chetwode Road and on the entrance avenue, and a further 2 allocated spaces off the avenue to the south of the block. See Section 6.21 of the report where this is correct;
- Paras 6.22 and 6.24 – there is a discrepancy in the shortfall in spaces – this should be a shortfall of 4 spaces (rather than 5) against adopted standards;
- Para 6.24 – this says that some additional spaces could be provided on street within the development – this is not proposed;
- Paragraph 6.29 - It states that there are 60 affordable dwellings proposed across the whole site, this is in fact 61 affordable dwellings.

Add informative as follows:

9. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions.

## **ITEM NO: 7:**

**APPLICATION: 19/02536/F – LAND REAR OF 31 - 41 SHELVERS WAY, TADWORTH**

The County Highways Officer has confirmed that did not previously advise that further extensions to the development would be unacceptable but that when peak traffic generation from the development reaches 30 movements per hour or 100 per day then a transport assessment would be required, as recommended in the now defunct Guidance On Transport Assessments. This would not be met by the proposed development but may with any future extensions and therefore an additional informative is suggested. The advice of County Highways Officers on the previous application is included at Appendix 1 for completeness.

It was reported at the planning meeting for the previous application that “the applicant has informally suggested that they would not be making any further

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applications for the site.” This is likely to have been the cause of the misunderstanding. Whilst it is evident that this situation has changed, it is also the case that this application must be treated on its individual planning merits.

## **INFORMATIVES**

8. The County Highway Authority advise that any further extension to this development would meet the threshold (cumulatively) for a full transport assessment to be required.

### **ITEM NO: 8**

#### **APPLICATION: 20/00162/F – 18 BRIGHTON ROAD, SALFORDS**

The County Highways Officer has provided further information following queries raised by Members:

*“I have looked at Crash Map which records all personal injury accident records of incidents reported to the police. This shows that five slight accidents have occurred during the last five years. Three accidents occurred in 2015, one occurred in 2017 and then another in 2019. All of the accidents involved drivers either turning right or left at the Honeycrook junction with the A23. The A23 is subject to a speed limit of 40mph. Drivers at the junction of Honeycrook Lane with the A23 have sight lines in excess of 120 metres which is more than commensurate with the 40mph speed limit. The junction also has 120 metres of forward visibility, which would allow drivers to see other drivers with more than adequate time to see drivers waiting to turn. In addition there is a separate right turn lane for drivers wishing to turn right from the north bound lane to the south bound lane. Drivers heading north can do so unimpeded by drivers turning east. It is worth noting that the Honeycrook lane junction is north of the access junction into the site. I do not agree that the proposed development would exacerbate the quantum of accidents taking place at the junction because there are likely to be 8 more movements during the morning peak and 7 more movements during the evening peak. These increases are very small when considering the volume of traffic that uses the A23 and would not be considered severe enough to meet the requirements of the National Planning Policy Framework for objecting.”*

### **ITEM NO: 9**

#### **APPLICATION: 19/02598/OUT – 76, SHELVERS WAY, TADWORTH**

**Further comments from Surrey Highways on the revised plans have been received as follows:**

The developer is required to have a minimum of 10 car parking spaces, the developer is providing 14 spaces. This exceeds the minimum required number and is considered an adequate quantum of parking spaces for four, four bed dwellings. The developer is proposing an adequate turning area for a refuse vehicle to enter and leave the site in forward gear.

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The proposed development has been considered by the County Highway Authority who having assessed the application on safety, capacity and policy grounds, recommends that conditions be imposed in any permission granted.

*Condition 6 to be amended as follows:*

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) measures to prevent the deposit of materials on the highway
- (h) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
- (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 condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policy DES8 Construction Management of the Reigate and Banstead Local Plan Development Management Plan September 2019.

*Condition 7 to be amended as follows:*

Notwithstanding the submitted plans no part of the development shall be first occupied unless and until the existing vehicular access to Shelveys Way and the drive leading into the site have been modified and provided with a means within the private land of preventing private water from entering the highway and a means at the edge of highway of preventing highway water from entering the private land in accordance with a revised scheme to be submitted to and approved in writing by the Local Planning Authority

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policy TAP1 Parking, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

Add informatives as follows:

9. 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

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highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).

10. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
11. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see [www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice).

## **ITEM NO: 10**

### **APPLICATION: 19/02553/F – LAND ADJACENT TO THE FORMER ROYAL MAIL DELIVERY OFFICE REAR OF 28 HIGH STREET BANSTEAD**

The applicant has agreed to facilitate a car parking strategy to enable the future residents of the apartments to utilise the parking spaces (if required) outside of nursery school hours. The applicant has also committed to providing the solar panels to provide renewable energy for the apartments. The recommended conditions are amended as follows.

## **CONDITIONS**

4. The existing vehicle parking (and turning) area at the premises (as shown on the application drawings) shall be permanently retained and maintained for their designated purposes (for the use of the Shapes Day Nursery staff or for vehicle parking for any subsequent new owner/occupier of the D1 use of the current day nursery site) between the nursery school hours of 07.30 and 18.30. Outside of nursery school hours (before 07.30 and after 18.30) on weekdays and without restriction on weekends, the vehicle parking spaces can be used by the residents of the apartments.

Reason: The above condition is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policy TAP1 Parking, access, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

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9. The development hereby approved shall not be first occupied unless and until an Energy and Water Efficiency Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall detail how the development will:
- (a) Ensure that the potential water consumption by occupants of each new dwelling does not exceed 110 litres per person per day.
  - (b) Achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations.
  - (c) Include the details of the photovoltaic panels on the roof of the building.
- The development shall be carried out in accordance with the approved details and any measures specific to an individual dwelling(s) shall be implemented, installed and operational prior to its occupation.

Reason: To ensure that the development supports the efficient use of resources and minimises carbon emissions with regard to Policy CS10 of the Reigate & Banstead Core Strategy 2014 and Policy CCF1 of the Reigate & Banstead Development Management Plan 2019.

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<b>APPLICATION NUMBER</b>	<b>RE/18/01134</b>
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## **DEVELOPMENT AFFECTING ROADS** **TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992**

**Applicant:** Devine Homes PLC

**Location:** Land To The Rear Of 19-29 Shelvers Way Tadworth Surrey KT20 5QJ

**Development:** Erection of 6 dwellings comprising 2 X pair of semi detached dwellings, and 2 X Detached dwellings along with access to Shelvers Way utilising the approved access from 17/00016/S73, and all associated landscaping, and ancillary works.

<b>Contact Officer</b>	Zoe Trower	<b>Consultation Date</b>	8 August 2018	<b>Response Date</b>	31 August 2018
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The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY who having assessed the application on safety, capacity and policy grounds, recommends the following conditions be imposed in any permission granted:

1. 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.
2. 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) measures to prevent the deposit of materials on the highway
  - (h) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
  - (i) on-site turning for construction vehicleshas been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

**Reason:**

The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

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## **Policy:**

The above conditions are required in order to meet the objectives of the NPPF (2012), and to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan (2005).

## **Informatives:**

1. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority Local Highways Service Group (0300 200 1003) before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover or to install dropped kerbs.

Please see:

[www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs](http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs).

2. A pedestrian inter-visibility splay of 2m by 2m shall be maintained on each side of the access, the depth measured from the back of the footway and the widths outwards from the edges of the access. No fence, wall or other obstruction to visibility between 0.6m and 2m in height above ground level shall be erected within the area of such splays.

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 developer is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.

## **Informative Notes to Case Officer:**

The County Highway Authority (CHA) acknowledges that concerns and objections have been raised by local residents in relation to the proposed extended development, including impacts upon the highway. It is noted that the access from Shelvers Way was part of the initial application approved for this site, with a visibility of 2.4m by 27.5m visibility splay to the east in a reflection of for the speed of traffic travelling westbound from the A217 along Shelvers Way. It is noted that this visibility was acceptable in context of the original six dwellings approved. With this application, the overall number of dwellings would be increased again beyond the original six dwellings. The CHA have noted the gradual increase of dwellings being served from this single restricted access point, which was appropriate to support the original six dwellings. The CHA flag a general note that improvements to the visibility and entry layout for this junction may be required should the incremental increase in the number of dwellings continue increase, to respond on the cumulative impacts of this access junction operation and that of the A217.

It is also noted that the pedestrian inter-visibility splays, connected to the access, should be kept permanently clear of any obstruction above 0.6m high, and had been requested to be included on any future drawings, this has not been noted in this application submission.