

# Planning Committee Agenda



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

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11 February 2020

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## 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

## Substitutes

### Councillors:

**Conservatives:**

**Residents' Group:**

**Green Party:**

**Liberal Democrats**

R. Absalom, 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, 19  
FEBRUARY 2020** at **7.30 pm** in the New Council Chamber - Town Hall, Reigate.

John Jory  
Chief Executive

**1. MINUTES** (Pages 5 - 10)

To confirm as a correct record the Minutes of the previous meeting.

**2. APOLOGIES FOR ABSENCE**

To receive any apologies for absence.

**3. DECLARATIONS OF INTEREST**

To receive any declarations of interest.

**4. ADDENDUM TO THE AGENDA** (To Be Tabled)

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

**PLANNING APPLICATIONS:**

**NOTES:**

1. The order in which the applications will be considered at the meeting may be subject to change.
2. Plans are reproduced in the agenda for reference purposes only and are not reproduced to scale. Accordingly dimensions should not be taken from these plans and the originals should be viewed for detailed information. Most drawings in the agenda have been scanned, and reproduced smaller than the original, thus affecting image quality.

To consider the following applications :

**5. 18/02276/F QUARRYSIDE BUSINESS PARK, TROWERS WAY, REDHILL, SURREY** (Pages 11 - 82)

Demolition of existing buildings and erection of 83 dwellings together with open space landscaping access and parking. As amended on 23/01/2019, 28/03/2019, 21/05/2019, 07/06/2019, 01/08/2019, 01/10/2019 and on 21/11/2019 and on 23/12/2019.

**6. 19/01176/F KINGSWOOD FIELDS, MILLFIELD LANE, LOWER KINGSWOOD, SURREY, KT20 6RP** (Pages 83 - 132)

Extension of existing multi-decked car park, including associated landscaping works and plant enclosure, to provide an additional 326 car parking spaces. Provision of temporary surface car parking for 500 cars on the playing fields adjacent to the pavilion building during construction works for a period of 13 months after which it will be reinstated to its existing grassland condition. As amended on 19/08/2019, 23/08/2019, 30/09/2019, 21/11/2019 and on 05/12/2019.

**7. 19/01184/F KINGSWOOD FIELDS, MILLFIELD LANE, LOWER KINGSWOOD, SURREY, KT20 6RP** (Pages 133 - 172)

Demolition of the existing pavilion, grounds maintenance buildings and hard standing areas. Construction of a new replacement pavilion and a replacement grounds maintenance building (ancillary to the main campus), including associated car and cycle parking, external plant enclosure and landscaping works. As amended on 07/11/2019.

**8. 19/01177/F KINGSWOOD FIELDS, MILLFIELD LANE, LOWER KINGSWOOD, SURREY, KT20 6RP** (Pages 173 - 194)

Provision of new landscaping in-between the existing three office buildings.

**9. 19/01981/F 52 ALBERT ROAD NORTH, REIGATE, RH2 9EL** (Pages 195 - 218)

Change of use from B8 (Storage and Distribution) to B1C (Light Industrial) and the erection of a single building comprising 3 units of 1,507 sq m's GEA with associated car parking and yard areas (as amended 10.1.20).

**10. 19/02336/F LAND TO THE REAR OF 17-23 THE DRIVE, BANSTEAD, SM7 1DF** (Pages 219 - 242)

Erection of two detached dwellings. As amended on 28/01/2020.

**11. DEVELOPMENT MANAGEMENT Q3 PERFORMANCE** (Pages 243 - 246)

To inform members of the 2019/20 Q3 Development Management performance against a range of indicators

**12. ANY OTHER URGENT BUSINESS**

To consider any item(s) which, in the opinion of the Chairman, should be considered as a matter of urgency.

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# Agenda Item 1

Planning Committee  
22 January 2020

Minutes

## **BOROUGH OF REIGATE AND BANSTEAD**

### **PLANNING COMMITTEE**

Minutes of a meeting of the Planning Committee held at the New Council Chamber - Town Hall, Reigate on 22 January 2020 at 7.30 pm.

Present: Councillors D. Allcard (Chairman), M. S. Blacker (Vice-Chair), J. S. Bray, H. Brown, P. Harp, J. Hudson, S. A. Kulka, S. McKenna, R. Michalowski, S. Parnall, C. Stevens, R. S. Turner, S. T. Walsh and N. C. Moses (Substitute).

Also present: Councillors C. T. H. Whinney (Substitute).

#### **79. MINUTES**

**RESOLVED** that the minutes of the previous meeting held on 18<sup>th</sup> December 2019 be confirmed and signed as a correct record.

#### **80. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors F. Kelly and J. King (substituted for by Councillor N. Moses).

#### **81. DECLARATIONS OF INTEREST**

Councillor P. Harp declared a non-pecuniary interest in Item 5 - 19/01513/F Walton Heath Golf Club, on the basis that he had led a survey of the heath for Surrey County Council approximately twenty years prior. He however indicated that this would not influence his consideration of the item and therefore remained present to participate in the consideration of the item.

#### **82. ADDENDUM TO THE AGENDA**

**RESOLVED** that the addendum be noted.

It was also identified that material circulated directly to members of the Planning Committee by developers or other third parties did not constitute a planning application document, and should therefore be regarded accordingly.

#### **83. 19/01513/F WALTON HEATH GOLF CLUB, DEANS LANE, WALTON ON THE HILL**

Councillor P. Harp declared a non-pecuniary interest in this item, as set out under the minute for Declarations of Interest, but indicated that it would not influence his decision making and therefore participated in consideration of the item.

The Committee considered an application at Walton Heath Golf Club, Deans Lane, Walton on the Hill for the erection of a new clubhouse to serve Walton Heath Golf Course comprising a main clubhouse building, ancillary staff accommodation, an 'Artisans' clubhouse, car parking, associated hard and soft landscaping, putting

# Agenda Item 1

Planning Committee  
22 January 2020

Minutes

green and a new access road from Dorking Road, as amended on 07/10/2019, 06/11/2019, and 19/11/2019.

Sean Bashforth, an agent for the application, spoke in support of the application. He stated that the consideration with regard the greenbelt should be if the use is appropriate, rather than if alternatives are available. He stated that the application had taken great care with regard to the openness of the site and the design and screening of the development, and that he disagreed with the report's assessment that it was unacceptable. He drew attention to the wider community benefits of the clubhouse and the Council's policies to support and protect local sports clubs.

Alastair Wells, the Club Chairman, spoke in support of the application. He drew attention to the role of the club in attracting high profile sporting events to the area. He stated that the club needed to adapt to modern circumstance and that the proposed new clubhouse would allow improvements to quality, efficiency and safety. He stated that the club had considered refurbishing or building a new building on the existing site, but that he didn't believe this would address these elements as fully as the proposed development.

Gillian Hein, representing Tadworth & Walton Residents Association, spoke in objection to the application. She stated that she didn't consider the application to meet the requirements for greenbelt development, as per the National Planning Policy Framework. She stated that the new clubhouse was not necessary for the community benefits of the club, and that one of the benefits of the golf course with the current clubhouse is that the course has no neighbouring development.

Richard Harris, a local resident, spoke in objection to the application. He stated that he was concerned regarding the effects of the development upon the greenbelt, particularly given the proposed scale, and that he did not consider the location to be appropriate. He stated that the development did not reflect the historic nature of the heath and would adversely affect the surrounds.

**RESOLVED** that planning permission be **REFUSED** as per the recommendation within the report.

## 84. **19/01514/OUT WALTON HEATH GOLF CLUB, DEANS LANE, WALTON ON THE HILL**

The Committee considered an outline planning application with all matters reserved (excluding access) at Walton Heath Golf Club, Deans Lane, Walton on the Hill for the demolition of the existing buildings and provision of up to 13 residential dwellings, residential amenity space, associated car parking, access and associated works.

John McCormack, architect for the proposed development spoke in favour of the application. He stated that the proposed development was similar to surrounding developments, of a lower height and within footprint requirements. He stated that the intended soft landscaping would provide benefits to the local area, that concerns regarding proximity to the nearby historic garden had not previously been raised, and that the proposals were in keeping with requirements.

# Agenda Item 1

Planning Committee  
22 January 2020

Minutes

Philip Truett, a local resident, spoke in objection to the application. He stated that the separation of the clubhouse and course was a key feature of the course and that the loss of the existing clubhouse and incorporated elements would be a loss to the heritage of the area, at odds with the Core Strategy objectives regarding maintaining heritage elements. He stated that concerns regarding road crossing could be addressed through alternative options.

Richard Sammons, a local resident, spoke in objection to the application. He stated that he was concerned that the proposed development would be harmful to the surrounding amenity and he considered there to be a risk to the community use elements of the site.

**RESOLVED** that planning permission be **REFUSED** as per the recommendations within the report.

**85. 19/00875/S73 REIGATE COLLEGE, CASTLEFIELD ROAD, REIGATE, SURREY, RH2 0SD**

The Committee considered an application at Reigate College, Reigate for the variation of condition 8 of permission 03/00711/F, requiring that no more than 1200 students are permitted on site at any one time, with regard to a 2003 application for extension works to the College, as previously deferred by the Committee on 27 November 2019. It was identified that additional information had been provided on student numbers and proposed management.

Jo Silcock, a local resident, spoke in objection to the application. He stated that the college had not communicated well with local residents and that increases in student numbers had adverse effects on the surrounding area, including issues relating to parking and littering. He expressed concern regarding the ability to monitor student numbers and enforce the condition.

Chris Whelan, Chief Executive of the college, spoke in support of the application. He stated that the college would be working to better communicate with local residents and that measures would be taken to reduce any negative consequences for local residents of any increase in student numbers. He stated that there was a general increase in need for student places due to a variety of factors.

A correction was noted regarding the date on the covering report on the application.

**RESOLVED** that planning permission be **GRANTED** subject to conditions.

**86. 19/00990/F AND 19/00991/LBC BANSTEAD PLACE, PARK ROAD, BANSTEAD, SURREY SM7 3EE: 8A AND 8B**

The Committee considered applications for full planning permission and listed building consent at Banstead Place, Park Road, Banstead for Change of use and external alterations including partial demolition to Banstead Place for residential use to create a total of 31 residential units across the site; Demolition of modern additions within site boundary and construction of part one and part two storey buildings for residential use; new car parking layout, and landscaping alterations within site boundary. Internal and external alterations to enable conversion and refurbishment of Banstead Place for residential use; Demolition of modern

# Agenda Item 1

Planning Committee  
22 January 2020

Minutes

extensions to Banstead Place and replacement with residential units and new landscaping; Internal and external alterations to enable conversion and refurbishment of the Lodge for residential use and ancillary buildings for associated uses; Demolition of modern buildings and ancillary structures within the former walled garden and replacement with residential units and new landscaping; and restoration of existing Ha-Ha, reinstatement of woodland path and associated landscape improvements. As amended on 24/06/2019, on 25/09/2019, on 23/10/2019 and on 07/01/2020.

**RESOLVED** that planning permission be **GRANTED** subject to conditions.

**RESOLVED** that listed building consent be **GRANTED** subject to conditions.

**87. 19/02012/OUT CHAUCER COURT, 4 COLLEGE CRESCENT, REDHILL, RH1 2LN**

The Committee considered an application at Chaucer Court, 4 College Crescent, Redhill for the erection of a two storey block containing 8 x 1 bedroom flats for supported living with car parking (Outline application with all matters, apart from landscaping, to be considered).

Barbara Evans, a local resident, spoke in objection to the application. She stated that the proposed development was closer to the boundary of a neighbouring property than surrounding properties and would overlook the property significantly. She also stated that the boundary treatment should require a solid boundary rather than only a hedge, and that this had previously been agreed, but was not included in the current details.

Vicky Johnson spoke in support of the application on behalf of the applicant. She stated that the proposed development was similar to surround building and located centrally on the site, and that care had been taking regarding positioning of windows and other details to ensure that overlook was reasonable. She stated that disruption from construction would be minimised through use of modular construction and that the proposal would support provision of affordable housing.

The Committee requested to view a section view of the site reflecting the topography of the site and surrounding properties, and confirmation regarding matters relating to the distance to the boundary and overlook. A suitable section view was not available at that time.

A motion to defer the application was proposed and seconded, and upon a vote the Committee **RESOLVED** that determination of the application be **DEFERRED** for consideration of additional information.

The meeting was adjourned between 21:52 and 22:00.

**88. DEVELOPMENT MANAGEMENT Q3 PERFORMANCE**

**RESOLVED** that the report be deferred to the following meeting.



# Agenda Item 1

Planning Committee  
22 January 2020

Minutes

## **89. ANY OTHER URGENT BUSINESS**

There was no other urgent business to consider.


The Meeting closed at 10.26 pm

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# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

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| <br><b>Reigate &amp; Banstead</b><br>BOROUGH COUNCIL<br>Banstead   Horley   Redhill   Reigate | <b>TO:</b>        | PLANNING COMMITTEE                      |
|  | <b>DATE:</b>      | 19 <sup>th</sup> February 2020          |
|  | <b>REPORT OF:</b> | HEAD OF PLANNING                        |
|  | <b>AUTHOR:</b>    | Hollie Marshall                         |
|  | <b>TELEPHONE:</b> | 01737 276010                            |
|  | <b>EMAIL:</b>     | Hollie.marshall@reigate-banstead.gov.uk |
| <b>AGENDA ITEM:</b>  | 5                 | <b>WARD:</b> Redhill East               |

|  |   |               |                |
|--|---|---------------|----------------|
| <b>APPLICATION NUMBER:</b>   | 18/02276/F  | <b>VALID:</b> | 28/3/2019      |
| <b>APPLICANT:</b>  | Linden Homes Ltd  | <b>AGENT:</b> | Boyer Planning |
| <b>LOCATION:</b>   | <b>QUARRYSIDE BUSINESS PARK, TROWERS WAY, REDHILL SURREY</b>  |               |                |
| <b>DESCRIPTION:</b>  | <b>Demolition of existing buildings and erection of 83 dwellings together with open space landscaping access and parking. As amended on 23/01/2019, 28/03/2019, 21/05/2019, 07/06/2019, 01/08/2019, 01/10/2019 and on 21/11/2019 and on 23/12/2019.</b> |               |                |
| <b>All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.</b> |   |               |                |

This item was deferred from the Planning Committee Meeting on 2<sup>nd</sup> October 2019. The previous report is appended.

Since the time of the October Planning Committee Meeting, the Applicant has provided additional and amended information, having taken into consideration feedback from the Council following the Committee meeting and from subsequent discussions.

The revisions are summarised as follows:

- The provision of 140 sqm community facility space on the ground floor of Block D.
- The above is in lieu of the previously proposed offsite community space. As such, the offsite community space is no longer included in the proposal.
- 2 visitor parking spaces are proposed to serve this space and 6 cycle spaces.
- The community space would replace 2 x 2 bedroom apartments.
- These have been relocated as 1 bedroom units on the top floors of blocks B and C. Blocks B and C previously proposed 2 x 2 bedroom units on the third floor. The application now proposes 2 x 2 bedroom and 1 x 1 bedroom unit and the third floor of blocks B and C have been increased in floor area to accommodate this increase and the elevations have also been amended.

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

- Amendment to red line of location plan. Layout and location of the open space has been relocated to an area west of Reeds Meadow.
- Plots 26 – 28 have moved southwards (now plots 24 – 26).
- Plots 19 and 20 have been relocated (now plots 27 and 28).
- A pathway has been provided to the north of the open space providing a link to Reeds Meadow.
- Plots 36 and 37 have moved westwards to accommodate this path.
- Remaining plots in this part of the site have been renumbered but no further changes made.
- The house designs of the relocated plots have not changed.
- Amendment to plot 19 (window added)
- Amended landscape plan submitted to reflect the revised site layout
- Proposed parking spaces increased to 133

53 x 1 & 2 bedroom flats (Blocks A – D) = 54 spaces.  
30 x houses = 60 spaces (2 per house)  
19 visitor spaces.

The proposed community facility would be sited on the ground floor of block D. The submitted floor plans show the area divided into two main spaces (one measuring 42.5sqm and one measuring 41.5sqm), with two meeting rooms, a kitchen and a bathroom, totalling 140sqm. The main spaces would be sited towards the front of the building, accessed through double doors, with the meeting rooms, kitchen and bathroom sited towards the rear of the building. During the course of the application concern has been expressed regarding the layout of the ground floor of the community facility with the expression of a preference for a more flexible space that could be divided by way of partitions when required. A condition is recommended to secure the final layout of the space to provide a useful and usable space for future occupants.

The provision of an on-site community facility is considered an improvement to the previously proposed off-site facility, bringing improved access to amenities to the residents. Block D would be sited in close proximity to the nearby doctor's surgery and pharmacy, other nearby local amenities. The developer would fund the unit fit out and transfer of the unit to an appropriate third party at a nil cost / peppercorn rent, with a Community Management Organisation having first offer. This would be secured by way of a suitably worded legal agreement, that would secure the lease, maintenance and fitout.

The revised siting of the play area brings it northwards to a more central part of the site and would be largely bounded by residential dwellings, as opposed to the road side location it previously occupied further south within the site. During the course of the application amendments have been sought to provide a footpath that links the play area to the northern part of the site. Details of the play provision would be secured by condition.

The amendments to blocks B and C do increase the bulk and mass of the these buildings at the third floor level, however this is not considered to be out of character

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

with the locality and is considered acceptable. The re-sited plots follow the pattern of development within the site and wider area, according with local distinctiveness. The relationship between the proposed dwellings and those off site remains similar to that previously considered, and is not considered to result in harm to neighbour amenity in terms of overbearing, domination, loss of light or privacy.

It is important to stress that this application should not be required to make up for any perceived shortcomings associated with the wider Watercolour development, or others locally. It must be treated on its individual planning merits and in any case the previous scheme committed to the provision of a community centre on site, which was subsequently agreed to be altered to a financial contribution in lieu.

The design and layout is informed by that of the wider Watercolour site and so is appropriate in its context but crucially improves upon the earlier scheme, not least by the provision of higher levels of parking in line with the current DMP minimum parking standards.

Aside from the benefits arising from the provision of a new community facility, and the redevelopment of a vacated brownfield site (allocated for residential development within the DMP); it is important to note that this would be the first application by a private/market developer for over 2 ½ years which proposes the full policy-compliant level of affordable housing. It would therefore contribute significantly towards the housing needs of the Borough and help meet the ambitions of the recently adopted Housing Delivery Strategy.

## REPRESENTATIONS

Following the receipt of amended drawings Letters were sent to neighbouring properties on 26<sup>th</sup> November and a site notice displayed on 17<sup>th</sup> December 2019. Neighbours were re-notified on the revised plans for a 14 day period commencing 31<sup>st</sup> December 2019.

39 responses have been received and a petition of 281 signatures. The following issues are raised:

| <b>Issue</b>                       | <b>Response</b>                    |
|------------------------------------|------------------------------------|
| Hazard to highway safety           | See paragraph 6.30 – 6.36          |
| Inadequate parking                 | See paragraph 6.17 and 6.30 – 6.36 |
| Increase in traffic and congestion | See paragraph 6.30 – 6.36          |
| Overdevelopment                    | See paragraph 6.9 – 6.18           |
| Harm to wildlife habitat           | See paragraph 6.46                 |
| Health fears                       | See paragraph 6.44                 |
| Crime fears                        | See paragraph 6.44                 |
| Poor design                        | See paragraph 6.9 – 6.18           |
| Harm to Conservation Area          | The site is not located within     |

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

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|  | or adjacent<br>to a conservation area                     |
| No need for the development                | Each application must be<br>assessed on its<br>own merits |
| Drainage/sewage capacity                   | See paragraph 6.45  |
| Inconvenience during construction          | See paragraph 6.26  |
| Loss of/harm to trees                      | See paragraph 6.19 – 6.21                                 |
| Overlooking and loss of privacy            | See paragraph 6.22 – 6.29                                 |
| Overshadowing                              | See paragraph 6.22 – 6.29                                 |
| Property devaluation                       | This is not a planning matter                             |
| Increased burden on local services         | See paragraph 6.41 – 6.43                                 |
| Loss of buildings                          | See paragraph 6.2 – 6.8                                   |
| Alternative location/proposal<br>preferred | Each application must be<br>assessed on its<br>own merits |
| Loss of a private view                     | This is not a planning matter                             |
| Noise and disturbance                      | See paragraph 6.25  |
| Overbearing relationship                   | See paragraph 6.22 – 6.29                                 |
| Flooding                                   | See paragraph 6.45  |
| Contaminated Land                          | See conditions 15 - 19                                    |

## CONSULTEES

Network Rail – After reviewing the amendments I would like to inform you that Network Rail have no objections to the proposals.

Holmethorpe Estate Association – no comments received

The Reigate Society – no comments received

Planning and Development Services SCC – no comments received

Contaminated Land Officer – no comments received

Environment Agency – This is just a change of boundary and therefore have no further comment

Natural England – The advice in our previous response applies equally to this amendment although we made no objection to the original proposal. The proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment than the original proposal.

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

Neighbourhood Services – no comments received

Housing – no comments received

Divisional Crime Prevention Design Advisor – no comments received

Infrastructure Agreements Manager SCC – no comments received

Spatial Planning SCC – no comments received

SCC Sustainable Drainage – As there is no change to the drainage strategy or Surface Water drainage system we would have no further comments, please refer back to our letter dated 24<sup>th</sup> January 2019 reference LLFA/RE/19/010.

SCC Highways – Awaiting at time of report writing – to be updated in the addendum

Crawley Hospital – no comments received

UK Power Networks – no comments received

Sutton and East Surrey Water Company – no comments received

Surrey County Council Minerals and Waste – no specific comments to make

## **CONDITIONS**

Condition 1 (approved plans) has been updated from the previous report to reflect the amended plans submitted.

Condition 23 (boundary treatments) is updated to include provisions for wildlife access.

Condition 33 is added to require a scheme for noise mitigation measures for the dwellings sited above the community facility in Block D to be submitted to and approved in writing by the local planning authority to protect the occupants of the proposed development from noise disturbance with regard to Development Management Plan policy DES1.

Condition 34 is added to secure the final layout of the community facility, to ensure that a satisfactory internal layout is achieved of the development with regard to policy INF2 of the Reigate and Banstead Development Management Plan 2019.

Condition 35 is added to secure details of the play area in order that the Local Planning Authority may be satisfied that such provision is satisfactory and to the required standard with regard to Development Management Plan 2019 policy OSR2.

The area to the north of the site is wooded and to ensure good arboricultural practice in the interests of the maintenance of the character and appearance of the area that the development would not harm wildlife or protected species and deliver a

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

biodiversity enhancement in accordance with policies NHE2 and NHE3 of the Development Management Plan, Natural England standing advice and the provisions of the NPPF, condition 36 is added to secure a woodland management plan

## RECOMMENDATION(S)

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

- (i) The provision onsite of 30% (25 units) of affordable housing to the agreed mix and tenure as set out at paragraph 4.1
- (ii) Travel Plan Monitoring fee - £4,650
- (iii) Community provision – Unit for community use (totalling 140 sqm of floorspace) onsite on the ground floor of Block D. Developer to fund the unit fit out and transfer of the unit to an appropriate third party at a nil cost / peppercorn rent, with the Residents Association having first offer.
- (iv) The Council's legal costs in preparing the agreement

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

In the event that a satisfactorily completed obligation is not received by 21 February 2020 or such longer period as may be agreed, the Head of Places and Planning be authorised to refuse permission for the following reason

1. The proposal fails to provide an agreed contribution to fund affordable housing provision within the Borough of Reigate & Banstead, travel plan monitoring fee and a unit for community use, and is therefore contrary to policy CS15 of the Reigate and Banstead Core Strategy 2014 and DES6, TAP1 and INF2 of the Reigate and Banstead Development Management Plan 2019.

## CONDITIONS

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

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

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

| Plan Type   | Reference     | Version | Date Received |
|-------------|---------------|---------|---------------|
| Survey Plan | 2580-A-1001-B | B       | 01.08.2019    |



# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

|                  |                |    |            |
|------------------|----------------|----|------------|
| Floor Plan       | 2580-A-3120-A  | A  | 01.08.2019 |
| Proposed Plans   | 2580-C-3090-J  | J  | 01.08.2019 |
| Elevation Plan   | 2580-C-3102-K  | K  | 21.11.2019 |
| Floor Plan       | 2580-C-3110-L  | L  | 21.11.2019 |
| Elevation Plan   | 2580-C-3111-M  | M  | 21.11.2019 |
| Other Plan       | 31089/AC/016   | C  | 21.11.2019 |
| Other Plan       | 31089/AC/017   | C  | 21.11.2019 |
| Proposed Plans   | 2580-C-3021-B  | B  | 21.11.2019 |
| Proposed Plans   | 2580-C-3031-B  | B  | 21.11.2019 |
| Location Plan    | 2580-C-1000-E  | E  | 21.11.2019 |
| Section Plan     | 2580-C-1200-H  | H  | 21.11.2019 |
| Section Plan     | 2580-C-1201-H  | H  | 21.11.2019 |
| Section Plan     | 2580-C-1202-K  | K  | 21.11.2019 |
| Floor Plan       | 2580-C-3100-H  | H  | 21.11.2019 |
| Floor Plan       | 2580-C-3101-G  | G  | 21.11.2019 |
| Site Layout Plan | 2580-A-1005-ZL | ZL | 23.12.2019 |
| Landscaping Plan | 2801-SK-01     | H  | 23.12.2019 |
| Proposed Plans   | 2580-A-3011-C  | C  | 23.12.2019 |
| Floor Plan       | A-3000         | K  | 21.05.2019 |
| Elevation Plan   | C-3001         | J  | 21.05.2019 |
| Proposed Plans   | C-3050         | F  | 28.03.2019 |
| Proposed Plans   | C-3052         | A  | 28.03.2019 |
| Proposed Plans   | C-3061         | D  | 28.03.2019 |
| Proposed Plans   | C-3085         | B  | 28.03.2019 |
| Proposed Plans   | C-3095         | B  | 28.03.2019 |
| Existing Plans   | 26418-1        |    | 17.12.2018 |
| Existing Plans   | 26418-2        |    | 17.12.2018 |
| Existing Plans   | 26418-3        |    | 17.12.2018 |

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

3. No development shall take place until the developer obtains the Local Planning Authority's written approval of details of both existing and proposed ground levels and the proposed finished ground floor levels of the buildings. The development shall be carried out in accordance with the approved levels.

Reason: To ensure the Local Planning Authority are satisfied with the details of the proposal and its relationship with adjoining development and to safeguard the visual amenities of the locality with regard policy DES1 of the Reigate and Banstead Development Management Plan 2019.

4. No development shall take place above slab level until written details of the materials to be used in the construction of the external surfaces, including fenestration and roof, have been submitted to and approved in writing by the Local Planning Authority, and on development shall be carried out in accordance with the approved details.

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

Reason: To ensure that a satisfactory external appearance is achieved of the development with regard to Reigate and Banstead Borough Local Plan 2005 policy DES1 of the Reigate and Banstead Development Management Plan 2019.

5. No development shall commence including demolition and or groundworks preparation until all related arboricultural matters, including arboricultural supervision, monitoring and tree protection measures are implemented in strict accordance with the approved details contained in the Tree Protection Plan and Arboricultural Method Statement compiled by SJA Trees, reference 18264-01, dated October 2018.

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, NHE3 of the Reigate and Banstead Development Management Plan 2019 and the recommendations within British Standard 5837.

Informative:

The use of a suitably qualified arboricultural consultant is essential to provide acceptable submissions in respect of the arboricultural tree condition above. All works shall comply with the recommendations and guidelines contained within British Standard 5837

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

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

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

Reason: To ensure good arboricultural and landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies NHE3 and DES1 of the Reigate and Banstead Development Management Plan 2019.

Informative:

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

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

7. No development shall commence until a Construction Transport Management Plan, to include details of:
- (a) parking for vehicles of site personnel, operatives and visitors
  - (b) loading and unloading of plant and materials
  - (c) storage of plant and materials
  - (d) programme of works (including measures for traffic management)
  - (e) visibility zones behind provision of any boundary hoarding
  - (f) HGV deliveries and hours of operation
  - (g) vehicle routing
  - (h) measures to prevent the deposit of materials on the highway
  - (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
  - (j) 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: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy policy TAP1 of the Reigate and Banstead Development Management Plan 2019 and the objectives of the NPPF 2019.

8. No part of the development shall be first commenced unless and until the proposed vehicular access to Thornton Side and to Reeds Meadow south and north and the first 10 metres of the road from each access point has been constructed in accordance with the submitted plan numbered 2580 C 1005 Rev Z

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy policy TAP1 of the Reigate and Banstead Development Management Plan 2019 and the objectives of the NPPF 2019.

9. No part of the development shall be first occupied until the road and footway serving any dwelling to be occupied has been constructed in accordance with the submitted plan numbered 2580 C 1005 Rev Z

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy policy TAP1 of the

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

Reigate and Banstead Development Management Plan 2019 and the objectives of the NPPF 2019.

10. The development hereby approved shall not be first commenced unless and until redundant sections of the existing access serving the site 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 to satisfy policy TAP1 of the Reigate and Banstead Development Management Plan 2019 and the objectives of the NPPF 2019.

11. No dwelling shall 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 policy TAP1 of the Reigate and Banstead Development Management Plan 2019 and the objectives of the NPPF 2019.

12. Notwithstanding the approved plans no dwelling shall be first occupied unless and until space has been laid out within the site for storage of a minimum of one bike per household in accordance with revised scheme. Thereafter the bike storage areas shall be retained and maintained for their designated purpose.

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 policy TAP1 of the Reigate and Banstead Development Management Plan 2019 and the objectives of the NPPF 2019.

13. A. The development hereby approved shall not be first occupied unless and until a minimum of 12 of the available parking spaces for the flats and a minimum of 12 of the available parking spaces for visitor parking spaces are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

B. The development hereby approved shall not be occupied unless and until each of the proposed 53 dwelling are provided with a fast charge socket (current minimum requirements - 7kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

Reason: 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, policy TAP1 of the Reigate and Banstead Development Management Plan 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility)

Reason: 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 CS17 of the Reigate and Banstead Core Strategy 2014 and policy TAP1 of the Reigate and Banstead Development Management Plan 2019.

14. Notwithstanding the submitted Interim Travel Plan dated October 2018 prior to the occupation of the development a revised Travel Plan shall be submitted for the written approval of the Local Planning Authority in accordance with the sustainable development aims and objectives of the National Planning Policy Framework, and Surrey County Council's "Travel Plans Good Practice Guide". And then the approved Travel Plan shall be implemented upon first occupation and for each and every subsequent occupation of the development, thereafter maintain and develop the Travel Plan to the satisfaction of the Local Planning Authority.

Reason: 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, the Reigate and Banstead Core Strategy 2014 policy CS17 and policy TAP1 of the Reigate and Banstead Development Management Plan 2019.

15. Prior to commencement of development a written comprehensive environmental desktop study report is required to identify and evaluate possible on and off site sources, pathways and receptors of contamination and enable the presentation of all plausible pollutant linkages in a preliminary conceptual site model. The study shall include relevant regulatory consultations such as with the Contaminated Land Officer and be submitted to the Local Planning Authority and is subject to the approval in writing of the Local Planning Authority and any additional requirements that it may specify. The report shall be prepared in accordance with the Environment Agency's Model Procedures for the Management of Contaminated Land (CLR 11) and British Standard BS 10175.

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Core Strategy CS10, Reigate and Banstead Borough Council Development Management Plan policy DES9, and the provisions of the NPPF 2019.

16. Prior to the commencement of development, in follow-up to the environmental desktop study report, a contaminated land site investigation proposal, detailing the extent and methodologies of sampling, analyses and proposed

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

assessment criteria required to enable the characterisation of the plausible pollutant linkages identified in the preliminary conceptual model, shall be submitted to the Local Planning Authority. This is subject to the written approval in writing of the Local Planning Authority, and any additional requirements that it may specify, prior to any site investigation being commenced on site. Following approval, the Local Planning Authority shall be given a minimum of two weeks written notice of the commencement of site investigation works.

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Core Strategy CS10, Reigate and Banstead Borough Council Development Management Plan policy DES9, and the provisions of the NPPF 2019.

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

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Core Strategy CS10, Reigate and Banstead Borough Council Development Management Plan policy DES9, and the provisions of the NPPF 2019.

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

B. Prior to occupation, a remediation validation report for the site shall be submitted to the Local Planning Authority in writing. The report shall detail evidence of the remediation, the effectiveness of the remediation carried out and the results of post remediation works, in accordance with the approved remediation method statement and any addenda thereto, so as to enable future interested parties, including regulators, to have a single record of the

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

remediation undertaken at the site. It should also include any plan (a “long term monitoring and maintenance plan”) for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, if appropriate, and for the reporting of this to the LPA. Any longer term monitoring and maintenance shall be implemented as approved.

Should specific ground gas mitigation measures be required to be incorporated into a development the testing and verification of such systems should be in accordance with CIRIA C735 guidance document entitled ‘Good practice on the testing and verification of protection systems for buildings against hazardous ground gases’ and British Standard BS 8285 Code of Practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings.

Reason: To demonstrate remedial works are appropriate and demonstrate the effectiveness of remediation works so that the proposed development will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Core Strategy CS10, Reigate and Banstead Borough Council Development Management Plan policy DES9, and the provisions of the NPPF 2019.

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

Note: Should no further contamination be identified then a brief comment to this effect shall be required to discharge this condition.

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Core Strategy CS10, Reigate and Banstead Borough Council Development Management Plan policy DES9, and the provisions of the NPPF

20. The development hereby permitted shall not commence until details of the design of a surface water drainage scheme has been submitted to and approved in writing by the local planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDs, NPPF and Ministerial Statement on SuDs. The required drainage details shall include:

- a) Evidence that there is no risk of contamination through the infiltration SuDs

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

- b) Evidence that the proposed final solution will effectively manage the 1 in 30 and 1 in 100 (+40% allowance for climate change) storm events and 10% allowance for urban creep, during all stages of the development (Pre, Post and during), associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 37.8l/s.
- c) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels and long and cross sections of each element including details of any flow restrictions and maintenance / risk reducing features (silt traps, inspections chambers etc)
- d) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational
- e) Details of drainage management responsibilities and maintenance regimes for the drainage system
- f) A plan showing exceedance flows (ie during rainfall greater than design events or during blockage) and how property on and offsite will be protected. This should include details of how surface water run-off entering the site from the bunded northern boundary will be intercepted.

Reason: To ensure the design meets the technical standards for SuDs and the final drainage design does not increase flood risk on or off site in accordance with Policy Ut4 of the Borough Local Plan 2005, policy CS10 of the Core Strategy 2014, policies DES9 and CCF2 of the Development Management Plan 2019 and the 2019 NPPF.

21. Prior to the first 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. This must demonstrate that the drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of the management company and state the national grid reference of any key drainage elements (surface water attenuation devices / areas, flow restriction devices and outfalls).

Reason: To ensure that the Sustainable Drainage System has been constructed as agreed to the National Non-Statutory Technical Standards for SuDS and to prevent flooding with regard to policy CS10 of the Core Strategy 2014 and policy CCF2 of the Development Management Plan 2019.

22. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express consent of the LPA, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To prevent unacceptable risk to underlying groundwaters in accordance with policy CS10 of the Core Strategy 2014 and policies DES9 and CCF2 of the Development Management Plan 2019.



# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

23. The development shall not be occupied until a plan indicating the positions, design, materials and type of boundary treatment to be erected, including provisions for wildlife access, 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, and to enhance biodiversity with regard to Development Management Plan 2019 policies DES1, NHE2 and NHE3.

24. Prior to the commencement of development, following detailed design a further noise and vibration survey should be undertaken in accordance with the recommendations of the Noise and Vibration Impact Assessment dated 17<sup>th</sup> August 2018 prepared by 24 Acoustics. The report shall be submitted for approval by the Local Planning Authority together with a scheme of noise mitigation to include glazing and ventilation details to achieve an acceptable noise environment and vibration mitigation as required. The development shall be constructed in accordance with the approved details and thereafter permanently maintained.

Reason: To manage noise disturbance in the interests of neighbouring residential amenities with regard Reigate and Banstead Borough Council Core Strategy Policy CS10 and policy DES9 of the Development Management Plan 2019.

25. The development hereby permitted shall be implemented in accordance with the recommendations, avoidance and mitigation measures identified in the Ecological Appraisal by Enims Ltd (dated October 2017) at sections 5.3 and 5.4. Any variation shall be agreed in writing by the Local Planning Authority before such change is made. All ecological enhancement shall be completed prior to first occupation of the development. This condition will be discharged on receipt of a letter from the project ecologist stating that the mitigation has been completed according to the recommendations.

Reason: To ensure that the development would not harm wildlife or protected species and deliver a biodiversity enhancement in accordance with Policy NHE2 of the Development Management Plan, Natural England standing advice and the provisions of the NPPF

26. Prior to the commencement of the development full details (and plans where appropriate) of the waste management collection points, (and pulling distances where applicable), throughout the development shall be submitted to and approved in writing by the Local Planning Authority.

All waste storage and collection points should be of an adequate size to accommodate the bins and containers required for the dwelling(s) which they are intended to serve in accordance with the Council's guidance contained within Making Space for Waste Management in New Development. Prior to first occupation refuse stores shall be provided in accordance with approved

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

drawing 2580-A-3120-A unless otherwise agreed in writing with the Local Planning Authority.

Reason: To provide adequate waste facilities in the interests of the amenities of the area and to encourage in accordance with policy DES1 of the Development Management Plan 2019.

27. Before photovoltaic or solar panels are installed, details of their location and design shall be submitted and approved in writing by the LPA. All panels shall have black frames and reduced silvered elements.

Reason: To ensure that a satisfactory external appearance is achieved of the development with regard to policy DES1 of the Reigate and Banstead Development Management Plan 2019.

28. No development shall commence until an Employment and Skills Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall detail how the development will promote local training and employment opportunities during construction and include:
- Measures to ensure the developer and contractors work directly with local employment and training agencies;
  - Targets for employment of local labour
  - Targets for work experience and apprenticeships
  - Measures for monitoring and reporting outcomes against the plan to the Local Planning Authority at appropriate intervals during the development.

The development shall be carried out in accordance with the approved plan unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure the development promotes local training and employment opportunities with regard to Policy CS5 of the Reigate & Banstead Core Strategy 2014 and Policy EMP5 of the Reigate & Banstead Development Management Plan 2019.

Informative: In accordance with Policy EMP5 of the Development Management Plan, it is expected that the Employment and Skills Plan will seek to achieve at least 20% of the jobs and apprenticeship opportunities created by the construction of the development for local residents of the borough of Reigate & Banstead.

29. 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

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

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.

30. All dwellings within the development hereby approved shall be provided with the necessary infrastructure to facilitate connection to a high speed broadband. Unless otherwise agreed in writing with the Local Planning Authority, this shall include as a minimum:
- a) A broadband connection accessed directly from the nearest exchange or cabinet
  - b) Cabling and associated installations which enable easy access for future repair, replacement or upgrading.

Reason: To ensure that the development promotes access to, and the expansion of, a high quality electronic communications network in accordance with Policy INF3 of the Reigate & Banstead Development Management Plan 2019.

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

Reason: To ensure that the development does not affect the amenity of the neighbouring property by overlooking and to protect the visual amenities of the area in accordance with Reigate and Banstead Borough Local Plan 2005 policy Ho9 and Development Management Plan policy DES1

32. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no extensions permitted by Classes A B and C of Part 1 of the Second Schedule of the 2015 Order shall be constructed.

Reason: To control any subsequent enlargements in the interests of the visual and residential amenities of the locality with regard to Reigate and Banstead Borough Local Plan 2005 and Development Management Plan policy DES1.

33. No development shall take place until a scheme for noise mitigation measures for the dwellings sited above ground level of Block D has been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details before the dwellings of Block D hereby permitted are first occupied.

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

Reason: To protect the occupants of the proposed development from noise disturbance with regard to Development Management Plan policy DES1.

34. Notwithstanding the approved plans, no development of Block D above ground floor slab level, shall commence until a ground floor plan has been submitted and approved to show the internal layout of the community facility. Development shall be carried out in accordance with the approved details before the dwellings of Block D hereby permitted are first occupied.

Reason:

To ensure that a satisfactory internal layout is achieved of the development with regard to policy INF2 of the Reigate and Banstead Development Management Plan 2019.

35. The development hereby approved shall not be occupied until details, specifications, and samples (where appropriate) of materials (including ground surface treatments and boundary treatments) and/or play equipment to be used in the construction of the play area have been submitted to and approved in writing by the Local Planning Authority.

Reason:

In order that the Local Planning Authority may be satisfied that such provision is satisfactory and to the required standard with regard to Development Management Plan 2019 policy OSR2.

36. No development including groundworks preparation shall commence until details have been submitted to and approved by the LPA in respect of a Woodland Management Plan (WMP). The details shall comprise of the woodland management operation, their scheduled timings and frequency. The WMP shall include details of the frequency of the review of the submitted WMP and the mechanisms for its future monitoring. The development shall be undertaken in strict accordance with the approved details.


Reason:

To ensure good arboricultural practice in the interests of the maintenance of the character and appearance of the area and to ensure that the development would not harm wildlife or protected species and deliver a biodiversity enhancement in accordance with policies NHE2 and NHE3 of the Development Management Plan, Natural England standing advice and the provisions of the NPPF

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

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|--|-------------------|-------------------------------------|
| <br><b>Reigate &amp; Banstead</b><br>BOROUGH COUNCIL<br>Banstead   Horley   Redhill   Reigate | <b>TO:</b>        | PLANNING COMMITTEE                  |
|  | <b>DATE:</b>      | 2 <sup>nd</sup> October 2019        |
|  | <b>REPORT OF:</b> | HEAD OF PLACES & PLANNING           |
|  | <b>AUTHOR:</b>    | Rosie Baker                         |
|  | <b>TELEPHONE:</b> | 01737 276173                        |
|  | <b>EMAIL:</b>     | rosie.baker@reigate-banstead.gov.uk |
| <b>AGENDA ITEM:</b>  | 6                 | <b>WARD:</b> Redhill East           |

|  |  |               |                |
|--|--|---------------|----------------|
| <b>APPLICATION NUMBER:</b>   | 18/02276/F   | <b>VALID:</b> | 28/3/2019      |
| <b>APPLICANT:</b>  | Linden Homes Ltd   | <b>AGENT:</b> | Boyer Planning |
| <b>LOCATION:</b>   | <b>QUARRYSIDE BUSINESS PARK, TROWERS WAY, REDHILL SURREY</b>   |               |                |
| <b>DESCRIPTION:</b>  | <b>Demolition of existing buildings and erection of 83 dwellings together with open space, landscaping access and parking. As amended on 23/01/2019, on 28/03/2019, on 21/05/2019, on 07/06/2019 and 01/08/2019.</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 planning application for the redevelopment of the existing small industrial area at Quarryside Business Park to provide a development of 83 dwellings, of which 30% (25 units) are proposed as affordable with associated access, parking, open space and landscaping. The site would form an extension to the Watercolour development to the rear of the commercial development on Canalside and integrating with development on Thornton Side and Reeds Meadow.

The site is currently in employment/industrial use and is a designated Industrial Area within the Borough Local Plan 2005. In this context the proposals would give rise to a loss of employment land which would be contrary to policy Em1A of the Local Plan and CS5 of the Core Strategy, both of which seek to retain and make best use of existing employment land. However, the site has long been identified for housing development, including within the Land at Holmethorpe Development Brief 2001, and now has been identified and allocated for housing in the Development Management Plan (Policy RED1) for up to 60 dwellings. The DMP is at an advanced stage with adoption anticipated on the 26<sup>th</sup> September 2019 and as such significant weight can now be attached to this policy in accordance with paragraph 48 of the NPPF. In light of the policy framework and the weight that can now be attributed to the DMP and Policy RED1 and the residential nature of the surrounding site there is no objection to the loss of employment land and to the principle of residential development.

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

It is noted that the industrial estate includes a number of uses which whilst commercial have a community element. A number of the community uses have short contracts being aware of the future redevelopment of the site at the time of first occupation and therefore are not considered long term users. Regarding the martial arts club and gym whilst providing an element of community use they are commercial businesses and therefore would not be considered in the same way as community halls, educational facilities, libraries, healthcare, places of worship etc under, local plan policy Cf1 or emerging DMP policy INF2. In this instance with a policy framework that supports the redevelopment of the site for residential development, the benefits associated with the supply of land for housing are considered to outweigh the limited harm associated with the loss of the existing uses. Notwithstanding the above in accordance with policy RET1 the applicant has agreed to provide a unit for community use (totalling 60sqm of floorspace) offsite within the ground floor of Block A of The Kilns. The developer would fund the unit fit out and transfer of the unit to an appropriate third party at a nil cost / peppercorn rent, with the Residents Association having first offer.

The scheme provides a mix of 3 and 4 bed houses and 1 and 2 bed apartments in 3 no. 4 storey apartment buildings and 1 no. 3 storey apartment building. The houses are a variety of detached, semi-detached and short terrace / townhouse forms, whilst the apartment blocks would front key street frontages. Together the layout would create an urban form that would respect and integrate well with the surrounding grain and pattern of residential development and the design approach would accord with that of the wider Watercolour site. A new area of open space is proposed at the site frontage, with other landscaping provided within the site. A Local Area of Play is proposed within the open space

Whilst the number of units proposed is greater than that proposed as part of the DMP allocation (83 units proposed as opposed to 60 units allocated within policy RED1), this is not considered objectionable. The proposal is considered to have an acceptable impact on local character and is comparable in scale and density to surrounding area. I note further paragraphs 122 and 123 of the NPPF which requires developments to make efficient use of the potential of each site.

The road layout seeks to continue the existing pattern of streets and following amendment now provides connectivity to ensure a well-connected and high quality scheme that integrates with the neighbouring development and provides appropriate vehicular and pedestrian linkages and an improved sense of place. The street layout accords with policy RED1 which requires that "*Development should integrate with existing pedestrian routes and roads within the adjoining Watercolour development including Reeds Meadow and Thornton Side*". Whilst residents' concerns regarding traffic generation through Reeds Meadow and associated noise and disturbance are acknowledged greater weight is placed on the benefits of delivering a high quality scheme design that integrates fully with the wider site and delivers positive placemaking as opposed to uncomfortable cul-de-sacs and poor connectivity which is not considered to represent good design. The revised layout also overcomes highway and neighbourhood services concerns.

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

A total of 131 spaces, in accordance with the parking standards set out within the Development Management Plan (130 spaces). Parking would be provided primarily through parking courts, bays off the highway, with a small number of private driveways. The parking courts, whilst relatively large in size now include appropriate space for landscaping and tree planting within them to soften their appearance. Whilst the frontage parking and parking courts will be visually dominant within the streetscene, parking courts are an existing part of the character of the Watercolour estate. Noting historical issues with parking shortages on the estate and issues in relation to on street parking, parking provision has been increased during the course of the application. The scheme seeks to provide a high level of parking whilst restricting opportunities for parking on the road by virtue of the design of the layout, it also seeks to overcome a number of parking issues that have arisen elsewhere on the estate. The County Highway Authority (CHA) has assessed the application and subject to condition has returned a position of no objection.

The development has been assessed with regards to neighbour amenity and is considered satisfactory. Noting the proximity of the railway line the applicant has submitted a noise and vibration impact assessment. Subject to condition, to secure appropriate mitigation the development is considered to provide an acceptable noise environment for future residents.

Overall the proposal is considered to respect the character of the area and would deliver additional residential development that would complete the comprehensive development of the wider site.

## RECOMMENDATION(S)

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

- (v) The provision onsite of 30% (25 units) of affordable housing to the agreed mix and tenure as set out at paragraph 4.1
- (vi) Travel Plan Monitoring fee - £4,650
- (vii) Community provision – Unit for community use (totalling 60sqm of floorspace) offsite within the ground floor of Block A of The Kilns. Developer to fund the unit fit out and transfer of the unit to an appropriate third party at a nil cost / peppercorn rent, with the Residents Association having first offer.
- (viii) The Council's legal costs in preparing the agreement

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

In the event that a satisfactorily completed obligation is not received by October 2019 or such longer period as may be agreed, the Head of Places and Planning be authorised to refuse permission for the following reason

2. The proposal fails to provide an agreed contribution to fund affordable housing provision within the Borough of Reigate & Banstead, and is therefore

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

contrary to policy CS15 of the Reigate and Banstead Core Strategy 2014 and  
DES6 of the Reigate and Banstead Development Management Plan

3. The proposal fails to provide acceptable community provision contrary to policy RED1 of the Reigate and Banstead Development Management Plan.



# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

## Consultations:

Highway Authority: The County Highway Authority has assessed the application on safety, capacity and policy grounds and is satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway with respect of access, net additional traffic generation and parking. The County Highway Authority therefore has no highway requirements subject to recommended conditions and a s106 to secure a contribution of £4,600 towards auditing the travel plan.

Environmental Health (Contaminated Land): No objection subject to conditions. There is some potential for contamination to be present associated with the current and historic employment use, as such conditions to deal with contaminated land and an informative to provide additional guidance are recommended.

Housing: No objection to revised mix subject to S106 Agreement. Initial objection to proposed affordable mix and tenure overcome by revision to proposed housing mix to include provision of larger 2 and 3 bed homes for affordable rent.

Environment Agency: No objection subject to conditions. Initial objection to the scheme in relation to pollution risk to Controlled Waters overcome by submission of 'Preliminary Site Investigation Report' by Southern Testing, reference J13091 dated June 2017.

Surrey County Council Sustainable Drainage: No objection subject to condition. Initial objection to the scheme overcome by submission of additional information by the applicant. Amendment consultation noted FRA does not reflect latest site layout, however revised site layout does not alter proposed drainage layout established in FRA.

Thames Water: No objection. Response includes information for applicant.

Natural England: No comment – defer to standing advice.

Neighbourhood Services: Initial objection to the scheme noting the scheme does not provide circular vehicular access, includes insufficient turning heads, unacceptable bin store locations proposed for refuse collection from the highway and insufficient tracking information. Amended plans and additional information has addressed concerns. Details of presentation points can be conditioned.

Surrey Police: Offered advice to applicant. Advised condition that development should achieve Secure by Design award.

Network Rail – Position of no comments.

## Representations:

Letters were sent to neighbouring properties on 4<sup>th</sup> January 2019, a site notice was posted on 10<sup>th</sup> January 2019 and advertised in local press on 9<sup>th</sup> January 2019. Neighbours were re-notified on the revised plans for a 14 day period commencing

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

26<sup>th</sup> April 2019 and a new site notice was posted on 9<sup>th</sup> May 2019. Neighbours were subsequently re-notified on further revised plans for a 14 day period commencing on 5<sup>th</sup> August 2019.

As of 29<sup>th</sup> August, 156 responses have been received (3 in support, the remainder in objection), a number of residents responding to the initial consultation and subsequent amended plans / re-start consultations. The following issues are raised:

| <b>Issue</b>   | <b>Response</b>   |
|--|---|
| Inadequate parking   | See paragraph 6.17 and 6.30 – 6.36  |
| Increase in traffic and congestion                           | See paragraph 6.30 – 6.36   |
| Hazard to highway safety                                     | See paragraph 6.30 – 6.36   |
| Noise & disturbance  | See paragraph 6.25  |
| Inconvenience during construction                            | See paragraph 6.26  |
| Out of character with surrounding area                       | See paragraph 6.9 – 6.18  |
| Overdevelopment  | See paragraph 6.9 – 6.18  |
| Poor design  | See paragraph 6.9 – 6.18  |
| Overbearing, overshadowing, overlooking, and loss of privacy | See paragraph 6.22 – 6.29   |
| Loss of / harm to trees                                      | See paragraph 6.19 – 6.21   |
| Harm to wildlife habitat                                     | See paragraph 6.46  |
| Flooding, drainage / sewerage capacity                       | See paragraph 6.45  |
| Loss of buildings / uses on existing site                    | See paragraph 6.2 – 6.8   |
| Increased burden on local services                           | See paragraph 6.41 – 6.43   |
| Crime and Health Fears                                       | See paragraph 6.44  |
| Concerns regarding build quality                             | Building Regulations exist to control build quality. The development would be subject to Building Control. This is not a planning matter. |
| Harm to green belt / countryside                             | The site is not located within the green belt or countryside  |
| Harm to conservation area                                    | The site is not located within or adjacent to a conservation area   |
| Harm to listed building                                      | There are no listed buildings on the site   |
| Loss of private view   | This is not a planning matter   |
| Property devalue   | This is not a planning matter   |

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

|   |   |
|---|---|
| Conflict with a covenant                  | This is not a planning matter                       |
| No need for the development               | Each application must be assessed on its own merits |
| Alternative location / proposal preferred | Each application must be assessed on its own merits |
| Support – benefit to housing need         |   |
| Support – Community regeneration benefit  |   |
| Support – Economic growth / jobs          |   |
| Support – Visual amenity benefits         |   |

## 1.0 Site and Character Appraisal

- 1.1 The application site is located to the north and west of the Watercolour development, accessed off Thornton side. The site is flanked to the west by the railway line and bank and Gatton Brook. To the north, there is a steep wooded bank.
- 1.2 The site presently comprises a number of predominantly two storey buildings and structures arranged around a large area of central hardstanding used for parking. The buildings are predominantly in commercial/employment uses, but also include Stripey Stork, a gym, martial arts club, and Hartbeeps / the Nest offering baby classes. The buildings are of utilitarian appearance and design. There is a limited amount of soft landscaping/tree planting within the site; however, the trees along the railway bank and steep bank to the north provide a pleasant verdant backdrop.
- 1.3 The area surrounding the site is characterised by a modern housing estate comprising 2/2.5 storey houses arranged in terraced or linked semi-detached groups or blocks of 3/4 storey flats. To the south of the site is the higher density core of the estate, comprising flats and a mixture of community and retail uses. Immediately to the south of the site is a small parcel of undeveloped land.

## 2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: The applicant entered into pre-application discussions with the Council. Advice was provided regarding the principle of development including in respect of the loss of employment land and the proposed design and layout. A number of design changes were secured through an iterative design process.
- 2.2 Improvements secured during the course of the application:
  - Highway improvements to deliver a continuous road network (including footway) from Reeds Meadow to Thornton Side; considered essential to deliver placemaking objectives and an improved scheme design quality and associated improvements to circulation and acceptable refuse

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

collection arrangements – this resulted in amendments to the red line with the application consequently re-started and residents re-notified.

- Increase in size of open space provision to south
- Introduction of Local Area of Play to the open space to the south
- Improved landscape provision, including to parking courts
- Design layout changes to improve the building relationships between plots and improve the design and appearance of a number of the proposed buildings
- Reduction in scale of plots 38 – 43 to 2 and 2.5 storeys from 2.5 and 3 storeys
- Revised design of flat blocks A and D through amendments to footprint and elevations (Block A) and materials and a change in roof form to improve their appearance in the streetscene. Block D now includes a setback third floor.
- Revisions to refuse strategy to aid collection and provision of revised tracking drawings
- Amendments to affordable housing mix to introduce larger homes for affordable rent.
- Provision of further technical information in response to requests by the Environment Agency and SCC Sustainable Drainage
- The applicant has provided a design and access statement addendum which discusses the amendments in further detail.

2.3 In August 2019 further amendments were made to the scheme to increase the parking provision proposed from 120 spaces to 131 spaces to accord with Development Management Plan parking standards. The changes required further amendments to the red line to include additional land within the scheme and to the proposed landscape scheme. In light of this the application was re-started and residents re-notified.

2.4 Further improvements are proposed to be secured through the use of conditions and a legal agreement to secure onsite affordable housing provision, a contribution to auditing the travel plan and off-site community provision.

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

3.1 There is various history associated with the commercial/industrial use of the site (including changes of use, improvements and new build) but none which is considered to be relevant to residential redevelopment.

3.2 The small parcel of land immediately to the south of the site has an expired planning permission (13/01100/F) for the erection of a commercial building for B1/B8 use.

3.3 There is also extensive planning history associated with the development of the Watercolour housing estate which has been undertaken across a number of phases, the original outline permission being granted in 2001 (01/02552/OUT), with application 04/02411/F subsequently granted in 2005 for the development of 498 dwellings, light industrial units, local shop,

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

veterinary surgery, nursing care home, children's day nursery, medical centre, community hall and associated works.

## 4.0 Proposal and Design Approach

4.1 This is a full application for the redevelopment of the existing small industrial area at Quarryside Business Park to provide a development of 83 dwellings with associated access, parking, open space and landscaping. Of the 83 dwellings 25 (30%) would be affordable, with the housing mix as follows:

|                   |                         |                 |
|-------------------|-------------------------|-----------------|
| 21 x 1 bed flats, | 12 market, 9 affordable | (4 AR and 5 SO) |
| 32 x 2 bed flats  | 23 market, 9 affordable | (4 AR and 5 SO) |
| 12 x 3 bed houses | 5 market, 7 affordable  | (2 AR and 5 SO) |
| 18 x 4 bed houses | 18 market               |                 |

4.2 The application proposes road access from Thornton Side with a through connection now proposed to Reeds Meadow. A secondary access is also proposed from Thornton Side which also now connects with Reeds Meadow. The scheme provides 3 no. 4 storey apartment buildings addressing Thornton Side adjacent to the railway line, with a 3 storey apartment block located in the south-eastern corner of the site. These buildings are located on the primary road frontages with the density of the development decreasing to the rear of the site, the remainder of the development comprising two and two and half storey dwellings, with the exception of three storey terrace framing the open space at the site entrance and a further three storey terrace at the adjacent to the railway line in the north-west.

4.3 The scheme will retain and open up the existing watercourse that runs along the sites western edge whilst retaining the existing landscaped bank to the north. A new area of open space is proposed at the site frontage, with other landscaping provided within the site. A Local Area of Play is proposed within the open space.

4.4 The scheme provides a total of 131 spaces, in accordance with the parking standards set out within the Development Management Plan (130 spaces).

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 predominant character is created by the fairly recent adjacent Watercolour development. This development is |
|------------|---|

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

|             |  |
|-------------|--|
|             | characterised by a fairly high density mix of apartments, terraced housing and detached housing, utilising a mix of traditional and contemporary materials.  |
|             | No site features worthy of retention were identified.  |
| Involvement | Community views were sought by the applicant. A residents leaflet drop was undertaken in September 2018.   |
| Evaluation  | The applicant's design and access statement explores in detail the other development options considered during pre-application discussions.  |
| Design      | The applicant's reasons for choosing the proposal from the available options were that it would provide a high quality, sustainable residential development that responds to officer pre-application advice, respects the character of the area and would deliver additional residential development that would complete the comprehensive development of the wider site |

4.7 Further details of the development are as follows:

|                            |  |
|----------------------------|--|
| Site area                  | 1.2ha                                  |
| Existing use               | Industrial / commercial units          |
| Proposed use               | Residential                            |
| Proposed parking spaces    | 131                                    |
| DMP Parking standard       | 130 spaces (medium accessibility zone) |
| Number of affordable units | 25 onsite (30%)                        |
| Net increase in dwellings  | 83                                     |
| Proposed site density      | 69 dph                                 |

## 5.0 Policy Context

### 5.1 Designation

Employment land within designated Industrial Area

### 5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)  
CS4 (Valued Townscapes and Historic Environment)  
CS5 (Valued People/Economic Development)  
CS10 (Sustainable Development)  
CS11 (Sustainable Construction)  
CS12 (Infrastructure Delivery)

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

CS13 (Housing Delivery)  
CS14 (Housing Needs)  
CS15 (Affordable Housing)  
CS17 (Travel Options and accessibility)

## 5.3 Reigate & Banstead Borough Local Plan 2005

|                                 |                       |
|---------------------------------|-----------------------|
| Landscape & Nature Conservation | Pc4                   |
| Housing                         | Ho9, Ho10, Ho13, Ho16 |
| Employment                      | Em1A                  |
| Utilities                       | Ut4                   |
| Movement                        | Mo5, Mo7              |

## 5.4 Other Material Considerations

National Planning Policy Framework

National Planning Practice Guidance

|  |   |
|--|---|
| Emerging Development Management Plan (scheduled for adoption on 26 September 2019) | DES1, DES4, DES5, DES6, DES8, DES9, OSR2, TAP1, CCF1, NH3, RED1 |
|--|---|

|                                 |  |
|---------------------------------|--|
| Supplementary Planning Guidance | Land at Holmethorpe Development Brief, November 2001<br>Local Distinctiveness Design Guide<br>Surrey Design<br>Vehicle and Cycle Parking Guidance 2018<br>Affordable Housing |
|---------------------------------|--|

|       |   |
|-------|---|
| Other | Human Rights Act 1998<br>Community Infrastructure Levy Regulations 2010 |
|-------|---|

## 6.0 **Assessment**

### 6.1 The main issues to consider are:

- Principle of redevelopment – loss of employment land, community provision
- Design appraisal
- Trees and landscaping
- Neighbour amenity
- Highway matters
- Affordable Housing
- Community Infrastructure Levy
- Infrastructure contributions

Principle of redevelopment – loss of employment land, community provision

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

- 6.2 The site is historically in employment/industrial use and is a designated Industrial Area within the Borough Local Plan 2005. In this context the proposals would give rise to a loss of employment land which would be contrary to policy Em1A of the Local Plan and CS5 of the Core Strategy, both of which seek to retain and make best use of existing employment land.
- 6.3 However, it is acknowledged that the site is identified within the Land at Holmethorpe Development Brief 2001 for housing development. This provides some support for the principle of residential use on the site. It is also recognised that the site is identified as a housing allocation in the emerging Development Management Plan (Policy RED1) for approximately 60 units. The DMP is now at an advanced stage with adoption anticipated on the 26<sup>th</sup> September 2019 and as such significant weight can now be attached to this policy in accordance with paragraph 48 of the NPPF. The Council received the Inspector's Report on the DMP on 9 July 2019 which concluded that the DMP is sound. No main modifications were required to policy RED1 the proposed site allocation at Quarryside and there were no unresolved objections to the policy which is considered consistent with the NPPF.
- 6.4 Further the nature of the existing surrounding development is a consideration. The railway line to the west segregates Quarryside Business Park from the wider Holmethorpe Industrial Estate and given the change in circumstances since the business park was original designated, with the growth of Watercolour residential development that now adjoins it to south and east there is an uneasy juxtaposition between the commercial and now proximate residential uses. Further the loss of the Business Park is unlikely in my view to have an unacceptable economic impact given the small scale and nature of the business park and alternative larger estates nearby. In addition the existing buildings on the site are time expired and would need significant investment / redevelopment for the future.
- 6.5 In light of the policy framework and the weight that can now be attributed to the DMP and Policy RED1 and the residential nature of the surrounding site there is no objection to the loss of employment land and to the principle of residential development. The site being located within the urban area, where there is a principle in favour of sustainable development, the proposed use making efficient use of previously developed land in accordance with the revised NPPF.
- 6.6 It is noted that the industrial estate includes a number of uses which whilst commercial have a community element. These include the Nest, Extreme Fighters Mixed Martial Arts and Like to Lift gym. The applicant has confirmed that the Nest, a provider of baby and toddler services, first occupied part of their existing premises in July 2018. At that time it was known that an application to redevelop the site was imminent and as such they were offered a short lease concluding summer 2019. As such this short term occupancy should be seen in the context of the existing site owner seeking to maintain a use at the site, (as opposed to units standing empty), whilst the redevelopment proposals were being prepared, as opposed to an existing established operation. Regarding the martial arts use and gym whilst



# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

providing an element of community use they are commercial businesses and therefore would not be considered in the same way as community halls, educational facilities, libraries, healthcare, places of worship etc under, local plan policy Cf1 or emerging DMP policy INF2. In this instance with a policy framework that supports the redevelopment of the site for residential development, the benefits associated with the supply of land for housing are considered to outweigh the limited harm associated with the loss of the existing uses.

- 6.7 Further, in accordance with emerging policy RED1 which requires the developer to explore the potential for some community provision as part of future development, the applicant is offering to provide 60sqm GIA floorspace of alternative community space provision. This would be provided offsite within the wider Watercolour development within the ground floor unit of Block A of The Kilns. In this instance it is proposed to change the use of a commercial (B1) unit which has not been let to community use. The offer would secure this floorspace for community use (subject to a subsequent change of use planning application), with the developer funding the fit out of the current building shell and transfer of the site to an appropriate third party at a nil cost / peppercorn rent, with the Residents Association having first offer. The proposed community provision would be secured by legal agreement.
- 6.8 In light of the above there is no objection to the proposal with respect to Local Plan policy Cf1 or emerging DMP policies RED1 or INF2.

## Design appraisal

- 6.9 The scheme comprises a mixture of houses together with 4 no. apartment blocks. The houses are a variety of detached, semi-detached and short terrace / townhouse forms, whilst the apartment blocks would front key street frontages, provide focal features on corner locations addressing the area of open space, complete the 'square' of an existing block, respect existing building lines and have been located to mitigate railway noise. Together the layout would create an urban form that would respect and integrate well with the surrounding grain and pattern of residential development and the design approach would accord with that of the wider Watercolour site.
- 6.10 The road layout seeks to continue the existing pattern of streets and following amendment now provides connectivity to ensure a well connected and high quality scheme that integrates with the neighbouring development and provides appropriate vehicular and pedestrian linkages and an improved sense of place. This would now accord with policy RED1 which requires that "*Development should integrate with existing pedestrian routes and roads within the adjoining Watercolour development including Reeds Meadow and Thornton Side*". Whilst I acknowledge residents concerns regarding traffic generation through Reeds Meadow and associated noise and disturbance I place greater weight on the benefits of delivering a high quality scheme design that integrates fully with the wider site and delivers positive placemaking as opposed to uncomfortable cul-de-sacs and poor connectivity

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

which I do not consider to represent good design. The revised layout also overcomes highway and neighbourhood services concerns, addressed later in the report, noting that the original submission version did not satisfactory function in terms of the proposed turning head or refuse strategy.

- 6.11 The scale of development is considered appropriate and consistent with the wider Watercolour development. New housing being 2 – 2.5 storey in height and apartment buildings being a mix of 3 and 4 storeys, with the fourth storey set back, reflecting the general scale of development in the locality. Higher density development is located at the front of the site, adjacent to the railway line to the west and framing the open space to the south with the density of the development decreasing towards the centre of the site and to the rear (north-east). This reflects the existing site context with residential development to the south primarily comprising 3 – 4 storey apartment blocks.
- 6.12 Whilst the number of units proposed is greater than that proposed as part of the DMP allocation (83 units proposed as opposed to 60 units allocated within policy RED1), this is not considered objectionable. As noted above the proposal is considered acceptable from a placemaking, density and scale perspective (amenity and transport impacts being assessed later in the report). I note further paragraphs 122 and 123 of the NPPF which requires developments to make efficient use of the potential of each site.
- 6.13 The design of the development and buildings has been much improved both through pre-application discussions and subsequent amendments secured during the course of the application. Notwithstanding the road layout improvements discussed above the amendments have achieved greater order to the layout, improved open space (both in terms of quantum and quality), landscape and play space provision, improved building and residential amenity relationships and resulted in a decrease in the scale of some of the housing to the rear of the site. As a consequence the scheme has been significantly improved in terms of layout, placemaking and urban design such that it will deliver a high quality scheme in accordance with design policy framework at both a national and local level. The reduction in scale of the housing to the rear of the site has enabled a more cohesive streetscape along this northern edge of the development. Amendments have also been achieved to improve the design of flat blocks A and D with alterations to the materials and roof form of both blocks to improve their appearance and further layout and elevation alterations to Block A. The incorporation of a set back to the top storey of block D now ensures a subservient approach, noting that the application site is located on the more peripheral edge of the wider Watercolour site.
- 6.14 A mix of 1 and 2 bedroom apartments and 3 and 4 bedroom houses are provided. All new housing would comply with national space standards with amenity space provided in the form of private gardens, balconies and communal gardens.
- 6.15 The development complies with DMP policy DES4 which requires sites of more than 20 units outside of town and local centres to provide at least 30%

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

of market housing as smaller (1 and 2 bed) properties and at least 30% of market housing as larger (3+ bed) properties. In this case approx 60% of market housing is provided as 1 and 2 bed properties. Whilst all the smaller units are provided as flats, given the character of the area, this is not considered objectionable.

- 6.16 With regards to materials, the scheme utilising a simplified palette of materials to those used elsewhere within the wider Watercolour development. Brick, Portland Stone, weatherboarding and clay roof tiles are proposed, which is considered to provide appropriate visual interest whilst retaining a more modest approach. The materials are considered acceptable and would be secured by condition. A condition is proposed to control the siting and appearance of photovoltaic panels to ensure an acceptable appearance to the development.
- 6.17 Parking would be provided primarily through parking courts, bays off the highway, with a small number of private driveways. The parking courts, whilst relatively large in size now include appropriate space for landscaping and tree planting within them to soften their appearance. Whilst the frontage parking and parking courts will be visually dominant within the streetscene, parking courts are an existing part of the character of the Watercolour estate. Noting historical issues with parking shortages on the estate and issues in relation to onstreet parking, parking provision has been increased during the course of the application. The scheme seeks to provide a high level of parking whilst restricting opportunities for parking on the road by virtue of the design of the layout. Overall the scheme is considered to strike an appropriate balance between providing sufficient levels of car parking (in accordance with DMP standards) and a meaningful landscape scheme.
- 6.18 Overall, it is considered that the proposals respect the character of the area, in accordance with adopted and emerging design policies and would deliver additional residential development that would complete the comprehensive development of the wider site. In this respect the proposal is considered to comply with policies Ho9, Ho13 and Ho16 of the 2005 Borough Local Plan, Core Strategy Policies CS4 and CS10 and DMP policies DES1, DES4, DES5, OSR2 and RED1.

## Trees and landscaping

- 6.19 With the exception of the existing landscaped bank to the north, to be retained and the offsite trees along the railway embankment to the west, the site at present offers very little by way of soft landscaping or meaningful tree planting, dominated by the existing industrial and commercial buildings and expanses of hardstanding.
- 6.20 The proposed plans would increase opportunities for landscaping. Some new tree planting would be introduced, particularly within the area of open space to the south, within the parking courts, together with opportunities for new street trees and hedging within the public realm and around the proposed apartment blocks. The tree officer has assessed the application, which includes a number of tree removals and has considered the proposal

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

acceptable noting the proposal offers opportunities for enhanced landscaping and tree planting. Given the nature of the development and the potential to make a positive contribution to local visual amenity, a landscaping condition to secure details of proposed landscaping and planting is reasonable and necessary to ensure a high quality, locally distinctive scheme. Subject to this and tree protection conditions, the proposals would comply with policies Pc4 and Ho9 of the Borough Local Plan.

- 6.21 Open space is provided within the development with the inclusion of a Local Area of Play in accordance with DMP policies NHE3 and OSR2. Details of the play provision would be secured by condition.

## Neighbour amenity

- 6.22 The closest residential properties would be those of 19, 37, 64 and 68 Reeds Meadow which abut the eastern boundary of the development and the flat blocks to the southern boundary on Thornton side, including that to the west which comprises the pharmacy and medical centre at ground floor. By virtue of the proposed layout and the set back of existing properties, significant separation would be retained between the proposed dwellings and neighbouring residents opposite on Thornton side and Reeds Meadow.
- 6.23 Compared to the existing large industrial units, the much more modestly sized residential dwellings, although more proximate are likely to bring about an improvement in neighbour amenity in terms of outlook and overbearing, with the new residential dwellings following existing established building lines.
- 6.24 The proposed block of flats respect existing building heights, with fourth storeys where proposed set back, such that the new flat blocks would not give rise to overbearing or dominance to existing or future residents of adjacent new dwellings. Whilst there would be a number of side facing windows in the proposed residential flat blocks which would face each other and existing flats on Thornton side and windows in the rear elevation of flat block A which would look towards existing flats on Thornton side; any mutual overlooking would not be considered harmful given the separation distances. Any overlooking of the rear communal area to the rear of block A on Thornton Side would be acceptable noting this area is already overlooked by other flats in the block, and therefore is not unduly sensitive in this regard.
- 6.25 The applicant has submitted a noise and vibration impact assessment prepared by 24 Accoustics, noting the site's location adjacent to the railway line. Environmental noise and vibration measurements were undertaken to establish the prevailing ambient noise and vibration levels at the site. The assessment indicated that vibration is likely to be insignificant however there is a small risk of amplification within the proposed buildings and a further survey should be undertaken as the design progresses to further quantify and if necessary mitigate this risk. With regards external noise levels within (new) private gardens with the exception of 3 plots (47-49) noise levels are within acceptable limits. Overall the noise levels are considered acceptable noting that the British Standard recommends that consideration is given to a

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

compromise between noise level and location. Subject to acceptable mitigation with regards acoustic glazing and ventilation (with some properties requiring mechanical ventilation), which it is proposed to control by condition, an acceptable internal noise environment can be achieved throughout the development. In light of the above the application is considered acceptable in this regard.

- 6.26 Objection was raised on the grounds of inconvenience during the construction period. Whilst it is acknowledged there may be a level of disruption during the construction phase, this would be temporary and would be mitigated by planning condition with a construction method statement proposed to be secured in this manner. Noise and disturbance resulting from the development when completed would be acceptable and accord with normal residential environments.
- 6.27 Conditions are proposed to secure the higher water efficiency standard (110 litres/person/day) and CO2 emissions rates required by policy CCF1 of the DMP.
- 6.28 Living standards: The proposed dwellings in terms of their layout, size, accessibility and access to facilities are considered acceptable. The proposed dwellings would meet national space standards in accordance with DMP policy DES5 and when judged from a living standard perspective the proposal is considered acceptable.
- 6.29 Based on the above, it is concluded that the proposals would not harm neighbour amenity and therefore comply with policies Ho9 and Ho13 of the Borough Local Plan and policies DES5, DES8, DES9 and CCF1.

## Highway matters

- 6.30 The development would be accessed from Thornton Side and following amendment now provides continuous vehicular and pedestrian connections through to Reeds Meadow. This conforms with the requirements of Development Management Plan policy RED1 which allocates the site for residential development and states; "*Development should integrate with existing pedestrian routes and roads within the adjoining Watercolour development including Reeds Meadow and Thornton Side*". This matter is discussed at paragraph 6.10 above and is considered acceptable. Following receipt of amended plans vehicle tracking has been provided to the satisfaction of the County Highway Authority and the Council's Neighbourhood Services (refuse and recycling) team, subject to condition.
- 6.31 A total of 131 parking spaces are proposed to serve the residential units, of which 7 are disabled bays representing the required 5%. In accordance with DMP standards, 1 space is provided to serve each 1 and 2 bed apartment (53 spaces) with 2 spaces provided for each 3 and 4 bed house (60 spaces). In addition 18 visitor spaces are provided. Visitor and disable parking are dispersed across the site as shown on the site plan. Two of the visitor bays have been provided in a turning head on Reeds Meadow within the amended

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

application boundary. The turning head, which is in the ownership of the applicant, is no longer required in light of the proposed highway proposals (through route).

6.32 The proposal exceeds the Local Plan standard, which was a maximum standard of 129 spaces. The Development Management Plan introduces new minimum parking standards which are dependant on the identified accessibility zone within which a site is located. The applicant has provided a Parking Note which clarifies the parking provision for the development and provides evidence to support a position that the site is located within a medium accessibility zone for the purpose of calculating parking provision. This identifies through mapping based on pedestrian and vehicle routes (as opposed to 'as the crow flies' distance) that the nearest train station to the site is Redhill. This mapping evidence is accepted and the LPA support the position that the site is located within a medium accessibility zone. In light of the above the DMP minimum parking standard is confirmed as 130 spaces, with the proposed provision exceeding this.

6.33 In addition the applicant has provided evidence regarding car ownership, with an analysis of 2011 census data which shows the average car ownership for the existing residential properties in the local area to be 1.2 cars. The proposed provision at an average of 1.58 spaces per unit exceeds this. It also exceeds the average parking ratio for the existing estate which is quoted as 1.45 units. The applicant also makes reference to a number of parking issues on the existing estate, associated with under provision of car parking, and how these matters would not be duplicated on the current scheme. These include:

- The inclusion of approx 167 relatively small garages within the parking provision on the existing estate – No garages are included within the proposed scheme, with only 2 private car ports.
- High usage of tandem parking which is not attractive to all home owners leading to informal on-street parking – The proposed scheme includes only 3 pairs of tandem spaces
- Use of rear parking courts for houses, which again appears not attractive to all home owners leading to informal on-street parking to the front of properties – Where parking courts are provided these are only for flats which is a common arrangement. Parking for houses is directly to the front of properties

6.34 The County Highway Authority has assessed the application from the perspective of impact on highway safety, operation and policy and following amendment has raised no objection subject to a number of conditions which are considered reasonable and necessary and a travel plan with monitoring fee. The site is well-connected to the wider Watercolour estate in terms of pedestrian access and provide good access to the bus stops and Tesco on Canalside. Bike storage provision is proposed and considered acceptable subject to condition. Adequate vehicular turning provision has been provided, demonstrated by tracking drawings and adequate site lines are proposed within the development and at junctions with the neighbouring Watercolour

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

site. The CHA has assessed the developer's TA with respect to traffic generation, with the proposed traffic generation comparing favourably with the trips generated from the baseline scenario of the industrial estate. The submitted travel plan has been assessed by the CHA and subject to detailed amendment secured by condition is considered acceptable. The travel plan monitoring fee would be secured by legal agreement.

- 6.35 Subject to a scheme for the detailed siting and layout of the bin presentation points the amended refuse strategy is considered acceptable and is supported by the Council's Neighbourhood Services team.
- 6.36 In light of the above subject to the conditions proposed and a legal agreement to secure the travel plan monitoring fee, the proposal is considered to comply with policies Ho9, Mo4, Mo5 and Mo7 of the Borough Local Plan, policy CS17 of the Core Strategy and policy TAP1 of the Development Management Plan.

## Affordable Housing

- 6.37 Core Strategy Policy CS15 and the Council's Affordable Housing SPD require onsite affordable housing to be provided on housing developments of greater than 14 units. In line with policy CS15 and DMP policy DES6 the application proposes 30% of the dwellings to be affordable. This equates to 25 dwellings and would comprise a mixture of shared ownership and homes for affordable rent, see breakdown at paragraph 4.1 This would be secured through the Section 106 Agreement
- 6.38 The housing mix has been revised since the application was submitted to;
- Provide a higher proportion of 2 and 3 bed housing allocated for affordable rent, with the scheme now including 4 x 2 bed flats and 2 x 3 bed houses for affordable rent.
- 6.39 The applicant has submitted a plan identifying the location of the affordable housing properties in the south-eastern part of the site. The Council's affordable housing officer has been consulted on the application, including the location of the units and is satisfied with the siting.
- 6.40 The affordable housing units will be rented or sold in accordance with the Nominations Protocol to be set out within the s106. Following discussion and in light of the amendments the officer has confirmed the scheme is policy compliant and has no objection.

## Community Infrastructure Levy (CIL)

- 6.41 The Community Infrastructure Levy (CIL) is a fixed charge which the Council will be collecting from some new developments from 1 April 2016. It will raise money to help pay for a wide range of infrastructure including schools, road, public transport and community facilities which are needed to support new development. This development would be CIL liable and, although the exact amount would be determined and collected after the grant of planning

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

permission, an informal calculation shows a CIL liability of around £260,736.80 (excluding indexation and any affordable housing relief)

## Infrastructure Contributions

- 6.42 The Community Infrastructure Levy (CIL) Regulations were introduced in April 2010 which state that it is unlawful to take a planning obligation into account unless its requirements are (i) relevant to planning; (ii) necessary to make the proposed development acceptable in planning terms; and (iii) directly related to the proposed development.
- 6.43 As such only contributions that are directly required as a consequence of development can be requested and such requests must be fully justified with evidence including costed spending plans to demonstrate what the money requested would be spent on. It is therefore the responsibility of the service providers to demonstrate the infrastructure needs directly resulting from a development and make requests for such to the Local Planning Authority. In this case, with the exception of the Highway Authority's requirement for a contribution towards auditing the travel plan none of the service providers have been able to demonstrate the impact on infrastructure that this specific development would have. Accordingly, any request for an infrastructure contribution would be contrary to CIL Regulation 122.

## Other matters

- 6.44 Concern has been raised from neighbouring properties regarding health and crime fears, flooding and drainage/sewage. The proposal would result in the redevelopment of the site, new boundary treatment is proposed which would be controlled via condition and the development is not considered to cause crime issues. The development is not considered to give rise to harm by reason of air pollution
- 6.45 The site is not in an area at risk of flooding and falls within Flood Zone 1 according to the Environment Agency flood mapping. The applicant has provided a drainage strategy which indicates how both surface water and foul water associated with the development will be managed. This has been reviewed by the County Council (as the Lead Local Flood Authority) who, following additional information from the applicant, has confirmed that they have no objection subject to conditions.
- 6.46 The application was accompanied by an ecology report which confirms the existing site has very low value for wildlife. Bat surveys were undertaken to assess the potential for bats. The report confirms that the buildings have negligible potential for bat roosts with no bats recorded entering or leaving the buildings during surveys. As such the redevelopment of the site is not considered likely to result in significant impact on existing wildlife habitats and may provide opportunities to incorporate features into the design which are beneficial. Measures to enhance biodiversity within the site could be designed in to the development in accordance with para 118 of the NPPF and are proposed to be secured by planning condition, together with avoidance



# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

mitigation in accordance with the recommendations of paragraph 5.3 and 5.4 of the ecology report.

- 6.47 A Phase 1 Geo-environmental study and Phase 2 Site Investigation Report addressing ground conditions and potential contamination was submitted with the application. This has been reviewed by the Council's Contaminated Land Officer who has recommended conditions which are considered appropriate to ensure the development would not give rise to unacceptable risks to future occupants or human health generally.
- 6.48 In accordance with DMP policies EMP5 and INF3 conditions are also proposed to secure:
- A Training and Employment Plan to demonstrate how development will provide and enable the delivery of new construction apprenticeships (no.2) and other on-site training opportunities,
  - Broadband connection directly accessed from the nearest exchange or cabinet and cabling threaded through resistant tubing to enable easy access to the cable for future repairs, replacement or upgrading.
- 6.49 The proposal would make a positive contribution towards meeting the housing needs and requirements of the borough, with associated social and economic benefits. This attracts a limited amount of additional weight in favour of the application.

## 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       | 2580-A-1000-D    | D              | 01.08.2019           |
| Site Layout Plan    | C-1005           | ZE             | 01.08.2019           |
| Survey Plan         | 2580-A-1001-B    | B              | 01.08.2019           |
| Arboricultural Plan | 2801-SK-01       | F              | 01.08.2019           |
| Other Plan          | 31089/AC/016     | B              | 01.08.2019           |
| Other Plan          | 31089/AC/017     | B              | 01.08.2019           |
| Floor Plan          | 2580-A-3120-A    | A              | 01.08.2019           |
| Proposed Plans      | 2580-C-3090-J    | J              | 01.08.2019           |
| Floor Plan          | A-3000           | K              | 21.05.2019           |
| Elevation Plan      | C-3001           | J              | 21.05.2019           |
| Section Plan        | C-1200           | G              | 21.05.2019           |

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

|                |         |   |            |
|----------------|---------|---|------------|
| Section Plan   | C-1201  | G | 21.05.2019 |
| Section Plan   | C-1202  | J | 21.05.2019 |
| Proposed Plans | C-3011  | A | 28.03.2019 |
| Proposed Plans | C-3021  | A | 28.03.2019 |
| Proposed Plans | C-3031  | A | 28.03.2019 |
| Proposed Plans | C-3050  | F | 28.03.2019 |
| Proposed Plans | C-3052  | A | 28.03.2019 |
| Proposed Plans | C-3061  | D | 28.03.2019 |
| Proposed Plans | C-3085  | B | 28.03.2019 |
| Proposed Plans | C-3095  | B | 28.03.2019 |
| Floor Plan     | A-3100  | G | 28.03.2019 |
| Floor Plan     | A-3101  | F | 28.03.2019 |
| Elevation Plan | C-3102  | J | 28.03.2019 |
| Floor Plan     | A-3110  | K | 28.03.2019 |
| Elevation Plan | C-3111  | L | 28.03.2019 |
| Existing Plans | 26418-1 |   | 17.12.2018 |
| Existing Plans | 26418-2 |   | 17.12.2018 |
| Existing Plans | 26418-3 |   | 17.12.2018 |

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

3. No development shall take place until the developer obtains the Local Planning Authority's written approval of details of both existing and proposed ground levels and the proposed finished ground floor levels of the buildings. The development shall be carried out in accordance with the approved levels.

Reason: To ensure the Local Planning Authority are satisfied with the details of the proposal and its relationship with adjoining development and to safeguard the visual amenities of the locality with regard to Reigate and Banstead Borough Local Plan 2005 policy Ho9 and DES 1 of the Reigate and Banstead Development Management Plan 2019.

4. No development shall take place above slab level until written details of the materials to be used in the construction of the external surfaces, including fenestration and roof, have been submitted to and approved in writing by the Local Planning Authority, and on development shall be carried out in accordance with the approved details.

Reason: To ensure that a satisfactory external appearance is achieved of the development with regard to Reigate and Banstead Borough Local Plan 2005 policies Ho9 and Ho13 and DES 1 of the Reigate and Banstead Development Management Plan 2019.

5. No development shall commence including demolition and or groundworks preparation until all related arboricultural matters, including arboricultural supervision, monitoring and tree protection measures are implemented in strict accordance with the approved details contained in the Tree Protection

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

Plan and Arboricultural Method Statement compiled by SJA Trees, reference 18264-01, dated October 2018.

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, NHE3 of the Reigate and Banstead Development Management Plan 2019 and the recommendations within British Standard 5837.

Informative:

The use of a suitably qualified arboricultural consultant is essential to provide acceptable submissions in respect of the arboricultural tree condition above. All works shall comply with the recommendations and guidelines contained within British Standard 5837

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

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

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

Reason: To ensure good arboricultural and landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies Pc4 and Ho9 of the Reigate and Banstead Borough Local Plan 2005 and NHE3 and DES1 of the Reigate and Banstead Development Management Plan 2019.

Informative:

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

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

size with initial planting heights of not less than 4.5m, with girth measurements at 1m above ground level in excess of 16/18cm.

7. No development shall commence until a Construction Transport Management Plan, to include details of:
- (a) parking for vehicles of site personnel, operatives and visitors
  - (b) loading and unloading of plant and materials
  - (c) storage of plant and materials
  - (d) programme of works (including measures for traffic management)
  - (e) visibility zones behind provision of any boundary hoarding
  - (f) HGV deliveries and hours of operation
  - (g) vehicle routing
  - (h) measures to prevent the deposit of materials on the highway
  - (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
  - (j) 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: 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, policies DES8 and TAP1 of the Reigate and Banstead Development Management Plan 2019 and the objectives of the NPPF 2019.

8. No part of the development shall be first commenced unless and until the proposed vehicular access to Thornton Side and to Reeds Meadow south and north and the first 10 metres of the road from each access point has been constructed in accordance with the submitted plan numbered 2580 C 1005 Rev Z

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, policy TAP1 of the Reigate and Banstead Development Management Plan 2019 and the objectives of the NPPF 2019.

9. No part of the development shall be first occupied until the road and footway serving any dwelling to be occupied has been constructed in accordance with the submitted plan numbered 2580 C 1005 Rev Z

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, policy TAP1 of the Reigate and Banstead Development Management Plan 2019 and the objectives of the NPPF 2019.

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

10. The development hereby approved shall not be first commenced unless and until redundant sections of the existing access serving the site 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 to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005, policy TAP1 of the Reigate and Banstead Development Management Plan 2019 and the objectives of the NPPF 2019.

11. No dwelling shall 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, policy TAP1 of the Reigate and Banstead Development Management Plan 2019 and the objectives of the NPPF 2019.

12. Notwithstanding the approved plans no dwelling shall be first occupied unless and until space has been laid out within the site for storage of a minimum of one bike per household in accordance with revised scheme. Thereafter the bike storage areas shall be retained and maintained for their designated purpose.

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, policy TAP1 of the Reigate and Banstead Development Management Plan 2019 and the objectives of the NPPF 2019.

13. A. The development hereby approved shall not be first occupied unless and until a minimum of 12 of the available parking spaces for the flats and a minimum of 12 of the available parking spaces for visitor parking spaces are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

B. The development hereby approved shall not be occupied unless and until each of the proposed 53 dwelling are provided with a fast charge socket (current minimum requirements - 7kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

**Reason:** 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 Mo7 Parking, Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility)

Reason: 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 CS17 of the Reigate and Banstead Core Strategy 2014, policies Mo5, Mo6 & Mo7 of the Reigate and Banstead Local Plan and policy TAP1 of the Reigate and Banstead Development Management Plan 2019.

14. Notwithstanding the submitted Interim Travel Plan dated October 2018 prior to the occupation of the development a revised Travel Plan shall be submitted for the written approval of the Local Planning Authority in accordance with the sustainable development aims and objectives of the National Planning Policy Framework, and Surrey County Council's "Travel Plans Good Practice Guide". And then the approved Travel Plan shall be implemented upon first occupation and for each and every subsequent occupation of the development, thereafter maintain and develop the Travel Plan to the satisfaction of the Local Planning Authority.

Reason: 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, the Reigate and Banstead Core Strategy 2014 policy CS17 and policy TAP1 of the Reigate and Banstead Development Management Plan 2019.

15. Prior to commencement of development a written comprehensive environmental desktop study report is required to identify and evaluate possible on and off site sources, pathways and receptors of contamination and enable the presentation of all plausible pollutant linkages in a preliminary conceptual site model. The study shall include relevant regulatory consultations such as with the Contaminated Land Officer and be submitted to the Local Planning Authority and is subject to the approval in writing of the Local Planning Authority and any additional requirements that it may specify. The report shall be prepared in accordance with the Environment Agency's Model Procedures for the Management of Contaminated Land (CLR 11) and British Standard BS 10175.

**Reason:** To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Core Strategy CS10, Reigate and Banstead Borough Council Development Management Plan policy DES9, and the provisions of the NPPF 2019.

16. Prior to the commencement of development, in follow-up to the environmental desktop study report, a contaminated land site investigation proposal,

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

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

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Core Strategy CS10, Reigate and Banstead Borough Council Development Management Plan policy DES9, and the provisions of the NPPF 2019.

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

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Core Strategy CS10, Reigate and Banstead Borough Council Development Management Plan policy DES9, and the provisions of the NPPF 2019.

18. A. Prior to commencement of the development a detailed remediation method statement should be produced that details the extent and method(s) by which the site is to be remediated, to ensure that unacceptable risks are not posed to identified receptors at the site and details of the information to be included in a validation report, has been submitted to and approved in writing by the Local Planning Authority, and any additional requirements that it may specify, prior to the remediation being commenced on site. The Local Planning Authority shall then be given a minimum of two weeks written notice of the commencement of remediation works.  
  
B. Prior to occupation, a remediation validation report for the site shall be submitted to the Local Planning Authority in writing. The report shall detail evidence of the remediation, the effectiveness of the remediation carried out and the results of post remediation works, in accordance with the approved remediation method statement and any addenda thereto, so as to enable

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

future interested parties, including regulators, to have a single record of the remediation undertaken at the site. It should also include any plan (a “long term monitoring and maintenance plan”) for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, if appropriate, and for the reporting of this to the LPA. Any longer term monitoring and maintenance shall be implemented as approved.

Should specific ground gas mitigation measures be required to be incorporated into a development the testing and verification of such systems should be in accordance with CIRIA C735 guidance document entitled ‘Good practice on the testing and verification of protection systems for buildings against hazardous ground gases’ and British Standard BS 8285 Code of Practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings.

Reason: To demonstrate remedial works are appropriate and demonstrate the effectiveness of remediation works so that the proposed development will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Core Strategy CS10, Reigate and Banstead Borough Council Development Management Plan policy DES9, and the provisions of the NPPF 2019.

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

Note: Should no further contamination be identified then a brief comment to this effect shall be required to discharge this condition.

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Core Strategy CS10, Reigate and Banstead Borough Council Development Management Plan policy DES9, and the provisions of the NPPF

20. The development hereby permitted shall not commence until details of the design of a surface water drainage scheme has been submitted to and approved in writing by the local planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDs, NPPF and Ministerial Statement on SuDs. The required drainage details shall include:



# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

- g) Evidence that there is no risk of contamination through the infiltration SuDs
- h) Evidence that the proposed final solution will effectively manage the 1 in 30 and 1 in 100 (+40% allowance for climate change) storm events and 10% allowance for urban creep, during all stages of the development (Pre, Post and during), associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 37.8l/s.
- i) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels and long and cross sections of each element including details of any flow restrictions and maintenance / risk reducing features (silt traps, inspections chambers etc)
- j) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational
- k) Details of drainage management responsibilities and maintenance regimes for the drainage system
- l) A plan showing exceedance flows (ie during rainfall greater than design events or during blockage) and how property on and offsite will be protected. This should include details of how surface water run-off entering the site from the bunded northern boundary will be intercepted.

Reason: To ensure the design meets the technical standards for SuDs and the final drainage design does not increase flood risk on or off site in accordance with Policy Ut4 of the Borough Local Plan 2005, policy CS10 of the Core Strategy 2014, policies DES9 and CCF2 of the Development Management Plan 2019 and the 2019 NPPF.

21. Prior to the first 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. This must demonstrate that the drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of the management company and state the national grid reference of any key drainage elements (surface water attenuation devices / areas, flow restriction devices and outfalls).

Reason: To ensure that the Sustainable Drainage System has been constructed as agreed to the National Non-Statutory Technical Standards for SuDS and to prevent flooding with regards to policy Ut4 of the Reigate and Banstead Borough Local Plan 2005, policy CS10 of the Core Strategy 2014 and policy CCF2 of the Development Management Plan 2019.

22. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express consent of the LPA, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To prevent unacceptable risk to underlying groundwaters in accordance with policy Ut4 of the Reigate and Banstead Borough

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

Local Plan 2005, policy CS10 of the Core Strategy 2014 and policies DES9 and CCF2 of the Development Management Plan 2019.

23. 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 policy Ho9 and DES1 of the Development Management Plan 2019.

24. Prior to the commencement of development, following detailed design a further noise and vibration survey should be undertaken in accordance with the recommendations of the Noise and Vibration Impact Assessment dated 17<sup>th</sup> August 2018 prepared by 24 Acoustics. The report shall be submitted for approval by the Local Planning Authority together with a scheme of noise mitigation to include glazing and ventilation details to achieve an acceptable noise environment and vibration mitigation as required. The development shall be constructed in accordance with the approved details and thereafter permanently maintained.

Reason: To manage noise disturbance in the interests of neighbouring residential amenities with regard to Reigate and Banstead Borough Local Plan 2005 policy Ho9, Reigate and Banstead Borough Council Core Strategy Policy CS10 and policy DES9 of the Development Management Plan 2019.

25. The development hereby permitted shall be implemented in accordance with the recommendations, avoidance and mitigation measures identified in the Ecological Appraisal by Enims Ltd (dated October 2017) at sections 5.3 and 5.4. Any variation shall be agreed in writing by the Local Planning Authority before such change is made. All ecological enhancement shall be completed prior to first occupation of the development. This condition will be discharged on receipt of a letter from the project ecologist stating that the mitigation has been completed according to the recommendations.

Reason: To ensure that the development would not harm wildlife or protected species and deliver a biodiversity enhancement in accordance with Policy Pc2G of the Reigate and Banstead Borough Local Plan 2005, Policy NHE2 of the Development Management Plan, Natural England standing advice and the provisions of the NPPF

26. Prior to the commencement of the development full details (and plans where appropriate) of the waste management collection points, (and pulling distances where applicable), throughout the development shall be submitted to and approved in writing by the Local Planning Authority.

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

All waste storage and collection points should be of an adequate size to accommodate the bins and containers required for the dwelling(s) which they are intended to serve in accordance with the Council's guidance contained within Making Space for Waste Management in New Development. Prior to first occupation refuse stores shall be provided in accordance with approved drawing 2580-A-3120-A unless otherwise agreed in writing with the Local Planning Authority.

Reason: To provide adequate waste facilities in the interests of the amenities of the area and to encourage in accordance with Reigate and Banstead Borough Local Plan 2005 policy Ho9 and DES1 of the Development Management Plan 2019.

27. Before photovoltaic or solar panels are installed, details of their location and design shall be submitted and approved in writing by the LPA. All panels shall have black frames and reduced silvered elements.

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 and DES 1 of the Reigate and Banstead Development Management Plan 2019.

28. No development shall commence until an Employment and Skills Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall detail how the development will promote local training and employment opportunities during construction and include:
- Measures to ensure the developer and contractors work directly with local employment and training agencies;
  - Targets for employment of local labour
  - Targets for work experience and apprenticeships
  - Measures for monitoring and reporting outcomes against the plan to the Local Planning Authority at appropriate intervals during the development.

The development shall be carried out in accordance with the approved plan unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure the development promotes local training and employment opportunities with regard to Policy CS5 of the Reigate & Banstead Core Strategy 2014 and Policy EMP5 of the Reigate & Banstead Development Management Plan 2019.

Informative: In accordance with Policy EMP5 of the Development Management Plan, it is expected that the Employment and Skills Plan will seek to achieve at least 20% of the jobs and apprenticeship opportunities created by the construction of the development for local residents of the borough of Reigate & Banstead.

29. The development hereby approved shall not be first occupied unless and until an Energy and Water Efficiency Statement has been submitted to and

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

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

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.

30. All dwellings within the development hereby approved shall be provided with the necessary infrastructure to facilitate connection to a high speed broadband. Unless otherwise agreed in writing with the Local Planning Authority, this shall include as a minimum:
- a) A broadband connection accessed directly from the nearest exchange or cabinet
  - b) Cabling and associated installations which enable easy access for future repair, replacement or upgrading.

Reason: To ensure that the development promotes access to, and the expansion of, a high quality electronic communications network in accordance with Policy INF3 of the Reigate & Banstead Development Management Plan 2019.

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

Reason: To ensure that the development does not affect the amenity of the neighbouring property by overlooking and to protect the visual amenities of the area in accordance with Reigate and Banstead Borough Local Plan 2005 policy Ho9 and Development Management Plan policy DES1

32. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no extensions permitted by Classes A B and C of Part 1 of the Second Schedule of the 2015 Order shall be constructed.

Reason: To control any subsequent enlargements in the interests of the visual and residential amenities of the locality with regard to Reigate and

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

Banstead Borough Local Plan 2005 policies Ho9, Ho13, and Ho16 and Development Management Plan policy DES1

## 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. Your attention is drawn to the fact that this permission is subject to a legal agreement the provisions of which should be complied with in full.
3. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, to contact the Council's Neighbourhood Services team to confirm the number and specification of recycling and refuse bins that are required to be supplied by the developer. The Council's Neighbourhood Services team can be contacted on 01737 276292 or via the Council's website at [http://www.reigate-banstead.gov.uk/info/20085/planning\\_applications/147/recycling\\_and\\_waste\\_developers\\_guidance](http://www.reigate-banstead.gov.uk/info/20085/planning_applications/147/recycling_and_waste_developers_guidance)
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).

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

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 applicant is advised that the Borough Council is the street naming and numbering authority and you will need to apply for addresses. This can be done by contacting the Address and Gazetteer Officer prior to construction commencing. You will need to complete the relevant application form and upload supporting documents such as site and floor layout plans in order that official street naming and numbering can be allocated as appropriate. If no application is received the Council has the authority to allocate an address. This also applies to replacement dwellings. If you are building a scheme of more than 5 units please also supply a CAD file (back saved to 2010) of the development based on OS Grid References. Full details of how to apply for addresses can be found [http://www.reigatebanstead.gov.uk/info/20277/street\\_naming\\_and\\_numbering](http://www.reigatebanstead.gov.uk/info/20277/street_naming_and_numbering)
  
7. The developer is reminded to include within the revised travel plan wording about payment of the travel plan audit fee (secured by S106), more measures to encourage use of sustainable travel habits, a commitment to monitor the travel plan up to years 7 and 9 post first occupation of the site and to submit the name of the travel plan coordinator once appointed, use TRICS SAM for monitoring for years 1, 3 and 5 and years 7 and 9 if necessary, propose remedial measures should the travel plan fail to meet its targets in year 5, a monitoring regime for the use of electric vehicle charging points, revision of targets to include am and pm peak periods and single occupancy vehicle use and delete reference to Surrey County Council offering free cycle training, as cycle training is chargeable.
  
8. The Highway Authority has no objection to the proposed development, subject to the above conditions but, if it is the applicant's intention to offer any of the roadworks included in the application for adoption as maintainable highways, permission under the Town and Country Planning Act should not be construed as approval to the highway engineering details necessary for inclusion in an Agreement under Section 38 of the Highways Act 1980. Further details about the post-planning adoption of roads may be obtained from the Transportation Development Planning Division of Surrey County Council.

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

9. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
10. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.
11. When a temporary access is approved or an access is to be closed as a condition of planning permission an agreement with, or licence issued by, the Highway Authority Local Highways Service will require that the redundant dropped kerb be raised and any verge or footway crossing be reinstated to conform with the existing adjoining surfaces at the developers expense.
12. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
13. When access is required to be 'completed' before any other operations, the Highway Authority may agree that surface course material and in some cases edge restraint may be deferred until construction of the development is complete, provided all reasonable care is taken to protect public safety.
14. 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.
15. The Developer would be expected to instruct an independent transportation data collection company to undertake the monitoring survey. This survey must conform to a TRICS Multi-Modal Survey format consistent with the UK Standard for Measuring Travel Plan Impacts as approved by the Highway Authority. To ensure that the survey represents typical travel patterns, the organisation taking ownership of the travel plan will need to agree to being surveyed only within a specified annual quarter period but with no further notice of the precise survey dates. The Developer would be expected to fund the survey validation and data entry costs.
16. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle->

# Agenda Item 5

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 5  
18/02276/F

[infrastructure.html](#) for guidance and further information on charging modes and connector types.

## **REASON FOR PERMISSION**

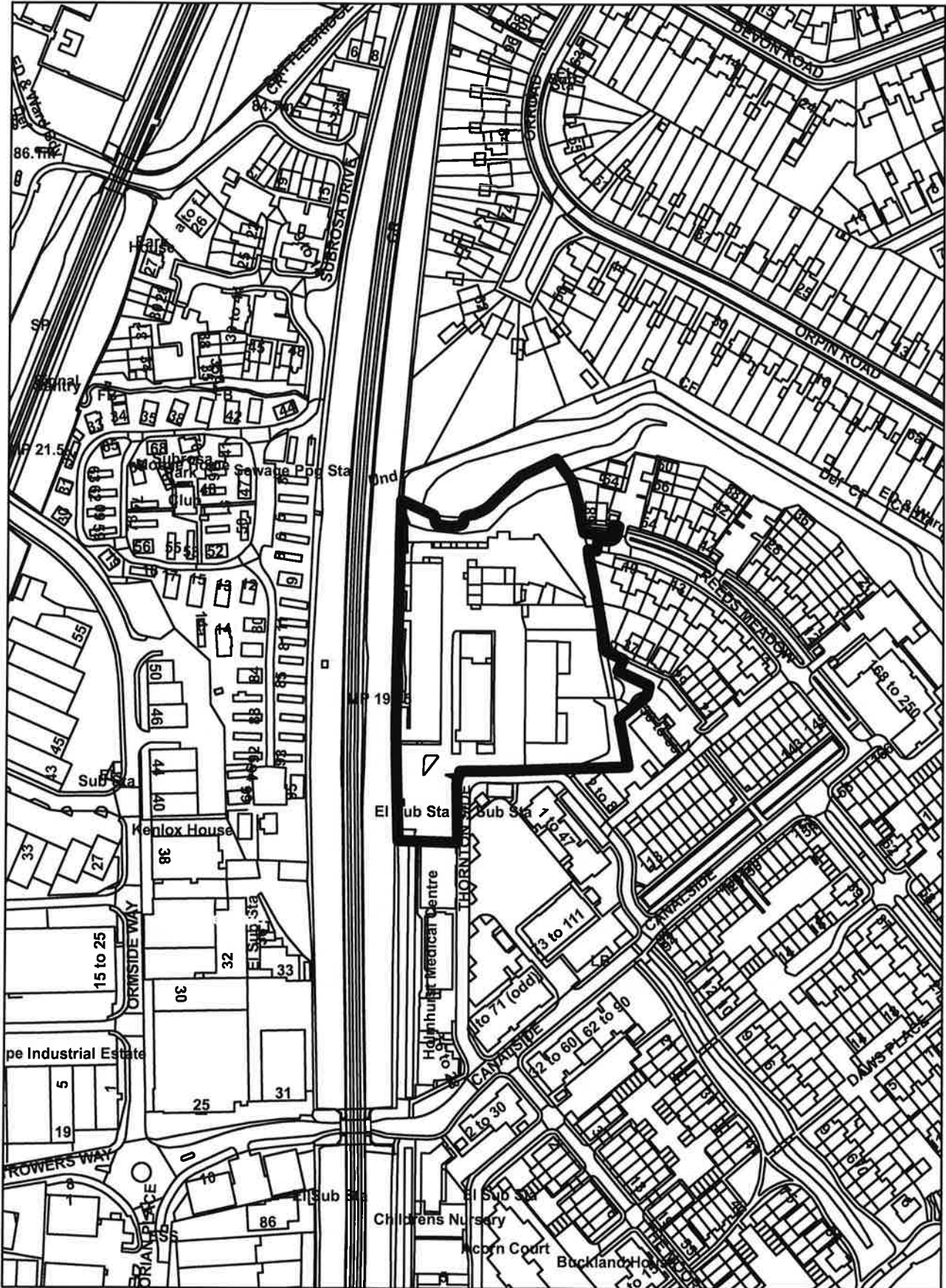
The development hereby permitted has been assessed against development plan policies Pc4, Ho9, Ho10, Ho13, Ho16, Em1A, Ut4, Mo5, Mo7 and DES1, DES4, DES5, DES6, DES8, DES9, OSR2, TAP1, CCF1, NH3, RED1 and CS1, CS4, CS10, CS11, CS12, CS13, CS14, CS15, and CS17 and material considerations, including third 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.



Agenda Item 5  
18/02276/F - Quarryside Business Park, Trowers Way,  
Redhill

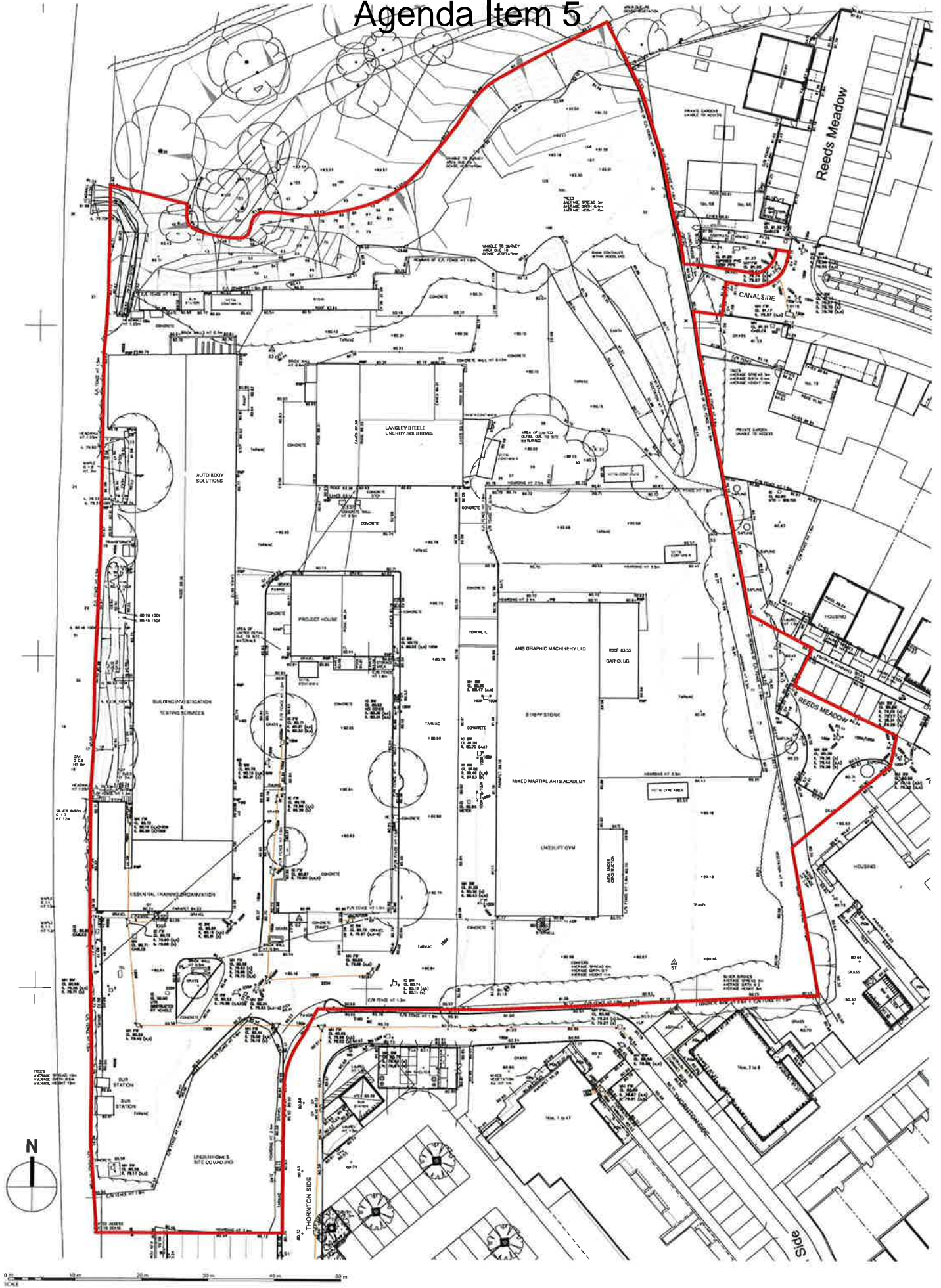


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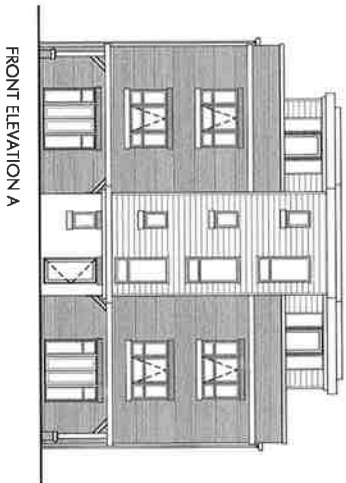
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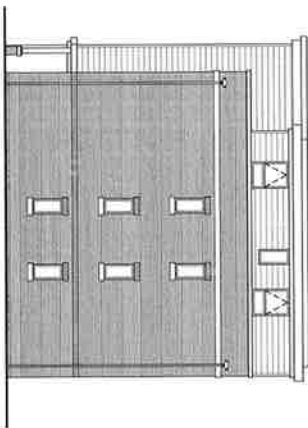
# Agenda Item 5



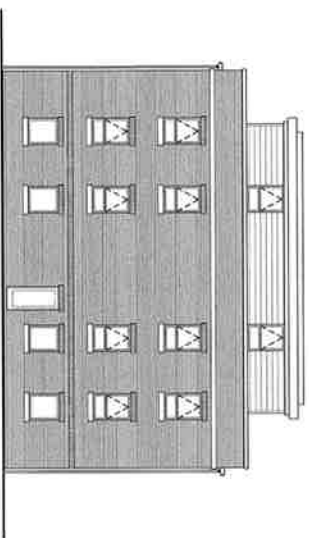
# Agenda Item 5



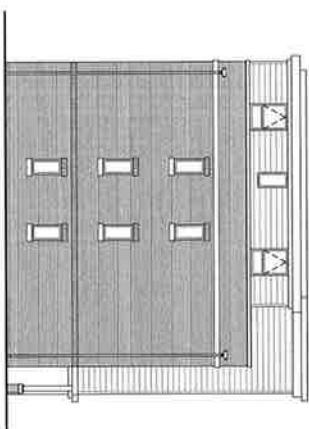
FRONT ELEVATION A



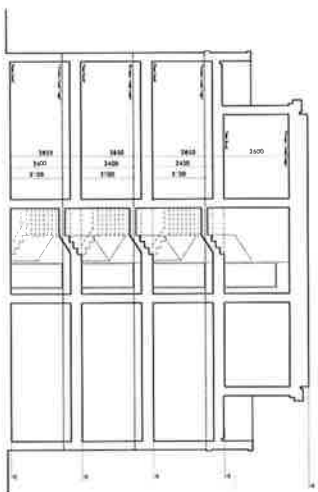
SIDE ELEVATION B



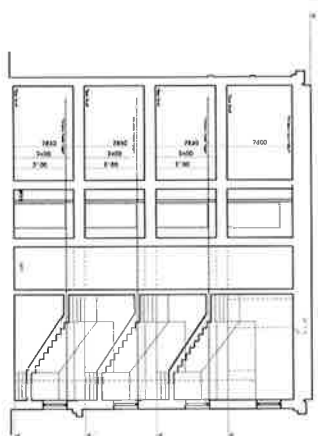
REAR ELEVATION C



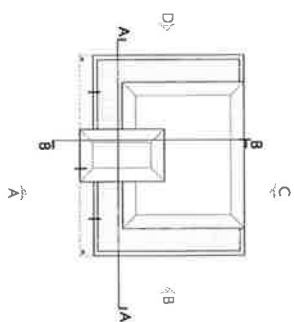
SIDE ELEVATION D



SECTION AA



SECTION BB



ROOF PLAN - 1:200

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| NO. | DESCRIPTION | DATE     | BY | CHKD. |
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**OMEGA PARTNERSHIP**

Omega Strategic Limited Acquires 100% of Linden Homes  
 Unit 8, 4th Floor, 100 Broad Street, New York, NY 10038  
 (212) 410-1111 | www.omegastategic.com

**UNDEVELOPED**

**QUARTERSIDE BUSINESS PARK, RIDGEBILL**

**BLOCK D - PRIVATE - ELEVATIONS**

**PLOTS 79-83**

**3580 A-3111 M**

1:100 @ A1  
 1:200 @ A2

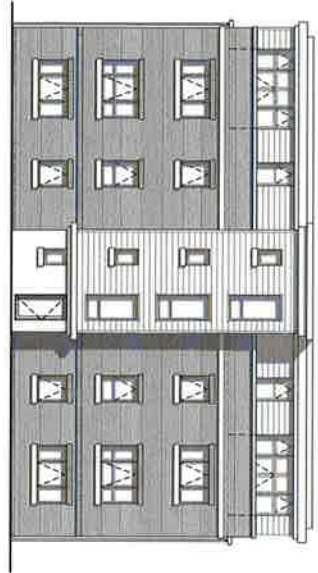
JUNE 2018

PLANNING

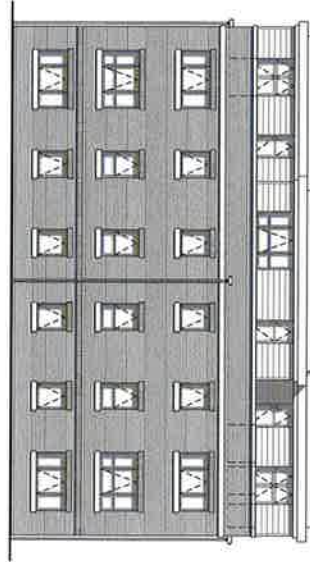
**2580-C-3111-M**

| FLOOR No. | UNIT TYPE | AREA sq m | AREA sq ft |
|-----------|-----------|-----------|------------|
| 7th fl.   | 3BH       | 50.00     | 754        |
| 8th fl.   | 3BH       | 70.51     | 759        |
| 8B        | 2BH/1C    | 77.31     | 832        |

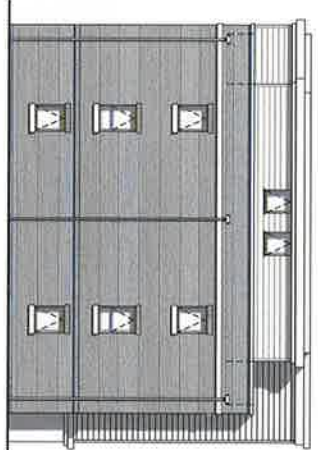
# Agenda Item 5



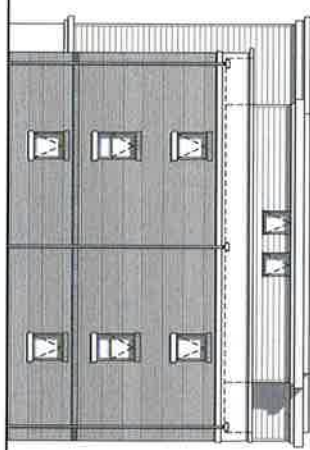
FRONT ELEVATION A



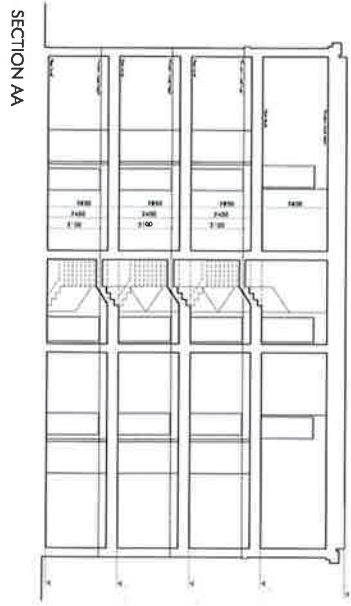
REAR ELEVATION C



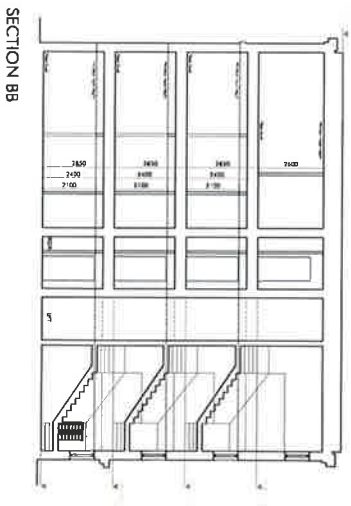
SIDE ELEVATION D



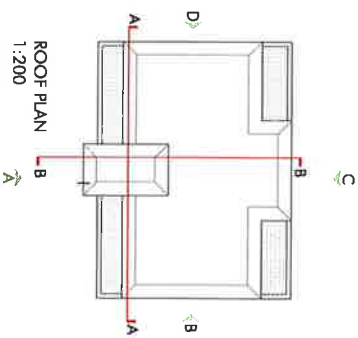
SIDE ELEVATION B



SECTION AA



SECTION BB



ROOF PLAN  
1:200

| NO. | DESCRIPTION | BY  | DATE |
|-----|-------------|-----|------|
| 1   | PRELIMINARY | ... | ...  |
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**OMEGA PARTNERSHIP**

Omega Partnership is a limited liability partnership organized under the laws of the State of California. Its principal office is located at 12345 Main Street, Suite 100, San Francisco, CA 94102. Its telephone number is (415) 555-1234. Its website is www.omegapartnership.com.

**LINDEN HOMES**

**QUARRYSIDE BUSINESS PARK, RICHILL**

**BLOCK B & C - PRIVATE - ELEVATIONS**

**LOTS 49-53 & 64-78**

2580      C-3102      K

1:100 @ A1      JUNE 2018

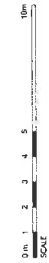
1:200 @ A3

PLANNING

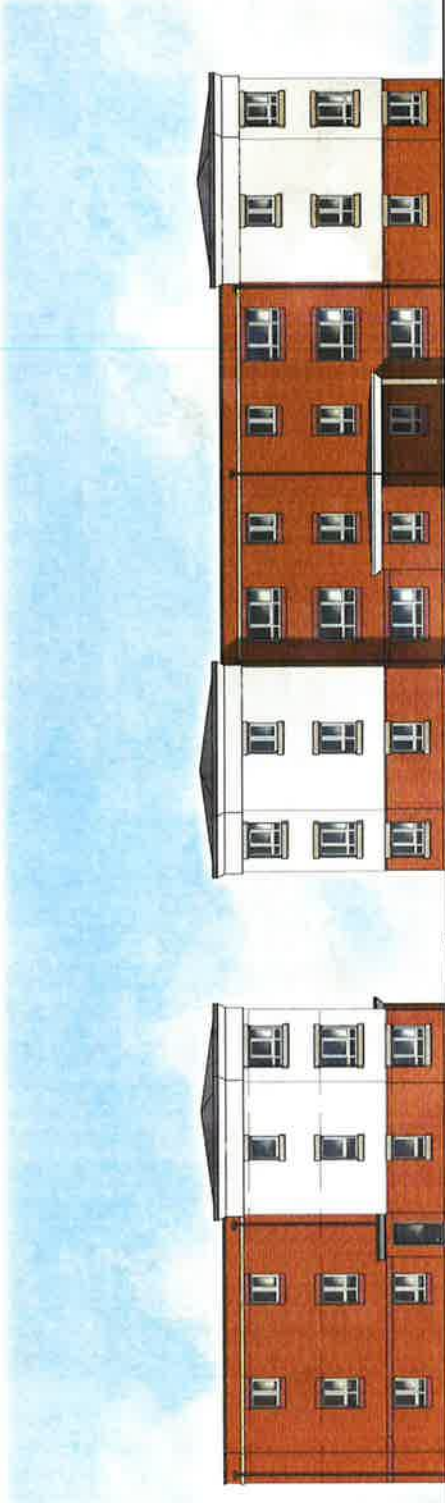
**2580-C-3102-K**



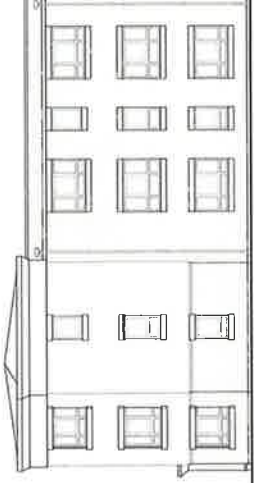
# Agenda Item 5



| NO. | DATE     | DESCRIPTION | BY | CHK. |
|-----|----------|-------------|----|------|
| 1   | 11/18/16 | REVISED     | ML | ML   |
| 2   | 11/18/16 | REVISED     | ML | ML   |
| 3   | 11/18/16 | REVISED     | ML | ML   |
| 4   | 11/18/16 | REVISED     | ML | ML   |
| 5   | 11/18/16 | REVISED     | ML | ML   |
| 6   | 11/18/16 | REVISED     | ML | ML   |
| 7   | 11/18/16 | REVISED     | ML | ML   |
| 8   | 11/18/16 | REVISED     | ML | ML   |
| 9   | 11/18/16 | REVISED     | ML | ML   |
| 10  | 11/18/16 | REVISED     | ML | ML   |
| 11  | 11/18/16 | REVISED     | ML | ML   |
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| 50  | 11/18/16 | REVISED     | ML | ML   |



FRONT ELEVATION - A SCALE 1:100



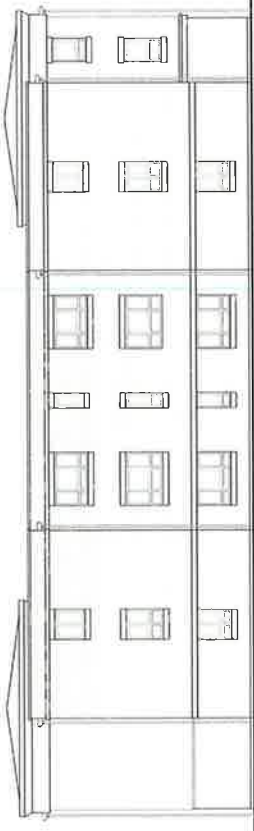
SIDE ELEVATION - B SCALE 1:100



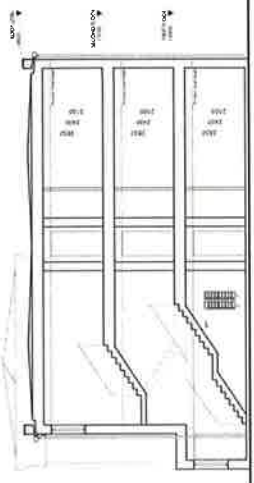
SIDE ELEVATION - D SCALE 1:100



ROOF PLAN 1:200



REAR ELEVATION - C SCALE 1:100



SECTION A-A SCALE 1:100



**OMEGA PARTNERSHIP**  
 Omega Partnership Limited, Multiple Unit Development  
 2580 - C-3001 - J, 1000 Lakeshore Blvd. West, Suite 1000  
 Toronto, Ontario M6K 3L7, Canada  
 Tel: 416-223-4700 Fax: 416-223-4701 www.omegahomes.com

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**LINDEN HOMES**  
 QUARRYSIDE BUSINESS PARK, REDHILL  
 BLOCK A - AFFORDABLE FLATS -  
 ELEVATIONS & SECTIONS  
 PLOTS 1-14

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2580 C-3001 J  
 1:100 @ A1 JUNE 2018  
 1:200 @ A3

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PLANNING  
**2580-C-3001-J**

# Agenda Item 5



|                |    |
|----------------|----|
| NO. OF UNITS   | 10 |
| NO. OF STOREYS | 3  |
| NO. OF PLOTS   | 2  |
| NO. OF PLACES  | 20 |
| NO. OF PLACES  | 20 |
| NO. OF PLACES  | 20 |

4 BEDROOM HOUSE, 3 BEDS  
2 STOREY

| ITEM | DESCRIPTION             | UNIT | AREA   | PERCENTAGE |
|------|-------------------------|------|--------|------------|
| 1    | 4 BEDROOM HOUSE, 3 BEDS | 1    | 110.00 | 100%       |
| 2    | 4 BEDROOM HOUSE, 3 BEDS | 1    | 110.00 | 100%       |
| 3    | 4 BEDROOM HOUSE, 3 BEDS | 1    | 110.00 | 100%       |
| 4    | 4 BEDROOM HOUSE, 3 BEDS | 1    | 110.00 | 100%       |
| 5    | 4 BEDROOM HOUSE, 3 BEDS | 1    | 110.00 | 100%       |
| 6    | 4 BEDROOM HOUSE, 3 BEDS | 1    | 110.00 | 100%       |
| 7    | 4 BEDROOM HOUSE, 3 BEDS | 1    | 110.00 | 100%       |
| 8    | 4 BEDROOM HOUSE, 3 BEDS | 1    | 110.00 | 100%       |
| 9    | 4 BEDROOM HOUSE, 3 BEDS | 1    | 110.00 | 100%       |
| 10   | 4 BEDROOM HOUSE, 3 BEDS | 1    | 110.00 | 100%       |

| PLT NO | UNIT TYPE | AREA SQ M | AREA SQ FT | PERCENTAGE |
|--------|-----------|-----------|------------|------------|
| 38     | HOUSE     | 110.00    | 1182       | 100%       |
| 39     | HOUSE     | 110.00    | 1182       | 100%       |

**OMEGA PARTNERSHIP**  
Omega Partnership Architects and Urban Designers  
Unit 10, 11172-116 113 W, www.omegapartnership.co.uk

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**LINDEN HOMES**  
QUARNSIDE BUSINESS PARK, REDHILL

**MYLNE FLOOR PLANS & ELEVATIONS**  
PLOTS 38 - 39

2560 C-3095 0

VARIOUS JUNE 2018

PLANNING

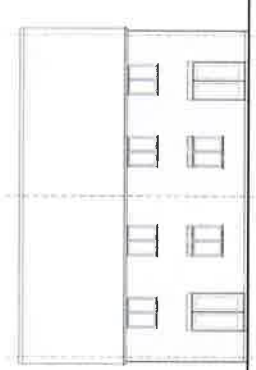
**2580-C-3095-B**



FRONT ELEVATION A - SCALE 1:50 @ A1 // 1:100 @ A3



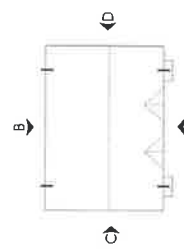
SIDE ELEVATION D



REAR ELEVATION B



SIDE ELEVATION C



ROOF PLAN



FIRST FLOOR PLAN

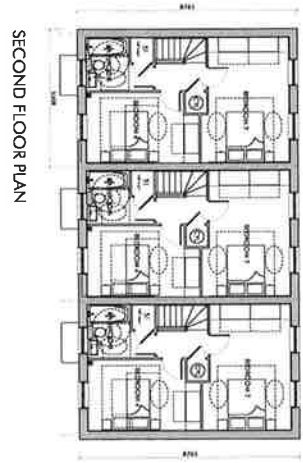


GROUND FLOOR PLAN

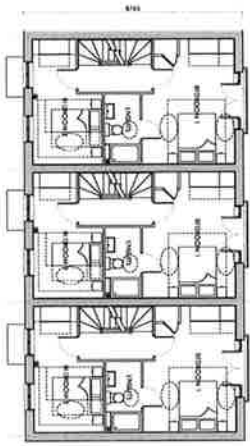


SCALE 1:100 @ A1 // 1:200 @ A3

# Agenda Item 5



SECOND FLOOR PLAN



FIRST FLOOR PLAN



GROUND FLOOR PLAN

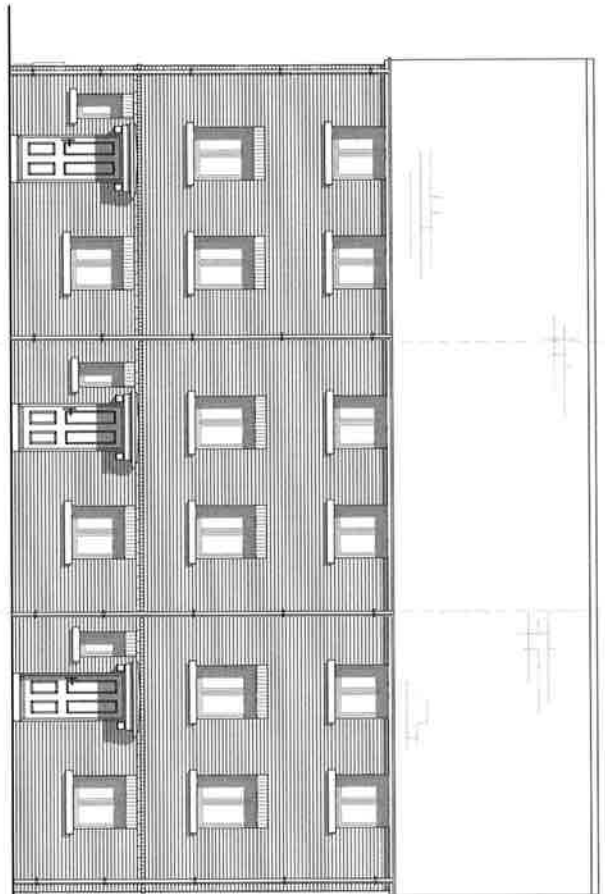


SCALE 1:100 @ A1 // 1:200 @ A3

BURNET 2  
PLOT 26

BURNET 2  
PLOT 25

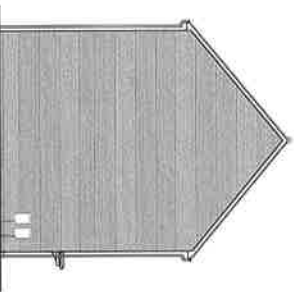
BURNET 2  
PLOT 24



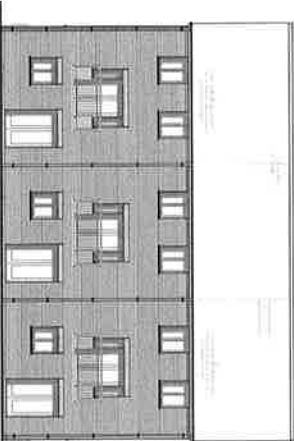
FRONT ELEVATION A - SCALE 1:50 @ A1 // 1:100 @ A3



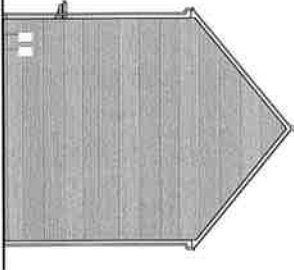
Scale



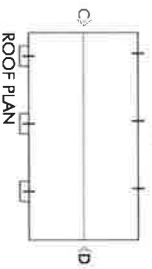
SIDE ELEVATION C



REAR ELEVATION B



SIDE ELEVATION D



ROOF PLAN



|                |   |              |    |
|----------------|---|--------------|----|
| NO. OF STOREYS | 3 | NO. OF UNITS | 12 |
| NO. OF STOREYS | 3 | NO. OF UNITS | 12 |
| NO. OF STOREYS | 3 | NO. OF UNITS | 12 |
| NO. OF STOREYS | 3 | NO. OF UNITS | 12 |

**Linden**  
HOMES

4 BEDROOM HOUSE & PERSONS (3 STOREYS)

|   |   |
|---|---|
| NATIONAL SPACE STANDARD REQUIREMENTS CHECKLIST (March 2018) | ✓ |
| Approved: GHA (17/2017)                                     | ✓ |
| Check: Building Code 11/2017                                | ✓ |
| Check: Building Code 12/2017                                | ✓ |
| Check: Building Code 13/2017                                | ✓ |
| Check: Building Code 14/2017                                | ✓ |
| Check: Building Code 15/2017                                | ✓ |
| Check: Building Code 16/2017                                | ✓ |
| Check: Building Code 17/2017                                | ✓ |
| Check: Building Code 18/2017                                | ✓ |
| Check: Building Code 19/2017                                | ✓ |
| Check: Building Code 20/2017                                | ✓ |
| Check: Building Code 21/2017                                | ✓ |
| Check: Building Code 22/2017                                | ✓ |
| Check: Building Code 23/2017                                | ✓ |
| Check: Building Code 24/2017                                | ✓ |
| Check: Building Code 25/2017                                | ✓ |
| Check: Building Code 26/2017                                | ✓ |
| Check: Building Code 27/2017                                | ✓ |
| Check: Building Code 28/2017                                | ✓ |
| Check: Building Code 29/2017                                | ✓ |
| Check: Building Code 30/2017                                | ✓ |
| Check: Building Code 31/2017                                | ✓ |
| Check: Building Code 32/2017                                | ✓ |
| Check: Building Code 33/2017                                | ✓ |
| Check: Building Code 34/2017                                | ✓ |
| Check: Building Code 35/2017                                | ✓ |
| Check: Building Code 36/2017                                | ✓ |
| Check: Building Code 37/2017                                | ✓ |
| Check: Building Code 38/2017                                | ✓ |
| Check: Building Code 39/2017                                | ✓ |
| Check: Building Code 40/2017                                | ✓ |
| Check: Building Code 41/2017                                | ✓ |
| Check: Building Code 42/2017                                | ✓ |
| Check: Building Code 43/2017                                | ✓ |
| Check: Building Code 44/2017                                | ✓ |
| Check: Building Code 45/2017                                | ✓ |
| Check: Building Code 46/2017                                | ✓ |
| Check: Building Code 47/2017                                | ✓ |
| Check: Building Code 48/2017                                | ✓ |
| Check: Building Code 49/2017                                | ✓ |
| Check: Building Code 50/2017                                | ✓ |

|            |           |           |            |
|------------|-----------|-----------|------------|
| LOT No     | UNIT TYPE | AREA sq m | AREA sq ft |
| 24, 25, 26 | BURNET 2  | 127       | 1378       |

**OMEGA**  
PARTNERSHIP

Omega Structure of Limited Liability Partnership (ULLP) established under the Companies Act 2006 (No. 02074155) with registered office at 25th Floor, 100 Broad Street, London EC2R 2EJ, UK. Website: www.omegastructure.com

**LINDEN HOMES**  
QUARTERSIDE BUSINESS PARK, REDHILL

**2 BURNET 2 & 3  
ROOF PLANS & ELEVATIONS  
PLOTS 24-26**

**2580 C-3031 B**

VARIOUS JUNE 2018

PLANNING  
**2580-C-3031-B**





# Agenda Item 5



|                               |                               |                |
|-------------------------------|-------------------------------|----------------|
| NO. OF PLOTS                  | NO. OF HOMES                  | NO. OF STOREYS |
| 4                             | 4                             | 3              |
| ALDRIDGE PLOTS 33, 35, 41, 43 | ALDRIDGE PLOTS 32, 34, 40, 42 |                |
| ALDRIDGE PLOTS 33, 35, 41, 43 | ALDRIDGE PLOTS 32, 34, 40, 42 |                |
| ALDRIDGE PLOTS 33, 35, 41, 43 | ALDRIDGE PLOTS 32, 34, 40, 42 |                |
| ALDRIDGE PLOTS 33, 35, 41, 43 | ALDRIDGE PLOTS 32, 34, 40, 42 |                |

4 RESIDENTIAL HOMES 3 STOREYS

|   |                                     |
|---|-------------------------------------|
| MATERIALS SPECIFICATION REQUIREMENTS CHECKLIST (March 2015) |                                     |
| Materials: C60 (10)mm                                       | <input checked="" type="checkbox"/> |
| Concrete: 30 (10)mm   | <input checked="" type="checkbox"/> |
| Roofing: 20 (10)mm  | <input checked="" type="checkbox"/> |
| Windows: 20 (10)mm  | <input checked="" type="checkbox"/> |
| Doors: 20 (10)mm  | <input checked="" type="checkbox"/> |
| Stairs: 20 (10)mm   | <input checked="" type="checkbox"/> |
| Plaster: 20 (10)mm  | <input checked="" type="checkbox"/> |
| Paint: 20 (10)mm  | <input checked="" type="checkbox"/> |
| Architectural storage: 3m <sup>2</sup>                      | <input checked="" type="checkbox"/> |

|          |           |             |              |
|----------|-----------|-------------|--------------|
| PLOT NO. | UNIT TYPE | AREA (sq.m) | AREA (sq.ft) |
| 2580     | ALDRIDGE  | 100         | 1077         |
| 2581     | ALDRIDGE  | 100         | 1077         |

**OMEGA PARTNERSHIP**  
 Omega Partnership Limited, Redhill Business Park, Redhill, Surrey, GU20 0JH  
 T: 01752 463123 www.omegapartnership.co.uk

**LINDEN HOMES**  
 QUARYSIDE BUSINESS PARK, REDHILL  
 ALDRIDGE PARK - PRIVATE  
 FLOOR PLANS & ELEVATIONS  
 PLOTS 32&33, 34&35, 40&41, 42&43

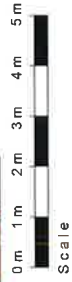
2580 C-3061 D  
 VARIOUS JUNE 2018  
 PLANNING

**2580-C-3061-D**

ALDRIDGE PLOTS 33, 35, 41, 43



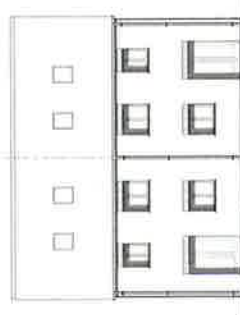
ALDRIDGE PLOTS 32, 34, 40, 42



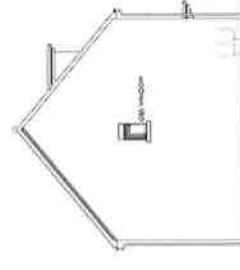
FRONT ELEVATION A - SCALE 1:50 @ A1 // 1:100 @ A3



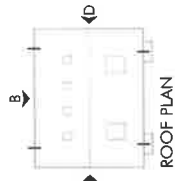
SIDE ELEVATION D



REAR ELEVATION B



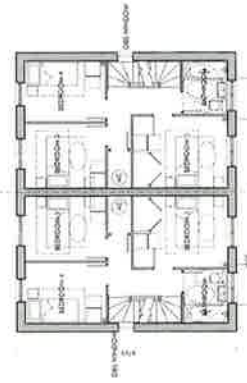
SIDE ELEVATION C



ROOF PLAN



SECOND FLOOR PLAN



FIRST FLOOR PLAN



GROUND FLOOR PLAN



SCALE 1:100 @ A1 // 1:200 @ A3



# Agenda Item 5



|     |          |    |                   |
|-----|----------|----|-------------------|
| REV | DATE     | BY | DESCRIPTION       |
| 1   | 17/12/14 | MM | ISSUE FOR PERMITS |
| 2   | 27/01/15 | MM | ISSUE FOR PERMITS |
| 3   | 11/03/15 | MM | ISSUE FOR PERMITS |

4 BEDROOM HOUSE & PERSONS  
13 STOREYS

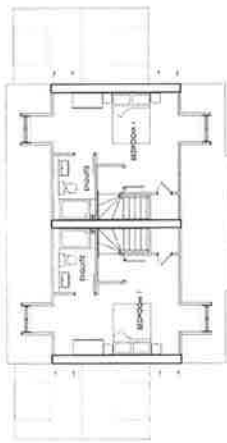
| NATIONAL SPACE STANDARDS<br>REQUIREMENTS CHECKLIST<br>(March 2015) |   |
|--|---|
| Minimum GDA (1) 70m <sup>2</sup>                                   | ✓ |
| Child's bedroom min. 11.50m <sup>2</sup>                           | ✓ |
| Child's bedroom max. 23.50m <sup>2</sup> (any child's bedroom)     | ✓ |
| Single bathroom min. 7.50m <sup>2</sup>                            | ✓ |
| Min. width 2.10m   | ✓ |
| Minimum storage 2m <sup>3</sup>                                    | ✓ |



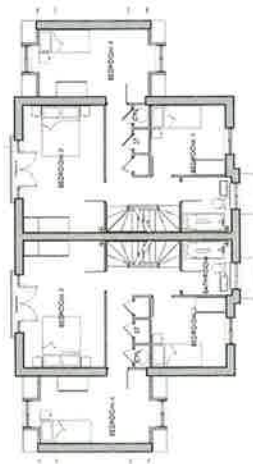
NEW 1 PLOT 45  
NEW 1 PLOT 44



FRONT ELEVATION A - SCALE 1:50 @ A1 // 1:100 @ A3



SECOND FLOOR PLAN



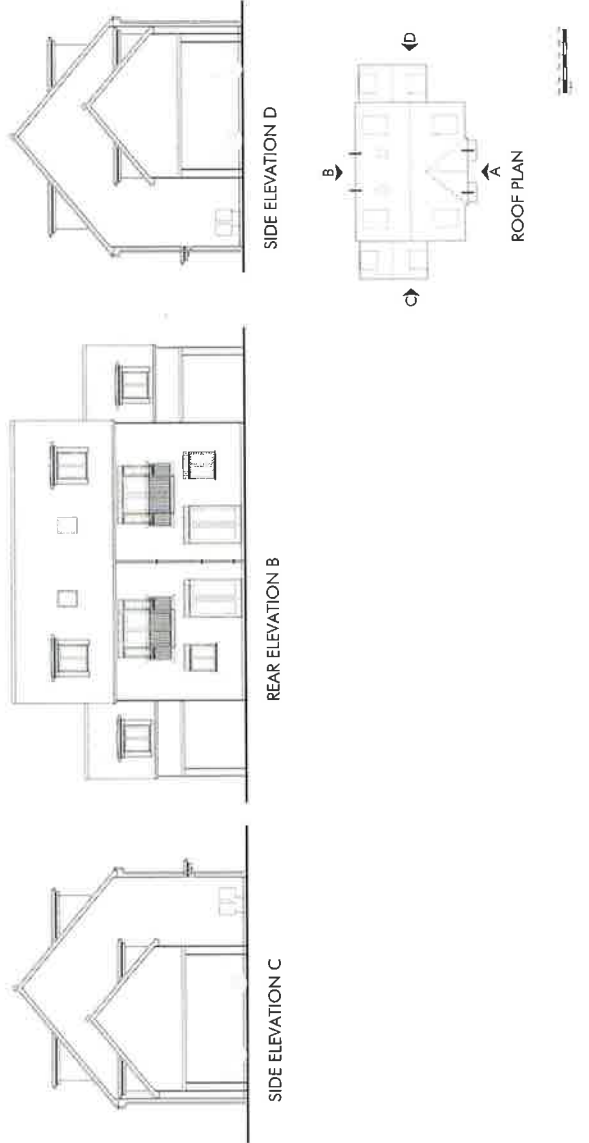
FIRST FLOOR PLAN



GROUND FLOOR PLAN



SCALE 1:100 @ A1 // 1:200 @ A3



**OMEGA PARTNERSHIP**  
Omega Partnership Limited, 10th Floor, 100, Queen's Road Central, Hong Kong, P.O. Box 100, S. 42, Queen's Road Central, Tsim Sha Tsui, Kowloon, Hong Kong, P.O. Box 1, 21272-21031, Tel: +852 2963 1100, www.omegapartnership.co.uk

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LINDEN HOMES  
QUARYSIDE BUSINESS PARK, REDHILL  
NEW 1 PAIR - PRIVATE  
FLOOR PLANS & ELEVATIONS  
PLOTS 44 & 45

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2580 C-3085  
VARIOUS JUNE 2018  
PLANNING

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**2580-C-3085-B**

# Agenda Item 5



|    |                            |
|----|----------------------------|
| 1  | 1 PERSON HOUSE / 4 PERSONS |
| 2  | 2 STOREY                   |
| 3  | 3 STOREY                   |
| 4  | 4 STOREY                   |
| 5  | 5 STOREY                   |
| 6  | 6 STOREY                   |
| 7  | 7 STOREY                   |
| 8  | 8 STOREY                   |
| 9  | 9 STOREY                   |
| 10 | 10 STOREY                  |
| 11 | 11 STOREY                  |
| 12 | 12 STOREY                  |
| 13 | 13 STOREY                  |
| 14 | 14 STOREY                  |
| 15 | 15 STOREY                  |
| 16 | 16 STOREY                  |
| 17 | 17 STOREY                  |
| 18 | 18 STOREY                  |
| 19 | 19 STOREY                  |
| 20 | 20 STOREY                  |

1 PERSON HOUSE / 4 PERSONS  
2 STOREY

|                                   |   |
|-----------------------------------|---|
| LINDEN HOMES STANDARDS            |   |
| CONSTRUCTION STANDARDS            |   |
| March 2019                        |   |
| Minimum GFA (Bare)                | ✓ |
| Double Insulation min. 110mm      | ✓ |
| Min. 100mm U.P. 200mm entry path  | ✓ |
| Single Insulation min. 75mm       | ✓ |
| Min. 100mm U.P. 200mm             | ✓ |
| Minimum Venting 2.5m <sup>2</sup> | ✓ |

|          |           |           |            |
|----------|-----------|-----------|------------|
| PLOT No. | UNIT TYPE | AREA sq.m | AREA sq.ft |
| 28-37    | HOUSE     | 88        | 948        |

**OMEGA PARTNERSHIP**  
Omega Partnership Limited, Ardara and Blair Douglas, Gairloch, 1, 10374-200 013 W. www.omegapartnership.co.uk

**LINDEN HOMES**  
QUARRYSIDE BUSINESS PARK, REDMILL

**HOUSE PLAN, SEPARATE FLOOR PLANS & ELEVATIONS**  
PLOTS 36 & 37

2580 C-3050 F

VARIOUS JUNE 2018

PLANNING

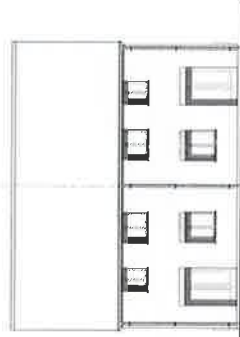
**2580-C-3050-F**



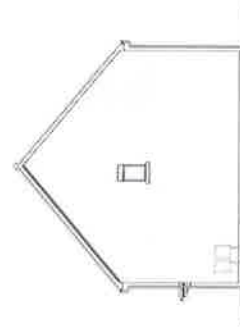
FRONT ELEVATION A - SCALE 1:50 @ A1 // 1:100 @ A3



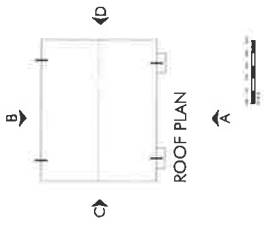
SIDE ELEVATION C



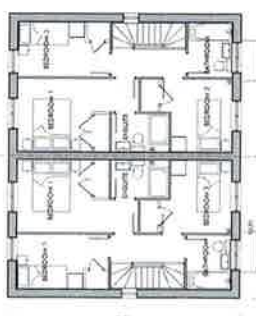
REAR ELEVATION B



SIDE ELEVATION D



ROOF PLAN



FIRST FLOOR PLAN



GROUND FLOOR PLAN











# Agenda Item 5



PROPOSED SECTION C-C

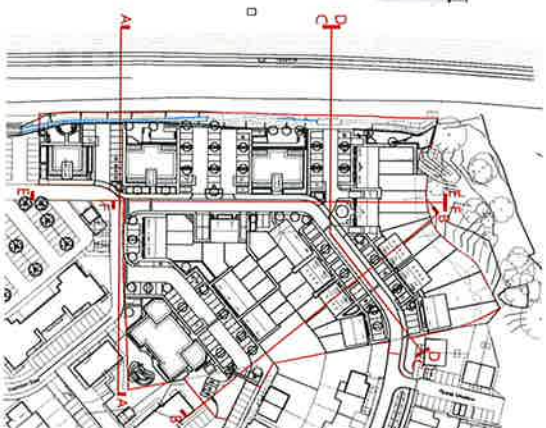


PROPOSED SECTION D-D



**OMEGA PARTNERSHIP**  
 Omega Partnership, 10100 Alameda, San Diego, CA 92121  
 Tel: 619 594 2011 Fax: 619 594 2012  
 www.omegapartnership.com

**Linden HOMES**



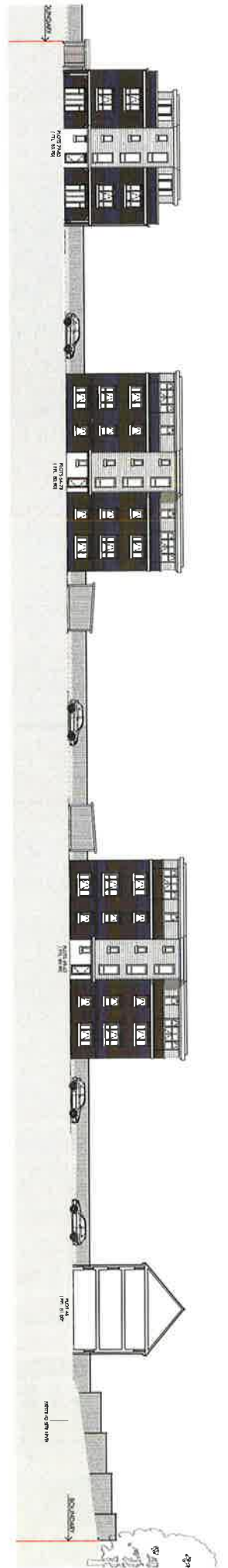
KEY PLAN - SCALE 1:1000

LINDEN HOMES  
 QUALITY HOME BUILDERS MAKE A DIFFERENCE  
 1200 @ A1  
 AUGUST 2017  
 PLANNING

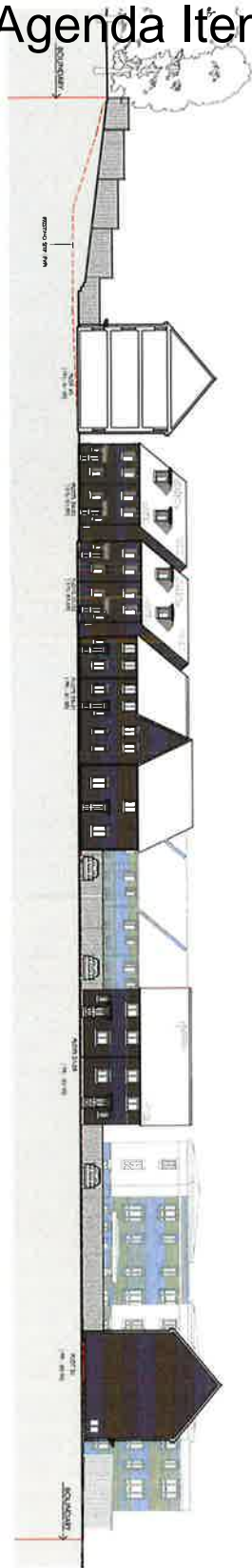
358E C-1501 H  
 2580-C-1201-H

# Agenda Item 5

PROPOSED SECTION E-E



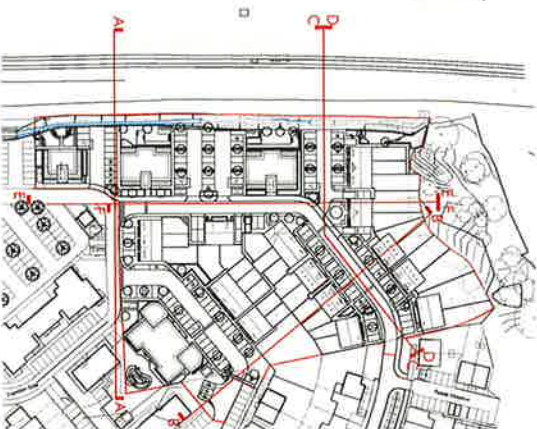
PROPOSED SECTION F-F



**OMEGA**  
ARCHITECTURE  
OMEGA ARCHITECTURE INCORPORATED  
1100 W. 10TH ST. SUITE 200  
DENVER, CO 80202-1000  
TEL: 303.733.1100 FAX: 303.733.1101  
WWW.OMEGAARCHITECTURE.COM

**Linden**  
HOMES

KEY PLAN- SCALE 1:1000




LINDEN HOMES  
QUARRY LODGE RESIDENCES PARK, DENVER  
PROPOSED BTR SECTION E-E/F  
DRAWING NO. 2580-C-1202-K

# Agenda Item 6

Planning Committee  
22<sup>nd</sup> January 2019

Agenda Item: 6  
19/01176/F

|  |                   |  |
|--|-------------------|--|
| <br><b>Reigate &amp; Banstead</b><br>BOROUGH COUNCIL<br>Banstead   Horley   Redhill   Reigate | <b>TO:</b>        | PLANNING COMMITTEE                               |
|  | <b>DATE:</b>      | 22 <sup>nd</sup> January 2019                    |
|  | <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>  | 6                 | <b>WARD:</b> Lower Kingswood Tadworth And Walton |

|  |   |               |                                  |
|--|---|---------------|----------------------------------|
| <b>APPLICATION NUMBER:</b>   | 19/01176/F  | <b>VALID:</b> | <b>26<sup>th</sup> June 2019</b> |
| <b>APPLICANT:</b>  | Kingswood Fields Lt (Fidelity International)  | <b>AGENT:</b> | Planology Ltd                    |
| <b>LOCATION:</b>   | <b>KINGSWOOD FIELDS MILLFIELD LANE LOWER KINGSWOOD SURREY KT20 6RP</b>  |               |                                  |
| <b>DESCRIPTION:</b>  | <b>Extension of existing multi-decked car park, including associated landscaping works and plant enclosure, to provide an additional 326 car parking spaces. Provision of temporary surface car parking for 500 cars on the playing fields adjacent to the pavilion building during construction works for a period of 13 months after which it will be reinstated to its existing grassland condition. As amended on 19/08/2019, 23/08/2019, 30/09/2019, 21/11/2019 and on 05/12/2019.</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

The site comprises offices in occupation by Fidelity International (the applicant) who currently employ a total of 1097 staff on the site. The Applicant is planning to restructure the UK offices of the business, of which there are presently three, the application site, 25 Canon Street London and Oakhill House in Hildenborough, Kent. It is intended to relocate approximately 539 employees from their site in Kent to the site at Kingswood Fields which would bring the total number of employees on site to approximately 1636 by the end of 2020. Furthermore, they intend to employ additional staff up to the year 2025 when it is anticipated that 2200 staff would be employed at the application site.

The proposed staff relocation to these existing offices does not, of itself, require planning permission. However, three applications are made to assist with this restructure: this one, together with a new pavilion and new landscaping works.

This is a full planning application for extension of the existing 399-space multi-decked car park, including associated landscaping works and plant enclosure, to

# Agenda Item 6

Planning Committee  
22<sup>nd</sup> January 2019

Agenda Item: 6  
19/01176/F

provide an additional 326 car parking spaces, bringing the total to 725. The site currently has a total of 971 spaces and the proposal would increase this to 1297.

The application also proposes the provision of a temporary surface car parking for 500 cars on the playing fields adjacent to the pavilion building during construction works for a period of 13 months, whilst the decked parking area is constructed, after which it will be reinstated to its existing grassland condition (secured by condition 20).

Much of the site is covered by a Tree Preservation Order and large areas are designated Ancient and Semi-Natural Woodland. The site lies within land designated as Metropolitan Green Belt Land and Area of Great Landscape Value with the surrounding area also falling within these designations. The north and western parts of the site are also designated a Site of Nature Conservation Importance.

Based on the form and bulk of the resulting multi-decked car park, when compared to the existing, it is considered that the proposed development would be considered a disproportionate addition and therefore constitute inappropriate development within the Metropolitan Green Belt for which very special circumstances would be required.

The NPPF advises that "Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations."

In this case there would be also be some harm arising from the development being sited within the 15 metre ancient woodland buffer zone that lies to the north and west of the car park. However, the existing car park already encroaches into the buffer zone and the proposal would not result in the loss of any further areas of ancient woodland. Rather, it would vertically increase existing development within this buffer and have a small increase in footprint by virtue of new stairwells. Albeit this is acknowledged to have an impact, its impact is considered less than new development within the buffer zone. Conditions are recommended to ensure a net gain in biodiversity, including the net gain of 100 new trees and the securing of a woodland management plan.

The harm to the openness of the Green Belt and any other harm by way of the encroachment into the ancient woodland buffer zone must be balanced against the benefits of the proposed development. In this regard, the proposal would contribute towards economic growth, support a local business and help existing jobs as well as having potential for additional job creation. The proposed parking would also assist in the avoidance of off-site parking demand on nearby streets, whilst the proposal also brings benefits in terms of an updated travel plan, new shuttle bus service and on-street parking demand review. As a result, very special circumstances are considered to exist to outweigh the harm caused. As a consequence, the development would accord with Policy NHE5 of the Development Management Plan, Core Strategy Policy CS3 and the provisions of the NPPF in relation to Green Belt.

# Agenda Item 6

Planning Committee  
22<sup>nd</sup> January 2019

Agenda Item: 6  
19/01176/F

A high number of the objection letters received raised objection on the basis of increase in traffic and congestion, hazard to highway safety and inadequate parking. The submission has been carefully considered by the County Highway Authority and subject to the recommended conditions and measures to be secured by way of a S106 agreement, the proposal is considered acceptable in terms of highway impacts. It should be noted that the application relates to additional parking only, not for the offices themselves or an expansion to them. There is no condition or other limit restricting the number of employees that may work within the office and it is therefore material that these impacts could occur irrespective of this application.

The proposal is not considered to result in a harmful impact upon the amenities of neighbouring dwellings and the design of the car park would be functional and accord with the existing style of the parking area.

## RECOMMENDATION(S)

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

1. A financial contribution of £6150 toward auditing the travel plan reference FIML 2018 4119 TP06.
2. The provision of a shuttle bus service from Tonbridge to Kingswood in accordance with details and timing to be submitted to and approved in writing with the local Planning Authority.
3. A review of on street parking demand from Fidelity Kingswood on Green Lane, Chipstead Lane, Smithy Lane, and Beechan Lane from the date that staff are relocated from Kent up to a period lasting five years post full occupation in accordance with a methodology to be submitted to and approved in writing with the Local Planning Authority. If there is demand for car parking on these streets the developer is to fund and implement an appropriate Traffic Regulation Order to provide parking restrictions to mitigate such parking.

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

In the event that a satisfactorily completed obligation is not received by 21 February 2020 or such longer period as may be agreed, the Head of Places and Planning be authorised to refuse permission for the following reason

1. The proposal fails to provide an agreed contribution towards financial contribution of £6150 toward auditing the travel plan, the provision of a shuttle bus service and review of on street parking demand, and would thereby fail to promote sustainable modes of transport contrary to policy TAP 1 of the Development Management Plan 2019.

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

# Agenda Item 6

Planning Committee  
22<sup>nd</sup> January 2019

Agenda Item: 6  
19/01176/F

## 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. – Full comments at paragraph 6.18.

Lower Kingswood Residents Association: Summary – always expressed opposition to any development on Green Belt. Road safety is a primary concern, bearing in mind the children's playground in Chipstead Lane and nursery /playgroup in Smithy Lane. Supports appropriate 'traffic calming' measures. A reduced speed limit (of 20mph) may be worth consideration for Smithy Lane. Concern about the lack of facilities for pedestrians to cross the A217 from the vicinity of Green Lane to 'Holly Lodge', traffic light controlled crossings would be more appropriate. Heavy goods vehicle traffic should be minimised and limited to 'normal working house'. Would like to see a reduction in overnight HGV traffic to/from Kingswood Fields.

Natural England – summary – 'no objection – based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutory protected nature conservation sites or landscapes.' Refer to standing advice.

Forestry Commission – refers to standing advice

Highways England: - Final comments awaited at time of report.

Surrey Hills AONB Planning Adviser – 'The site lies within the AGLV and is not seen in relation to the Surrey Hills AONB some distance to the south.

*From a desktop exercise I consider the following protected landscape considerations should be taken into account in determining this application.*

*The Government has just (21 July 2019) published its updated Guidance on the Natural Environment. In the section (para 036) on landscapes it now places greater importance than before on locally-designated landscapes and also the wider countryside and not just nationally designated landscapes. It is mainly directed towards the preparation of local plans but the points made equally apply to the consideration of applications within locally-designated landscapes; the Surrey AGLV being one. This site also adjoins a candidate AONB area recommended to Natural England in the 2013 Landscape Character Assessment carried out by independent specialist landscape consultants advising Natural England on its proposed Surrey Hills AONB Boundary Review.*

*The Guidance also reminds Councils that Section 40 of the Natural Environment and Rural Communities Act 2006 places a duty on them to have regard, in the exercise of their functions, to the purpose of conserving biodiversity. The Government's 25 Year Environment Plan took this duty further and this latest Government Guidance at paragraph 020 elaborates upon this. It promotes the*

# Agenda Item 6

Planning Committee  
22<sup>nd</sup> January 2019

Agenda Item: 6  
19/01176/F

*principle of net gain in planning which describes an approach that leaves the natural environment in a measurably better state than it was beforehand. It states that net gain is an umbrella term for both biodiversity net gain and wider environmental net gain.*

*The site is obviously an established major employment site and the proposal does not involve developing a green field site. Nevertheless, the proposed size and bulk of the extended multi-storey car park would be significant and it would facilitate greater traffic movements in the locality and activity. The applicants are a major financial institution that can be expected to wish to respect the environment and be seen to do so. Their ownership extends well beyond the application site and includes the wider landscape setting, parts of which are an AONB candidate area.*

*I suggest therefore that if you consider the proposals could potentially be acceptable, you approach the applicant's agents to ask that they make an additional supporting submission within this application for specialists to assess the biodiversity and landscape of the wider land ownership and put forward significant proposals to enhance them as a net gain.*

*Incidentally, I could not find on the Council's website a Design and Access Statement or Planning Statement that are normally required in proposals of this and even much smaller scale.*

*You may wish to re-consult Natural England and me following receipt of such an additional submission. Natural England may wish to give you a greater insight into this updated Government Guidance. I have therefore copied this email to Lauren Schofield who responded to your consultation before this updated guidance was issued'*

Surrey Wildlife Trust: – *'Thank you for re-consulting the Surrey Wildlife Trust with regards to the following additional updated information submitted to inform the above proposed development;*

*Additional submitted information -*

*Letter dated 8<sup>th</sup> January 2020, author SJA Trees reference 00529-02, titled 'Ref. Kingswood Fields';*

*Plan titled 'Site Wide Biodiversity and Habitat Enhancement Plan, no. BD0210 SD 030 R02', dated 8<sup>th</sup> January 2020, author BD Landscape Architects;*

*'Ecological Mitigation Plan', author Arbtech Consulting Ltd, dated 8<sup>th</sup> January 2020; and*

*Letter dated 8<sup>th</sup> January 2020, author Arbtech Consulting Ltd, titled 'File Note: Addendum to the Ecology Mitigation Plan dated 24/09/2019'.*

*My comments below should be read in conjunction with previously submitted consultation responses with regards to proposed development at this location.*

## Protected habitat – Ancient woodland

*The above referenced letter from SJA Trees acknowledges that the proposed temporary car park and new pavilion building proposed under application 19/01184/F incurs to a limited extent within the 15m minimum recommended semi-*

# Agenda Item 6

Planning Committee  
22<sup>nd</sup> January 2019

Agenda Item: 6  
19/01176/F

*natural habitat buffer of the adjacent ancient woodland. It is accepted that the car park in this location is temporary in nature and it is confirmed that proposed development will not incur within the tree root protection zones.*

*The above referenced letter from SJA Trees also acknowledges an increased incursion into the ancient woodland buffer adjacent to the multi-storey car park proposed under application reference 19/01176/F including incursion within rooting zones. The letter states “the existing MSCP already encroaches into the buffer zone by 597m<sup>2</sup>... the proposed car park makes a minor increase on this and makes a significantly reduced incursion than it might have done had the existing structure been proposed to be removed and a completely new structure constructed... proposals posed no significant changes .. that would result in additional arboricultural harm to the ancient woodland, beyond the effects already exerted by the existing MSCP”.*

*The letter therefore argues that damage is already done and could have been worse had they chosen a different development proposal. The letter provides no further proposals for the avoidance or mitigation of adverse impacts.*

*The letter does not present a valid argument and I refer you to the government’s standing advice with regards to the avoidance of loss or deterioration of ancient woodland habitats, (<https://www.gov.uk/guidance/ancient-woodland-and-veteran-trees-protection-surveys-licences#assess-the-impacts>) which states “Where a proposal involves the loss of ancient woodland, you should not take account of the existing condition of the ancient woodland when you assess the merits of the development proposal. Its existing condition is not a reason to give permission for development.”*

*The proposed development therefore presents further deterioration of ancient woodland. I therefore refer the Council to the obligations of the National Planning Policy Framework which requires refusal of a planning permission if development will result in the loss or deterioration of ancient woodland.*

*The above referenced letter from Arbtech Consulting Ltd suggests that mitigation for adverse impacts on the ancient woodland “could include improving the condition of the rest of the ancient woodland... creating a forest management plan”. The letter proposes that “the creation of this document should be written into a planning permission”.*

*I welcome the proposal for submission of a woodland management plan, secured by planning condition, to contribute to the evidence of measureable biodiversity net gain across the development site as a whole and also to mitigate for adverse impacts to the ancient woodland such as temporary incursion from the temporary car park. However, the woodland management plan should be presented as part of a suite of measures to mitigate for biodiversity impacts and is not sufficient alone as compensation for acknowledged increased deterioration of the ancient woodland, as a result of development.*

*I again refer the Council to the government’s standing advice which states “ Ancient woodland, ancient trees and veteran trees are irreplaceable. Consequently you should not consider proposed compensation measures as part of your assessment of the merits of the development proposal.”*

*I therefore again advise that on the basis of information currently presented, the application as submitted remains contrary to the obligations of the National Planning*



# Agenda Item 6

Planning Committee  
22<sup>nd</sup> January 2019

Agenda Item: 6  
19/01176/F

*Policy Framework (NPPF) with regards to adverse impacts on the adjacent Ancient Woodland and should therefore be refused.*

*On the assumption that the above issues relating to ancient woodland are satisfactorily resolved prior to determination of the current planning permission, we also recommend the following;*

## *Sensitive lighting*

*The above letter from SJA Trees notes that the temporary external car park is to subject to exterior lighting provision. I therefore wish to reiterate comments provided in my email dated 7<sup>th</sup> January 2020 which remain valid;*

*I recommend that a detailed lighting plan for the whole development site is therefore produced to demonstrate that artificial lighting will not adversely affect nocturnal species present within ancient woodland habitats adjacent to the development site. This plan should be submitted to the Council for approval in writing prior to the commencement of development. The plan should be written in consultation with a suitably qualified ecologist and have regards to best practice lighting guidance for avoidance of impacts on nocturnal species. Any external lighting installed on this development should comply with the recommendations of the Bat Conservation Trusts' document entitled "Bats and Lighting in the UK – Bats and The Built Environment Series". The above referenced Ecological Mitigation Plan by Arbtech Consulting Ltd provides appropriate recommendations with regards to external artificial lighting.*

## *Biodiversity net gain*

*I note the submission of the above referenced Ecological Mitigation Plan by Arbtech Consulting Ltd and associated referenced Site Wide Biodiversity and Habitat Enhancement Plan. These documents present proposals for biodiversity mitigation measures across the development site as a whole. While being unambitious in terms of achieving a net gain ("net gain of 5 semi-mature trees overall"), I have evaluated these documents in conjunction with the above offered submission of a woodland management for specific enhancements of the site's ancient woodland. I can therefore advise that should the Council be minded to grant permission for this proposed development, that the development should be required to proceed only in strict accordance with the provision of the above referenced Ecological Mitigation Plan and Site Wide Biodiversity and Habitat Enhancement Plan. Ecological mitigation should have regards to the submission of an appropriately detailed woodland management plan (with details of management and financial security of the plan for the long term). The woodland management plan should be submitted to the Council for approval in writing prior to commencement of development.'*

*UK Power Networks:* - no comments received

*Tadworth and Walton Residents Association* – concern on the grounds of increase in traffic and congestion, impact on Green Belt and AGLV. Request independent traffic assessment, traffic management scheme, temporary car park conditioned to ensure short a period as possible, environmental/habitat benefits. Concern at loss of large employment site

# Agenda Item 6

Planning Committee  
22<sup>nd</sup> January 2019

Agenda Item: 6  
19/01176/F

## Representations:

Letters were sent to neighbouring properties on 27<sup>th</sup> June and 25<sup>th</sup> November 2019 a site notice was posted 12<sup>th</sup> June 2019.

100 responses have been received raising the following issues:

| <b>Issue</b>                           | <b>Response</b>  |
|--|--|
| Loss of/harm to trees                  | See paragraph 6.25 – 6.38 and conditions 14, 16, 18 and 19 |
| Increase in traffic and congestion     | See paragraph 6.18 -6.19 and conditions 5 - 13             |
| Light pollution                        | See paragraph 6.30, 6.24 and condition 15                  |
| Harm to Green Belt/countryside         | See paragraph 6.3 – 6.17 and condition 20                  |
| Hazard to highway safety               | See paragraph 6.17 -6.18 and conditions 5 - 13             |
| Harm to wildlife habitat               | See paragraph 6.23 – 6.33and conditions 14 - 17            |
| No need for the development            | See paragraph 6.3 – 6.16                                   |
| Noise and disturbance                  | See paragraph 6.22   |
| Drainage/sewage capacity               | See paragraph 6.40 and condition 21                        |
| Harm to Conservation Area              | See paragraph 6.37   |
| Health fears                           | See paragraph 6.39   |
| Inconvenience during construction      | See paragraph 6.40 and condition 10                        |
| Out of character with surrounding area | See paragraphs 6.20 – 6.22 and condition 4                 |
| Overdevelopment                        | See paragraph 6.3 – 6.16                                   |
| Overshadowing                          | See paragraph 6.23   |
| No community use                       | See paragraph 6.41   |
| Inadequate parking                     | See paragraphs 6.17 – 6.18                                 |
| Flooding                               | See paragraph 6.40   |
| Overbearing relationship               | See paragraph 6.23   |
| Air quality                            | See paragraph 6.36   |
| Human rights                           | See paragraph 6.39   |
| Property devaluation                   | See paragraph 6.40   |

# Agenda Item 6

Planning Committee  
22<sup>nd</sup> January 2019

Agenda Item: 6  
19/01176/F

## 1.0 Site and Character Appraisal

- 1.1 The site comprises three large office buildings, Windmill Court, Kingswood Place and Beechgate with various smaller plant rooms, sheds and smoking shelters. Windmill Court is designated a Locally Listed Building; this is the largest of the three buildings and is a former print works, The Windmill Press, built in 1925 by Lord Gerald Wellesley, 7th Duke of Wellington & Trenwith Wills for William Heinemann. The three main office buildings are concentrated towards the southern part of the site.
- 1.2 There are large areas of car parking on site that includes a tiered, partly sunken car park. The parking is arranged in curved linear rows, mostly to the north and east of the office buildings.
- 4.1 The office buildings are set in large, spacious, landscaped grounds that also accommodate a sports pavilion and cricket pitch. This is sited on the north eastern side of Millfield Lane. The existing pavilion lies to the north east of the main office buildings on site and has an area of hardstanding around the building where materials are stored, maintenance machinery and containers are located. The pavilion is finished in red brick with a tile roof and has a traditional, sports pavilion appearance. A large cricket pitch sits to the north west of the pavilion and this area of the site is bounded by mature trees and woodland. A public footpath runs immediately to the south of the sports pitch.
- 1.3 The site contains many mature trees. Much of the site is covered by a Tree Preservation Order and large areas are designated Ancient and Semi-Natural Woodland.
- 1.4 The site lies within land designated as Metropolitan Green Belt Land and Area of Great Landscape Value with the surrounding area also falling within these designations. The north and western parts of the site are also designated a Site of Nature Conservation Importance. There is residential development to the north and south of the site within Chipstead Way and Green Lane. The site is accessed from Millfield Lane with a second access from Green Lane.

## 2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: Pre-application advice was sought on three occasions prior to the submission of the application. Concern was raised over the impact upon the openness of the Metropolitan Green Belt. The proposal was considered inappropriate development and would require the justification by way of very special circumstances. Ecological concerns were raised and the requirement for a habitat survey and mitigation measures. The Applicant was strongly advised to engage with the CHA through their own pre-application advice service for their views on such a proposal.

# Agenda Item 6

Planning Committee  
22<sup>nd</sup> January 2019

Agenda Item: 6  
19/01176/F

- 2.2 Improvements secured during the course of the application: During the course of the application additional and amended information has been received in regard to highways, design of the car park and ecology and biodiversity.
- 2.3 Further improvements could be secured: Conditions are proposed in regard to highways, tree protection, ecology, biodiversity and lighting.

## 3.0 Relevant Planning and Enforcement History

There is extensive planning history for the site, including two applications that are also pending consideration at this time.

- |     |              |   |  |
|-----|--------------|---|--|
| 3.1 | 19/01184/F   | Demolition of the existing pavilion, grounds maintenance buildings and hard standing areas. Construction of a new replacement pavilion and a replacement grounds maintenance building (ancillary to the main campus), including associated car and cycle parking, external plant enclosure and landscaping works. | Pending decision                                       |
| 3.2 | 19/01177/F   | Provision of new landscaping in-between the existing three office buildings.  | Pending decision                                       |
| 3.3 | 97/12130/F   | Temporary surface car parking for 350 cars  | Approved with conditions 8 <sup>th</sup> June 1998     |
| 3.4 | 97/09100/F   | Revised design and siting for tiered car park approved under Ref: RE96P/1089  | Approved with conditions 9 <sup>th</sup> June 1998     |
| 3.5 | 96/10890/F   | Development of additional car parking facilities to serve Kingswood Fields Business Park comprising one new partial sunken, two storey tiered car park one new surface car park   | Non-determination                                      |
| 3.6 | 96/10640/RET | Temporary Surface Car Parking for 150 Cars  | Approved with conditions 10 <sup>th</sup> October 1996 |
| 3.7 | 87/12450/F   | Removal of condition11 attached to planning permission 86p/1398 dated   | Approved 19 <sup>th</sup> November 1987                |

# Agenda Item 6

Planning Committee  
22<sup>nd</sup> January 2019

Agenda Item: 6  
19/01176/F

24-6-87 to allow the whole development to be used as business/office accommodation

- 3.8 86/13980/OUT Former Heinemann Press Premises (The Windmill Press). Refurbishment of main building and redevelopment of rest of part of site to create a high quality business accommodation capable of use for production and or research. Approved with conditions 24<sup>th</sup> June 1987

## 4.0 Proposal and Design Approach

- 4.1 This is a full planning application for extension of the existing multi-decked car park, including associated landscaping works and plant enclosure, to provide an additional 326 car parking spaces. The application also proposes the provision of a temporary surface car parking for 500 cars on the playing fields adjacent to the pavilion building during construction works for a period of 13 months after which it will be reinstated to its existing grassland condition.
- 4.2 The proposed 326 additional parking spaces would be accommodated by way of an extension to the basement, ground and first floor of the existing multi-storey car park and the addition of a second storey. The proposed extension would see the existing car park extended 18m south eastwards and an additional tier added to the existing structure.
- 4.3 The proposed number of parking spaces within the multi-storey car park would be as follows:

|              | Existing spaces | Existing retained | Proposed new spaces | Total parking spaces |
|--------------|-----------------|-------------------|---------------------|----------------------|
| Basement     | 134             | 128               | 53                  | 181                  |
| Ground       | 131             | 128               | 52                  | 180                  |
| First        | 134             | 128               | 52                  | 180                  |
| Second       |                 |                   | 184                 | 184                  |
| <b>Total</b> | <b>399</b>      | <b>384</b>        | <b>341</b>          | <b>725</b>           |

- 4.4 Four new staircases are also proposed, two on the eastern elevation and two on the western. Entrance/exit to the car park would be maintained in the same position as the existing, towards the south western corner and eastern flank.
- 4.5 The design of the car park would be functional in appearance, the built form would include a galvanised steel frame with the finishing colour proposed to be controlled by way of condition. The new upper tier of parking would be timber clad with vertical battens and would feature elements of planted walls.
- 4.6 The proposed temporary parking would be sited on the existing playing fields adjacent to the pavilion building. A total of 500 parking spaces are proposed on the playing field. 500 would be required for a period of 9 months, and this

# Agenda Item 6

Planning Committee  
22<sup>nd</sup> January 2019

Agenda Item: 6  
19/01176/F

would reduce to 160 spaces required for a further 4 months. The parking would be arranged in formal rows and an entrance made on the south western side of the site, and exit through the existing pavilion access.

- 4.7 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.

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

|             |   |
|-------------|---|
| Assessment  | The surrounding area is assessed as being with the Metropolitan Green Belt and an Area of Great Landscape Value. Part of the site is designated Ancient Woodland and the majority of the site is covered by Tree Preservation Orders. The campus comprises of some 13.85ha of land to the east of the A217, north of Green Lane and south of Chipstead Lane, near Lower Kingswood.<br><br>No site features worthy of retention were identified.   |
| Involvement | Three public consultations events were held during May, two onsite at Kingswood Fields and one at the Lower Kingswood Residents Association Annual General Meeting. 300 invitations were delivered to surrounding residents, local Councillors, local businesses, Kingswood Primary School and the Residents Association. Section 4.5.5 of the Planning Statement notes the feedback on the proposals for redevelopment of the site were mostly around perceived traffic and parking impacts from the additional staff. |
| Evaluation  | The proposals were informed by the aim to provide additional on site parking and the designations within the site.  |
| Design      | The applicant's reasons for choosing the proposal from the available options were informed by the existing layout and built form of the car park, landscape designations and Metropolitan Green Belt and in response to pre-application advice.   |

- 4.9 Further details of the development are as follows:

# Agenda Item 6

Planning Committee  
22<sup>nd</sup> January 2019

Agenda Item: 6  
19/01176/F

|                               |               |
|-------------------------------|---------------|
| Site area                     | 0.55 hectares |
| Total existing parking spaces | 971           |
| Total proposed parking spaces | 1297          |

## 5.0 Policy Context

### 5.1 Designation

Metropolitan Green Belt  
Area of Great Landscape Value  
Site of Nature Conservation Importance  
Ancient and Semi-Natural Woodland  
Tree Preservation Order RE59  
Locally Listed Building - Windmill Court

### 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)  
CS5 (Valued People/Economic Development),  
CS10 (Sustainable Development),  
CS11 (Sustainable Construction),

### 5.3 Development Management Plan 2019

NHE1 (Landscape protection)  
NHE2 (Protecting and Enhancing biodiversity and areas of geological importance)  
NHE3 (Protecting trees, woodland areas and natural habitat)  
NHE5 (Development within the Green Belt)  
NHE9 (Heritage assets)  
DES1 (Design of new development)  
DES8 (Construction Management)  
TAP1 (Access, parking and servicing)

### 5.4 Other Material Considerations

National Planning Policy Framework  
National Planning Practice Guidance  
Supplementary Planning Guidance      Surrey Design  
Local Distinctiveness Design Guide

Other      Human Rights Act 1998  
Community Infrastructure Levy  
Regulations 2010

# Agenda Item 6

Planning Committee  
22<sup>nd</sup> January 2019

Agenda Item: 6  
19/01176/F

## 6.0 Assessment

6.1 The main issues to consider are:

- Impact on the Green Belt
- Design and character
- Neighbour amenity
- Access and parking
- Impact on trees
- Ecology
- Other matters

### Impact on the Green Belt

6.2 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. 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.

6.3 Paragraph 145, parts (c) and (g) of the NPPF states:

A local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are:

c) 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;

g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:

- not have a greater impact on the openness of the Green Belt than the existing development; or
- not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

6.4 The proposal may therefore be considered appropriate development providing it does not constitute a disproportionate addition over and above the size of the original building.

|                | Existing multi storey car park | Proposed multi storey car park | Increase |
|----------------|--------------------------------|--------------------------------|----------|
| Parking spaces | 399                            | 725                            | 326      |



# Agenda Item 6

Planning Committee  
22<sup>nd</sup> January 2019

Agenda Item: 6  
19/01176/F

|                     |                       |                        |                               |
|---------------------|-----------------------|------------------------|-------------------------------|
| Gross internal area | 8850.6 m <sup>2</sup> | 17194.9 m <sup>2</sup> | 8344.3 m <sup>2</sup> (116%)  |
| Volume              | 16975 m <sup>3</sup>  | 37250.3 m <sup>3</sup> | 20272.2 m <sup>3</sup> (119%) |
| Footprint           | 3239 m <sup>2</sup>   | 4769 m <sup>2</sup>    | 1526 m <sup>2</sup> (47%)     |

- 6.5 The Applicant concludes that the proposal, from the options available, could be considered appropriate development under the NPPF para 145 (g) as *'although the extension provides for 326 additional car parking spaces, the footprint of the existing multi-decked car park is only increased by less than half of the original. The very unique nature of the campus means that it is largely bounded by Ancient Woodland which provides a natural boundary for the site, and by located the extension in towards and on the other developed areas of the site it does not erode the edge of the site or encroach outside of the site boundary'. 'The gradient of the land at this part of the site has been used advantageously to conceal much of the development below ground level. In addition the application of vertical timber cladding, green walls and significant soft landscaping around the perimeter allow the extension to integrate into the landscape, ensuring that the openness of the Green Belt is preserved and the character and setting of the AGLV is enhanced.'* The Applicant concludes that the proposals should be considered appropriate development in the Green Belt for these reasons.
- 6.6 It is acknowledged that an analysis of footprint and volume is only one indicator when considering whether an extension would be disproportionate and one must consider the wider impact upon the openness of the Green Belt and consideration had for the form, bulk and height of the proposal. The proposed extension would see an increase in height and footprint, spreading the development of the car park into a landscaped and wooded area to the south of the existing structure and further extended out slightly to the sides of the building where new staircases are proposed. Based on the form and bulk of the resulting building, when compared to the original, it is considered that the proposed development would be considered a disproportionate addition and therefore inappropriate development.
- 6.7 Paragraphs 143 and 144 of the NPPF state
143. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.
144. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.
- 6.8 In this instance, very special circumstances would be required to outweigh the harm identified to the Green Belt and any other harm, which includes that to the ancient woodland (see below). The car park sits adjacent to an area of

# Agenda Item 6

Planning Committee  
22<sup>nd</sup> January 2019

Agenda Item: 6  
19/01176/F

ancient woodland and currently within the 15m buffer zone. The proposal would create additional development within the buffer zone and on this basis Surrey Wildlife Trust have objected to the proposal.

- 6.9 The proposed extension to the car park is proposed to accommodate an increase in the number of employees that will be moving to the site through the restructure of the business and sites operated by the applicant, moving staff from the Kent office to Kingswood Fields and the recruitment of additional staff. Fidelity International occupy the application site and the buildings are in office use, employing a total of 1097 staff. The Applicant is planning to restructure the UK offices of the business, of which there are presently three, the application site, 25 Canon Street London and Oakhill House in Hildenborough, Kent. The restructuring of the offices into two principal sites is sought to improve efficiency, sustainability and flexibility within the business. The Applicant wishes to relocate approximately 539 employees from their site in Kent to the site at Kingswood Fields and would bring the total number of employees on site to approximately 1636 by the end of 2020. Furthermore, Fidelity International plan employing additional staff up to the year 2025 when they anticipate 2200 would be employed at the application site.
- 6.10 The proposed staff moves from Kent to the application site and the proposed recruitment of new staff, both resulting in increasing the number of employees working at the application site, do not require planning permission. The increase in employee numbers would lead to a demand for on street parking in the surrounding roads. The surrounding roads nearest the site include Chipstead Lane, Beechen Lane, Green Lane and Smithy Lane. These are largely residential roads, with Chipstead Lane becoming more rural as it heads eastwards away from the site and it is considered these roads would be most affected by increased demand for on street parking. To mitigate this off-site impact, the Applicant is proposing to increase the on-site parking provision by increasing the parking capacity by 326 spaces.
- 6.11 The planned refurbishment/re-organisation would provide space for 1610 desks which would meet the desk requirements to beyond 2025. The Applicant has through a combination of business operation changes (flexible and remote/home working, investment in technology) and travel planning methods identified that the minimum number of additional parking spaces required would be 326.
- 6.12 The Travel Plan submitted has been carefully considered by the County Highways Team. The CHA has identified the worst case under provision of parking spaces would be 46 spaces. This could be accommodated within the site which is a large campus with an internal road network within which cars could be parked. However, in practice it is unlikely that all staff would want to relocate and therefore the quantum of cars seeking a space to park would be less. Significant weight is attached to the consideration that the proposed parking spaces would, in practice, likely accommodate the increased parking demand and avoid off site parking demand on nearby streets.

# Agenda Item 6

Planning Committee  
22<sup>nd</sup> January 2019

Agenda Item: 6  
19/01176/F

6.13 The Applicant has also advanced very special circumstances in the form of:

- *'The socioeconomic benefit to the borough, provided by the consolidation of Fidelity's South-East sites at Kingswood Fields. Fidelity currently spends over £450,000 per year on goods and services within 10 miles of the Kingswood Field site, and an additional c£100,000 within 10 – 20 miles. This will increase the additional staff on site. This is in addition to the business rates which Fidelity pay to Reigate and Banstead Borough Council that contribute to services in the borough. Therefore the future viability of this site for continued employment use, and the socioeconomic benefits it provides depend on being able to use the existing employment floorspace more efficiently, and the provision of the associated car parking.*
- *Fidelity are the single largest local private employer in the Borough and these proposals enable the delivery of future additional employment opportunities without the need for additional buildings. This helps meet the employment requirements of the local area as set out in the Local Economic Needs Assessment update from June 2016, targets which form part of the emerging Local Plan. Currently over 30% of the staff employed on site live in the Borough. The more efficient use of the site, supported by this application, will allow for future local employment growth.*
- *The biodiversity and ecological enhancements provided by the proposed landscape improvements and overall masterplan for the site, including the enhancement of native species diversity and biodiverse planting to provide increase habitats for wildlife, pollinators and protected birds and bats*
- *The provision of enhanced tree management and planting within the Ancient Woodland buffer zone at the perimeter of the site helps in maintaining and creating a self-contained site, which maintains the character and setting of the AGLV.*
- *The reduction in 'sky-glow' by the proposed car park, as set out in the accompanying lighting assessment and section 5, mean that the proposed car park will significantly reduce sky-glow', with proposed fittings providing 100% downwards output, in comparison to the existing fittings which provide largely upwards light. The new lighting system will also allow for the top deck lights to be turned off over-night. This will enhance the setting of the AGLV and the countryside and enhance the openness of the Green Belt during dusk and darkness. This will also lead to further ecological enhancements, reducing disturbance for nocturnal animals.*
- *As part of the overall Master planning exercise for the campus it can be demonstrated that across the three applications there is an increase of 40% permeable hard landscaped areas over the existing non permeable hard landscaped area, and the proposed drainage will see a reduction in surface water run off from the site, improving on current conditions for the site and wider area.*
- *The application provides the Council with the opportunity to secure a sustainable Travel Plan for this important employment site in the Borough. The Travel Plan promotes sustainable modes of travel, including the provision of improved shuttle services and cycling facilities, which will have improvement on surrounding roads and for local residents and*

# Agenda Item 6

Planning Committee  
22<sup>nd</sup> January 2019

Agenda Item: 6  
19/01176/F

*increase the sustainability of the site as a whole. This application provides a unique opportunity for the Council to ensure the future sustainability of this site.*

- 6.14 A balanced assessment is therefore required between the harm to the openness of the Green Belt and any other harm whilst also understanding the needs of local business and the potential economic and highways implications which are all material planning considerations. Paragraph 80 of the NPPF states *'planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.'* The submission of the application has been made to prevent problems of cars being parked in the future on adjoining residential roads or even on the roads within the curtilage of the application site, neither of which would require planning permission, however could have a detrimental impact upon the visual amenities of the area and the residential amenities of the neighbouring roads. The Applicant has advanced the social, economic and environmental benefits of the proposal which further add weight in favour of the proposal. The harm to the openness of the Green Belt identified would be contained to the existing car park area of the site. Whilst increasing in height and spreading further across the site, finishing materials would be conditioned to ensure an appearance that would assimilate with the surroundings, avoiding a visually prominent addition. Lighting would be conditioned to result in a reduction in the existing light spill.
- 6.15 The additional development within the buffer zone of the ancient woodland would be in the vertical dimension, as well as the additional floor area by way of stairwell 1 and 2 and the western most part of the south extension to the car park
- 6.16 Taking the above into consideration when balancing the harm to the openness of the Green Belt and any other harm by way of the encroachment into the ancient woodland buffer zone against the local policy and national policy support for proposals which contribute towards economic growth; the need for the proposed development and the potential jobs that would be created and secured; and the avoidance of off site parking demand on nearby streets, very special circumstances are cumulatively considered to be of sufficient weight to clearly outweigh the limited harm to the Green Belt and any other harm relating to the ancient woodland. As a consequence, the development would accord with Policy NHE5 of the Development Management Plan, Core Strategy Policy CS3 and the provisions of the NPPF in relation to Green Belt

## Highway matters

- 6.17 A high number of the objection letters received raised objection on the basis of increase in traffic and congestion, hazard to highway safety and inadequate parking. The submission has been carefully considered by the

# Agenda Item 6

Planning Committee  
22<sup>nd</sup> January 2019

Agenda Item: 6  
19/01176/F

County Highways Authority and following the receipt of addition and amended information, have provided the following comments:

*'The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY who recommends an appropriate agreement should be secured before the grant of permission to include:*

2. *A financial contribution of £6150 toward auditing the travel plan reference FIML 2018 4119 TP06.*
3. *The provision of a shuttle bus service from Tonbridge to Kingswood in accordance with details and timing to be submitted to and approved in writing with the local Planning Authority.*
4. *A review of on street parking demand from Fidelity Kingswood on Green Lane, Chipstead Lane, Smithy Lane, and Beechan Lane from the date that staff are relocated from Kent up to a period lasting five years post full occupation in accordance with a methodology to be submitted to and approved in writing with the Local Planning Authority. If there is demand for car parking on these streets the developer is to fund and implement an appropriate Traffic Regulation Order to provide parking restrictions to mitigate such parking.*

*In addition to the above agreement, the following conditions are recommended to be imposed:*

1. *No part of the new car park shall be occupied for parking of cars unless and until a two metre wide footway has been constructed on the north side of Green Lane and a two metre wide footway has been constructed on the east side of the A217 Brighton to include tactile paving and dropped kerbs at the Green Lane junction with the A217 Brighton Road Road, plus a two metre wide pathway should be created within the central reservation of the A217 Brighton Road all as generally shown on the submitted plan numbered 2018 4119 009 Rev A.*

*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, access , and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.*

2. *No part of the new car park shall be occupied for parking of cars unless and until an appropriate bus shelter has been provided at both the north and south bound bus stops on the A217 as shown on the plan numbered 2018 4119 009 Rev A and in accordance with a scheme to be submitted to and approved in writing with 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, access , and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.*

# Agenda Item 6

Planning Committee  
22<sup>nd</sup> January 2019

Agenda Item: 6  
19/01176/F

3. *No part of the new car park shall be occupied for parking of cars unless and until appropriate gateway features at the locations shown on the submitted plan numbered 2018 4119 013 Rev A and associated carriageway markings have been provided at the speed limit change on Chipstead Lane in accordance with a detailed scheme to be submitted to and approved in writing with 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, access , and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.*

4. *No part of the new car park shall be occupied for parking of cars unless and until the A217 close to the junction with Smithy Lane and Buckland Road has been resurfaced, and provided with anti skid surface and existing road markings have been refreshed all as as generally shown on the submitted plan numbered 2018 4119 009 Rev A.*

*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, access , and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.*

5. *The proposed car park shall not be occupied until the spaces have been provided in accordance with the approved plans. Thereafter the parking spaces shall be retained and maintained for their designated purposes.*

*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, access , and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.*

6. *Construction Transport Management Plan (\* Note: Notice in writing must be given by the Local Planning Authority to the Applicant that if planning permission is granted this condition is intended to be imposed, or pre-authorisation from the applicant must be sought before recommending the imposition of this condition. The Validation requirements for planning applications needing the submission of a Construction Management Plan will provide this notice.)*

*No development shall commence until a Construction Transport Management Plan, to include details of:*

- (a) parking for vehicles of construction site personnel, operatives and visitor and staff of Fidelity International.*
- (b) loading and unloading of plant and materials*
- (c) storage of plant and materials*

# Agenda Item 6

Planning Committee  
22<sup>nd</sup> January 2019

Agenda Item: 6  
19/01176/F

- (d) programme of works (including measures for traffic management)*
  - (f) HGV deliveries and hours of operation*
  - (g) vehicle routing*
  - (h) measures to prevent the deposit of materials on the highway*
  - (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused on Green Lane, Smithy Lane and Chipstead lane.*
  - (k) 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.*

- 7. The submitted travel plan numbered FIML 2018 4119 TP06 shall be implemented upon occupation of the car park and for each and every subsequent occupation of the development, thereafter maintain and develop the travel plan to the satisfaction of 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 the Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).*

- 8. The car park hereby approved shall not be occupied unless and until a minimum of 33 of the available car parking spaces are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with a 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, access, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).*

- 9. The proposed car park shall not be occupied until a Car Park Management Plan which aims to restrict the numbers of staff driving to the site, and ensures the car park operates efficiently and prevents overspill parking from the proposed parking areas has been submitted to and approved in writing with the Local planning Authority. The approved Car Park Management Plan shall be implemented upon first occupation of the proposed car park.*

# Agenda Item 6

Planning Committee  
22<sup>nd</sup> January 2019

Agenda Item: 6  
19/01176/F

*Reason: The condition above is required in order that the development should no 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.*

## *Informatives*

*1. 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/floodingadvice](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice).*

*2. 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).*

*3. 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.*

*4. Hinf27 It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.*

## *Note*

*Fidelity International currently has an office campus on the Kingswood Field site in Kingswood, in the Borough of Reigate and Banstead. The site currently*



# Agenda Item 6

Planning Committee  
22<sup>nd</sup> January 2019

Agenda Item: 6  
19/01176/F

*employs 1097 staff. Fidelity want to relocate around 539 positions from a site they have in Kent to their Kingswood site bringing the total employed there to about 1636 by the end of 2020. Fidelity plan employing additional staff up to 2025 when they anticipate 2200 people would be employed at the Kingswood Fields site. Neither the relocation nor recruitment requires planning permission. It is therefore entirely possible for Fidelity to simply relocate and employ more staff without extra car parking spaces. This would lead to demand for on street parking on the roads surrounding the site.*

*To mitigate this impact the developer has proposed a travel plan with flexible working from 0700h to 1000h to arrive at work and 1600h to 1900h to leave work. In addition, Fidelity is also proposing that people work more at home. Neither of those working practices are currently offered to Fidelity staff. These working practices in combination with the travel plan would have the effect of spreading the peak over two hours instead of one hour however the quantum of movements would be no worse in either of the two hours than there are currently over one hour, notwithstanding the increase in staff employed on the site.*

*In addition, Fidelity are proposing to increase the quantum of parking spaces on the site from 932 (Includes 399 spaces in a multi storey) standard spaces (a further 39 spaces are non-standard) to 1225 spaces (with a further 72 non-standard spaces), albeit with a smaller standard parking ratio than they currently have. This will reduce the current quantum of standard parking spaces per member of staff from the current 0.85 space per member of staff to 0.74 space per member of staff initially after the relocation of staff from Kent in 2020 but reducing further to 0.56 space per member of staff by 2025 when Fidelity anticipate employing 2200 members of staff.*

*The site currently has 399 standard car parking spaces within a multi storey car park. The proposal includes redeveloping the multi deck car park to accommodate 326 more spaces. Fidelity will provide 500 temporary car parking spaces during construction because all of the 399 multi storey spaces would be unusable and so too would 101 surface parking spaces.*

*Fidelity is proposing 1610 desks on the site within a floor space of 12,077m<sup>2</sup>. This is equivalent to one desk per 7.5 m<sup>2</sup>. Nationally this ranges from about one desk per 6m<sup>2</sup> and one desk per 10m<sup>2</sup>. So, the proposed desk space is reasonable. According to Fidelity the 1610 desks would remain the same up to and beyond 2015(sic) when 2200 staff would be working from their Kingswood site.*

*In order to encourage staff to work from home Fidelity is proposing to cap the quantum of desks to 1610 and the quantum of standard parking spaces to 1225. If more than 1610 staff wanted to work on the site, the quantum of desks and parking spaces would not accommodate that increase. It is therefore unlikely that more staff would arrive on site than could be accommodated at a desk or able to park their vehicle. Furthermore, staff are to be supported with a desk booking system so staff would know before*

# Agenda Item 6

Planning Committee  
22<sup>nd</sup> January 2019

Agenda Item: 6  
19/01176/F

*leaving home whether they have a desk for that day. Otherwise a member of staff could arrange to work from home.*

*In the travel plan it is stated for the base year, which is what currently happens on the site and after taking account of relocated staff, that the proportion of Fidelity employees working from home would be 5.3% and the proportion of staff driving alone would be 81.3%. This would equate to 1271 vehicles if all of the 539 positions relocated from Kent involve staff that actually relocate with their jobs. Since Fidelity is proposing 1225 standard parking spaces the worst case under provision of parking spaces would 46 spaces. This could be accommodated within the site which is a large campus with an internal road network within which cars could be parked. However, in practice it is unlikely that all staff would want to relocate therefore the quantum of cars seeking a space to park would be less. According to the travel plan there is a target in year one of 15% of staff working from home and 78% of staff driving alone. This would equate to 1094 cars, which could be accommodated in the proposed 1225 standard parking spaces.*

*I have recommended a Section 106 requirement for Fidelity to amend their travel plan so that if it does not work as anticipated, then Fidelity would need to review on street parking demand from their Kingswood site on Green Lane, Chipstead Lane, Smithy Lane, and Beechan Lane for a period of up to five years post full occupation in accordance with a methodology to be submitted to and approved in writing with the Local Planning Authority. If there is demand for car parking on these streets the developer is to fund and implement appropriate parking restrictions.*

*In addition, I have recommended a condition for a car park management plan to restrict the numbers of staff driving to the site and ensures the car park operates efficiently and prevents overspill parking from the proposed parking areas.*

*Furthermore, I have asked for the developer to enter into a Section 106 Agreement to provide details on an extra bus service that Fidelity is proposing to provide to transport relocating staff from Tonbridge to Kingswood. Currently 17% of staff travel by sustainable modes of transport to the site in Kent. This equates to about 92 members of staff travel by sustainable modes of transport. This means that potentially this amount of staff could be using the proposed bus service. Fidelity would therefore need to provide a level of service that could accommodate this quantum of staff.*

*In addition, I have recommended a condition that the developer widens the footway to two metres on the north side of Green Lane and on the east side of the A217 Brighton Road. The condition would also require the developer to provide tactile paving and dropped kerbs at the Green Lane junction with the A217 Brighton Road and a formal path on the central reservation of the A217 close to the junction with Green Lane. Furthermore, the condition would require the developer to provide a replacement shelter at the bus stop serving north bound services on the A217 and a shelter serving south bound services on the A217.*

# Agenda Item 6

Planning Committee  
22<sup>nd</sup> January 2019

Agenda Item: 6  
19/01176/F

*Notwithstanding the above there will be an increase in traffic which has been modelled. In order to model the impact of the proposed relocation, the developer has collected data on existing traffic flows. Data was collected from the Millfield Lane junction with Chipstead Lane, the Green Lane junction with Smithy Lane and the site access, the Smithy Lane junction with the A217 Brighton Road and at the Brighton Road junction with Chipstead Lane. This data was collected on 24 April 2018 outside of any school, and public holiday period. There were also no road works in the area during the data collection period. This data has also been used to distribute traffic for the proposed development, based on how current staff get to and from the site. For the relocated staff it has been reasonably assumed that those that would drive to the site would do so via the M25 and the A217. The data that has been collected is reasonable. It has been compared to traffic flow data that has been collected by SCC in 2011 and 2015 at those same junctions. This data has been compared to Department of Transport data from 2018 for the A217 south of Smithy Lane and it shows similar levels of traffic therefore the level of traffic using the local highway has been accurately recorded.*

*Most of the new traffic following the relocation of staff from Kent to Kingswood would be approaching the site at Kingswood via the M25 at junction 8 with the A217. This junction has not been assessed because the increase in flows under no travel plan would be negligible compared to existing flows. During the AM peak an increase 209 (an 11% increase in flows heading north) vehicles going north from the junction 8 and an increase of 3 vehicles (an increase of less than 1%) heading south toward the junction. During the PM peak the increase would be 16 vehicles heading north from the junction, this is an increase of 1%, and an increase of 157 vehicles heading south towards the junction, this is an increase 8% heading south.*

*The junctions that have been modelled include the A217 Brighton Road junctions with Chipstead Lane and Smithy Lane. The developer has also modelled the Millfield Lane junctions with Chipstead Lane and the Smithy Lane junctions with Green Lane. The model has been assessed to make sure it is robust. Initially the modelling work only took account of the AM peak between 0800 and 0900h. The developer was asked to include the hour between 0700 and 0800 because traffic flow data obtained from 24 April 2019 shows that there is a peak in traffic between 0700 and 0800h. The traffic flow data from 24 April confirms the peak in the evening peak is between 1700 and 1800 hours, which has been correctly modelled. The existing traffic flows from 2018 have been correctly grown by an appropriate factor to represent flows in 2019 from which to base existing traffic flows and grown again using another appropriate factor to show what traffic flows would be like by 2024.*

*Flow diagrams have been correctly presented to show the data that was collected in 2018. This was then grown again to show traffic flows in 2019 from which to assess the predicted traffic flows from the proposed development. The traffic flows have been grown again to show flows by 2024 without the development. Another diagram has been correctly presented to show the development flows by 2024 when the site is likely to be*

# Agenda Item 6

Planning Committee  
22<sup>nd</sup> January 2019

Agenda Item: 6  
19/01176/F

*fully occupied with 2200 staff. These flows have been correctly added to the 2024 flows.*

*The modelling work has been correctly presented to show the 2019 base line and 2024 situation without the development and with the development during the hour of 0700 to 0800 hours and 0800 to 0900 hours. The largest impact of the development is likely to be on the southern approach to the A217 junction with Chipstead Lane. But even here the largest increase in queue length is likely to be about 10 metres which is just under two car lengths where the queue is already about 50 metres long by 2024 without the development. This is likely to be in the morning peak, which tends to have higher queues compared to the afternoon peak, according to the approved modelling work.*

*There are concerns locally with traffic speeds along Green Lane, Smithy Lane and Chipstead Lane. Speed data from SCC shows that drivers are only speeding on Chipstead Lane. There is no evidence of speeding on Green Lane or Smithy Lane, according to speed data SCC has. I have recommended a condition for the developer to install gate way features at the change in speed limit on Chipstead Lane, with associated carriageway markings indicating the speed limit too. This would make the change in speed limit to 30mph more conspicuous than it currently is.'*

- 6.18 It is considered that the County Highway Authority have undertaken a full and thorough assessment of the transportation implications associated with the proposed development and their findings are not disputed. Subject to the recommend conditions as detailed above and a S106 secured to provide the three requirements outlined, the proposal is considered acceptable in terms of highway matters.

## Design appraisal

- 6.19 The proposed appearance of the car park would be functional in its design. The slope of the site would continue to be utilised and the tiered design of the existing car park would be followed in the new level added.
- 6.20 During the course of the application amendments were sought to remove the red finish to the car park and now the proposed finishing colour would be secured by condition to secure a muted tone, suitable to assimilate with the woodland surroundings. The proposal would include areas for planting that would soften and dapple the appearance of the development, integrating it within the rural setting. Timber and green walls are also proposed in part to the elevations.
- 6.21 The proposed development is considered acceptable in terms of its design and impact upon the character of the wider area, and complies with policy DES1.

## Neighbour amenity

# Agenda Item 6

Planning Committee  
22<sup>nd</sup> January 2019

Agenda Item: 6  
19/01176/F

- 6.22 The proposed development would be contained within the central part of the site, generously separated from any neighbouring residential dwellings. The nearest neighbouring dwellings are those in Beechen Drive, approximately 160m to the north west. The proposal is therefore not considered to result in a harmful impact upon amenities of neighbouring residential properties in terms of overbearing, domination, loss of light or noise and disturbance.
- 6.23 A lighting condition would be attached to a grant of planning permission to ensure a reduction over the existing light spill from the site, offering an improvement to the visual amenities for local residents.

## Ancient Woodland and Ecology

- 6.24 The existing car park sits within the 15m buffer zone of Ancient Woodland. The proposal would not result in the loss of any ancient woodland but there would be small increase in its footprint within the buffer zone. The site is further protected by way of a group Tree Preservation Order RE59. The area to the north and west of the car park is also designated a Site of Nature Conservation Importance.
- 6.25 Surrey Wildlife Trust (SWT) were consulted upon the application and during the course of the planning application additional information has been provided by the Applicant to address objections raised by SWT. In the latest comments received by SWT, objection is maintained. SWT state they *'refer the Council to the obligations of the National Planning Policy Framework which requires refusal of a planning permission if development will result in the loss or deterioration of ancient woodland. The above referenced letter from Arbtech Consulting Ltd suggests that mitigation for adverse impacts on the ancient woodland "could include improving the condition of the rest of the ancient woodland... creating a forest management plan". The letter proposes that "the creation of this document should be written into a planning permission". I welcome the proposal for submission of a woodland management plan, secured by planning condition, to contribute to the evidence of measurable biodiversity net gain across the development site as a whole and also to mitigate for adverse impacts to the ancient woodland such as temporary incursion from the temporary car park. However, the woodland management plan should be presented as part of a suite of measures to mitigate for biodiversity impacts and is not sufficient alone as compensation for acknowledged increased deterioration of the ancient woodland, as a result of development. I again refer the Council to the government's standing advice which states " Ancient woodland, ancient trees and veteran trees are irreplaceable. Consequently you should not consider proposed compensation measures as part of your assessment of the merits of the development proposal."* The above advice was based on the misunderstanding of the number of trees to be planted at 5, whereas the total number is 105 and their revised comments in the light of this are awaited.
- 6.26 Natural England were consulted upon the proposal and raised no objection, stating "Based on the plans submitted, Natural England considers that the

# Agenda Item 6

Planning Committee  
22<sup>nd</sup> January 2019

Agenda Item: 6  
19/01176/F

proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.”

- 6.27 Taking the above into consideration and the application as a whole in balancing all matters for consideration, the proposal would result in some reduction to the amount of semi-natural habitats next to ancient woodland and the impact would not be as severe as the loss of ancient woodland itself or encroachment of new development into a pristine buffer zone. However, the proposal would result in public benefit by way of the economic benefits bought by the continued and increased intensity in the use of the site for commercial use. Furthermore, the car park extension is proposed in order to avoid off-site parking and harm to amenity of nearby roads including Chipstead Lane, Beechen Lane, Green Lane and Smithy Lane. These are largely residential roads and it is considered these roads would be most affected by increased demand for on street parking. Due to the limited impact and the substantial economic benefits, exceptional reasons are considered to exist in this instance.
- 6.28 Natural England Standing Advice refers to avoiding impacts, reducing (mitigating) impacts and compensation as a last resort. Avoiding impact is not considered possible in this instance as alternatives would result in equal or greater harm given the designations of the site and the siting of the existing multi-storey car park and surface parking which is bounded by Ancient Woodland.
- 6.29 Turning to mitigation methods, SWT have commented
- 6.30 *‘On the assumption that the above issues relating to ancient woodland are satisfactorily resolved prior to determination of the current planning permission, we also recommend the following;*

### Sensitive lighting

*The above letter from SJA Trees notes that the temporary external car park is to subject to exterior lighting provision. I therefore wish to reiterate comments provided in my email dated 7<sup>th</sup> January 2020 which remain valid; I recommend that a detailed lighting plan for the whole development site is therefore produced to demonstrate that artificial lighting will not adversely affect nocturnal species present within ancient woodland habitats adjacent to the development site. This plan should be submitted to the Council for approval in writing prior to the commencement of development. The plan should be written in consultation with a suitably qualified ecologist and have regards to best practice lighting guidance for avoidance of impacts on nocturnal species. Any external lighting installed on this development should comply with the recommendations of the Bat Conservation Trusts’ document entitled “Bats and Lighting in the UK – Bats and The Built Environment Series”. The above referenced Ecological Mitigation Plan by Arbtech Consulting Ltd provides appropriate recommendations with regards to external artificial lighting.*

### Biodiversity net gain

# Agenda Item 6

Planning Committee  
22<sup>nd</sup> January 2019

Agenda Item: 6  
19/01176/F

*I note the submission of the above referenced Ecological Mitigation Plan by Arbtech Consulting Ltd and associated referenced Site Wide Biodiversity and Habitat Enhancement Plan. These documents present proposals for biodiversity mitigation measures across the development site as a whole. While being unambitious in terms of achieving a net gain ("net gain of 5 semi-mature trees overall"), I have evaluated these documents in conjunction with the above offered submission of a woodland management for specific enhancements of the site's ancient woodland. I can therefore advise that should the Council be minded to grant permission for this proposed development, that the development should be required to proceed only in strict accordance with the provision of the above referenced Ecological Mitigation Plan and Site Wide Biodiversity and Habitat Enhancement Plan. Ecological mitigation should have regards to the submission of an appropriately detailed woodland management plan (with details of management and financial security of the plan for the long term). The woodland management plan should be submitted to the Council for approval in writing prior to commencement of development.*

- 6.31 In response to comments received from SWT, the Applicant has summarised their proposal for avoidance of damage, mitigation against damage and compensation for loss or damage.

*'How the proposals avoid damage*

- o Multiple schemes for the location of additional parking were reviewed at pre-app stage, and this was the least impact (both to woodland and greenbelt) area with minimal additional footprint, which represented no loss of ancient woodland and no damage as a result of construction, incursions by the proposals are minor in nature, in parts of the buffer zone which already contains development, and in the buffer zone only.*
- o During the planning process further design work was undertaken to reduce potential impacts on tree roots by reworking foundations. This work will continue post planning and form part of the construction management plan and tree protection plans secured via condition.*
- o The reduction of artificial light impacts with proposed lighting scheme create a reduction in light spill from the current car park/wider site, therefore providing an improvement on the current situation.*

*How the proposals mitigate against damage*

- o Improving the overall condition of the woodland with a formal management plan secured via condition in consultation with the Council, which will include removing of any invasive species, identifying any trees which require protection/management to prolong their life. This is something which is not currently in place and the ability to secure this as part of the applications will enhance the ancient woodland for the future.*
- o Additional very significant planting within the buffer zone and the wider site will improve the buffer zone effectiveness and preserve the ancient woodland longevity, as well as seeking to enhance the wider site as an extended 'buffer'.*
- o The continued use of the site for offices provides much less risk to the ancient woodland than if the site were redeveloped for residential use.*

# Agenda Item 6

Planning Committee  
22<sup>nd</sup> January 2019

Agenda Item: 6  
19/01176/F

## *How the proposals compensate for loss or damage*

- o Site wide ecology and biodiversity improvements seek to enhance the biodiversity site wide over and above the existing situation.*
- o The net increase of 105 additional trees and all other landscaping measures across the site.'*

- 6.32 The submitted Site Wide Biodiversity and Habitat Enhancement Plan (BD 0210 SD 030 R03) proposes a net gain of 5 semi-mature trees overall, a net gain of 100 standard trees overall, 1135m<sup>2</sup> of new woodland planting, 1960m<sup>2</sup> of pollinator friendly and sensory planting, 45m<sup>2</sup> of new habitat beneficial to wildlife and invertebrates, 2770m<sup>2</sup> of species rich meadow in place of existing poor quality and species poor amenity grass, 11300 native bulbs, 455m<sup>2</sup> of green roof planting, 15 x bat boxes, 12 x bird boxes, 2 x hibernacula and invertebrate features and 2 x hedgehog houses.
- 6.33 Subject to recommended conditions to ensure a net gain in biodiversity, lighting details to be submitted and the securing of a woodland management plan, the proposal is considered to be acceptable in terms of impact on wildlife habitat.

## Impact on trees

- 6.34 The site is covered in large parts by Tree Preservation Order RE59. The Tree Officer was consulted upon the proposal and carried out a desktop review of the arboricultural report and considered the loss of trees to facilitate the extension is not excessive and will not have an impact on the canopy cover within the application site.
- 6.35 The Tree Officer noted the incursion into the buffer zone is minimal and the nature of development i.e. non-residential and will mean there will be no significant damage to the ancient woodland as identified in the report e.g. fly tipping. predatory pets. The report has accepted there will be an increase in pollution from the additional cars using the facility and artificial light, although this has not been quantified. To compensate for the loss of the trees, increase in pollution and artificial light the landscape scheme must demonstrate how the replacement planting will enhance the ancient woodland. A woodland management plan would be secured by way of condition to improve its structure and increase ecosystems. A full tree protection condition would be attached to ensure protection of retained trees

## Other matters

- 6.36 Objection has been raised on the grounds of impact upon air quality. The Council's Air Quality Officer was consulted upon the proposal and has raised no concerns over air quality at this site providing the Electric Vehicle charging spaces are put in. A condition is recommended to secure the provision of 33 electric vehicle charging spaces.



# Agenda Item 6

Planning Committee  
22<sup>nd</sup> January 2019

Agenda Item: 6  
19/01176/F

- 6.37 The site is not within nor adjacent to a Conservation Area and is not considered to result in a harmful impact in this regard.
- 6.38 Objection was raised on the grounds of inconvenience during the construction period. Whilst it is acknowledged there may be a degree of disruption during the construction phase, the proposal would not warrant refusal on this basis and statutory nuisance legislation exists to control any significant disturbance caused during the construction of the proposal. A construction method statement would be secured by planning condition. No significant health issues are considered to arise as a result of the planning application. Regard has been had to the Human Rights Act 1998.
- 6.39 Property devaluation is not a material planning consideration.
- 6.40 The site is located within Flood Zone 1 and a condition is recommended to secure details of surface water drainage
- 6.41 The parking is proposed for commercial use in connection with the existing use of the site and would not provide for community use of the site.

## 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> |
|------------------|-------------------------|----------------|----------------------|
| Other Plan       | BD 0210 SD 030          | R02            | 09.01.2020           |
| Floor Plan       | FKC-NHA-XX-02-DR-APL213 | P02            | 24.12.2019           |
| Floor Plan       | 751-NHA-XX-DR-A-PL212   | P01            | 24.12.2019           |
| Floor Plan       | 751-NHA-XX-DR-A-PL211   | P01            | 24.12.2019           |
| Floor Plan       | 751-NHA-XX-DR-A-PL210   | P01            | 24.12.2019           |
| Elevation Plan   | FKC-NHA-XX-XX-DR-APL251 | P01            | 01.10.2019           |
| Elevation Plan   | FKC-NHA-XX-XX-DR-APL250 | P01            | 01.10.2019           |
| Roof Plan        | FKC-NHA-XX-XX-DR-APL230 | P01            | 01.10.2019           |
| Site Layout Plan | FKC-NHA-XX-XX-DR-APL001 | P01            | 01.10.2019           |
| Other Plan       | 2018/4119/012           | B              | 21.11.2019           |
| Other Plan       | 2018/4119/013           | A              | 21.11.2019           |
| Other Plan       | 2018/4119/009           | A              | 21.11.2019           |
| Elevation Plan   | FKC-NHA-XX-XX-DR-APL300 | P00            | 12.06.2019           |
| Location Plan    | FKC-NHA-XX-XX-DR-APL000 | P00            | 12.06.2019           |
| Section Plan     | FKC-NHA-XX-XX-DR-APL261 | P00            | 12.06.2019           |
| Elevation Plan   | FKC-NHA-XX-XX-DR-APL150 | P00            | 12.06.2019           |
| Elevation Plan   | FKC-NHA-XX-XX-DR-APL151 | P00            | 12.06.2019           |

# Agenda Item 6

Planning Committee  
22<sup>nd</sup> January 2019

Agenda Item: 6  
19/01176/F

|                  |                         |     |            |
|------------------|-------------------------|-----|------------|
| Site Layout Plan | FKC-NHA-XX-XX-DR-APL101 | P00 | 12.06.2019 |
| Floor Plan       | FKC-NHA-XX-00-DR-APL111 | P00 | 12.06.2019 |
| Floor Plan       | FKC-NHA-XX-01-DR-APL112 | P00 | 12.06.2019 |
| Floor Plan       | FKC-NHA-XX-B1-DR-APL110 | P00 | 12.06.2019 |
| Roof Plan        | FKC-NHA-XX-XX-DR-APL130 | P00 | 12.06.2019 |
| Section Plan     | BD 0210 SD 813          | R02 | 12.06.2019 |
| Section Plan     | BD 0210 SD 812          | R02 | 12.06.2019 |

Reason:

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

3. No development shall take place until the developer obtains the Local Planning Authority's written approval of details of both existing and proposed ground levels and the proposed finished ground floor levels of the buildings. The development shall be carried out in accordance with the approved levels.

Reason:

To ensure the Local Planning Authority are satisfied with the details of the proposal and its relationship with adjoining development and to safeguard the visual amenities of the locality with regard to Development Management Plan 2019 policy NHE5.

4. No development shall take place above ground floor slab level until written details of the materials to be used in the construction of the external surfaces, 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 Development Management Plan 2019 policy DES1.

5. No part of the new car park shall be occupied for parking of cars unless and until a two metre wide footway has been constructed on the north side of Green Lane and a two metre wide footway has been constructed on the east side of the A217 Brighton to include tactile paving and dropped kerbs at the Green Lane junction with the A217 Brighton Road Road, plus a two metre wide pathway should be created within the central reservation of the A217 Brighton Road all as generally shown on the submitted plan numbered 2018 4119 009 Rev A.

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, access, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

6. No part of the new car park shall be occupied for parking of cars unless and until an appropriate bus shelter has been provided at both the north and

# Agenda Item 6

Planning Committee  
22<sup>nd</sup> January 2019

Agenda Item: 6  
19/01176/F

south bound bus stops on the A217 as shown on the plan numbered 2018 4119 009 Rev A and in accordance with a scheme to be submitted to and approved in writing with 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, access , and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

7. No part of the new car park shall be occupied for parking of cars unless and until appropriate gateway features at the locations shown on the submitted plan numbered 2018 4119 013 Rev A and associated carriageway markings have been provided at the speed limit change on Chipstead Lane in accordance with a detailed scheme to be submitted to and approved in writing with 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, access , and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

8. No part of the new car park shall be occupied for parking of cars unless and until the A217 close to the junction with Smithy Lane and Buckland Road has been resurfaced, and provided with anti skid surface and existing road markings have been refreshed all as as generally shown on the submitted plan numbered 2018 4119 009 Rev A.

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, access , and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

9. The proposed car park shall not be occupied until the spaces have been provided in accordance with the approved plans. Thereafter the parking spaces shall be retained and maintained for their designated purposes.

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, access , and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

10. No development shall commence until a Construction Transport Management Plan, to include details of:
- (a) parking for vehicles of construction site personnel, operatives and visitor and staff of Fidelity International.
  - (b) loading and unloading of plant and materials

# Agenda Item 6

Planning Committee  
22<sup>nd</sup> January 2019

Agenda Item: 6  
19/01176/F

- (c) storage of plant and materials
  - (d) programme of works (including measures for traffic management)
  - (e) HGV deliveries and hours of operation
  - (f) vehicle routing
  - (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 on Green Lane, Smithy Lane and Chipstead lane.
  - (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.

11. The submitted travel plan numbered FIML 2018 4119 TP06 shall be implemented upon occupation of the car park and for each and every subsequent occupation of the development, thereafter maintain and develop the travel plan to the satisfaction of 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 the Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

12. The car park hereby approved shall not be occupied unless and until a minimum of 33 of the available car parking spaces are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with a 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, access , and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

13. The proposed car park shall not be occupied until a Car Park Management Plan which aims to restrict the numbers of staff driving to the site, and ensures the car park operates efficiently and prevents overspill parking from the proposed parking areas .has been submitted to and approved in writing with the Local planning Authority. The approved Car Park Management Plan shall be implemented upon first occupation of the proposed car park.

# Agenda Item 6

Planning Committee  
22<sup>nd</sup> January 2019

Agenda Item: 6  
19/01176/F

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, access, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

14. No development including groundworks preparation shall commence until details have been submitted to and approved by the LPA in respect of a Woodland Management Plan (WMP). The details shall comprise of the woodland management operation, their scheduled timings and frequency. The WMP shall include details of the frequency of the review of the submitted WMP and the mechanisms for its future monitoring. The development shall be undertaken in strict accordance with the approved details.

Reason:

To ensure good arboricultural practice in the interests of the maintenance of the character and appearance of the area and to safeguard the Ancient Woodland (AW). The information supplied will accord with Industry best practice and standing national advice on the management and protection of AW and the policies NHE2 and NHE3 of the Development Management Plan 2019.

15. Prior to commencement of development, details of all external lighting, including proposed operating times and details of shielding to control light spill, shall be submitted to and approved, in writing, by the Planning Authority, and there shall be no variance in external lighting other than as approved.

Reason:

In the interests of the amenities of neighbouring residential properties and to ensure the protection of the protected species with regard to Development Management Plan 2019 policy NHE2 and Reigate and Banstead Core Strategy 2014 policy CS2, the NPPF and the Natural Environment and Rural Communities Act (2006).

16. The development hereby approved shall proceed only in strict accordance with the provision of the Ecological Mitigation Plan by Arbtech Consulting Ltd dated 8<sup>th</sup> January 2020 and Site Wide Biodiversity and Habitat Enhancement Plan no. BD0210 SD 030 R02', dated 8<sup>th</sup> January 2020, author BD Landscape Architects. The ecological enhancements as detailed shall be undertaken as required by the National Planning Policy Framework and Natural Environment and Rural Communities Act (2006).

Reason:

To ensure the protection of the protected species with regard to Development Management Plan 2019 policy NHE3 and Reigate and Banstead Core Strategy 2014 policy CS2, the NPPF and the Natural Environment and Rural Communities Act (2006).

17. No development shall commence on site until an appropriately detailed landscaping and ecological management plan (LEMP) has been submitted to and approved in writing by the Local Planning Authority.

Reason:

# Agenda Item 6

Planning Committee  
22<sup>nd</sup> January 2019

Agenda Item: 6  
19/01176/F

To ensure the protection of the protected species with regard to Development Management Plan p2019 policy NHE2 and Reigate and Banstead Core Strategy 2014 policy CS2, the NPPF and the Natural Environment and Rural Communities Act (2006).

18. No development shall commence including demolition and or groundworks preparation until a detailed, scaled finalised Tree Protection Plan (TPP) and the related finalized Arboricultural Method Statement (AMS) is submitted to and approved in writing by the Local Planning Authority (LPA). These shall include details of the specification and location of exclusion fencing, ground protection and any construction activity that may take place within the Root Protection Areas of trees (RPA) shown to scale on the TPP, including the installation of service routings. The AMS shall also include a pre commencement meeting, supervisory regime for their implementation & monitoring with an agreed reporting process to the LPA. All works shall be carried out in strict accordance with these details when approved.

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 policy NHE3 of the Development Management Plan 2019.

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

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

All new tree planting shall be positioned in accordance with guidelines and advice contained in the current British Standard 5837:2012 Trees in relation to design, demolition and construction - Recommendations.

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

Reason:

To ensure good arboricultural and landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies NHE2 and NHE3 of the Development Management Plan 2019 and the recommendations within British Standard 5837.

# Agenda Item 6

Planning Committee  
22<sup>nd</sup> January 2019

Agenda Item: 6  
19/01176/F

20. The temporary car parking use hereby permitted shall be discontinued and the land restored to its former condition on or before 31 May 2021 in accordance with a scheme of works submitted to and approved in writing by the Local Planning Authority.

Reason:

To ensure that the temporary use is terminated within the specified time, having regard to policies NHE2, NHE3 and NHE5 of the Development Management Plan 2019.

21. No development shall commence until a scheme for the disposal of surface water drainage from the site has been submitted to and approved by the Local Planning Authority. The scheme shall be implemented as approved prior to the occupation of the dwelling hereby permitted.

Reason:

To ensure that the site is satisfactorily drained with regard to Development Management Plan policy CCF2 and National Planning Policy Framework 2019.

## INFORMATIVES

1. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at [www.firesprinklers.info](http://www.firesprinklers.info).
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions.
3. Your attention is drawn to the fact that this permission is subject to a legal agreement the provisions of which should be complied with in full. A payment is required and there is a requirement to notify the Council in advance of commencement of development. Payment of **£6150** then becomes due.

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

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

4. 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

# Agenda Item 6

Planning Committee  
22<sup>nd</sup> January 2019

Agenda Item: 6  
19/01176/F

- 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 use of a suitably qualified arboricultural consultant is essential to provide acceptable submissions in respect of the arboricultural tree condition above. All works shall comply with the recommendations and guidelines contained within British Standard 5837.
7. The use of landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above relevant conditions. Replacement planting of trees and shrubs shall be in keeping with the character and appearance of the locality. There is an opportunity to incorporate 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 Semi-Mature/Advanced Nursery Stock /Extra Heavy Standard/Heavy Standard size with initial planting heights of not less than 6m/4.5m/4m/3.5m, with girth



# Agenda Item 6

Planning Committee  
22<sup>nd</sup> January 2019

Agenda Item: 6  
19/01176/F

measurements at 1m above ground level in excess of 20/25cm/16/18cm/14/16cm/12/14cm.

8. 1. 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/floodingadvice](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice).
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 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.

Hinf27 It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.

## REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies NHE1, NHE2, NHE4, NHE5, NHE9, DES1, DES8, TAP1 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.

# Agenda Item 6

Planning Committee  
22<sup>nd</sup> January 2019

Agenda Item: 6  
19/01176/F

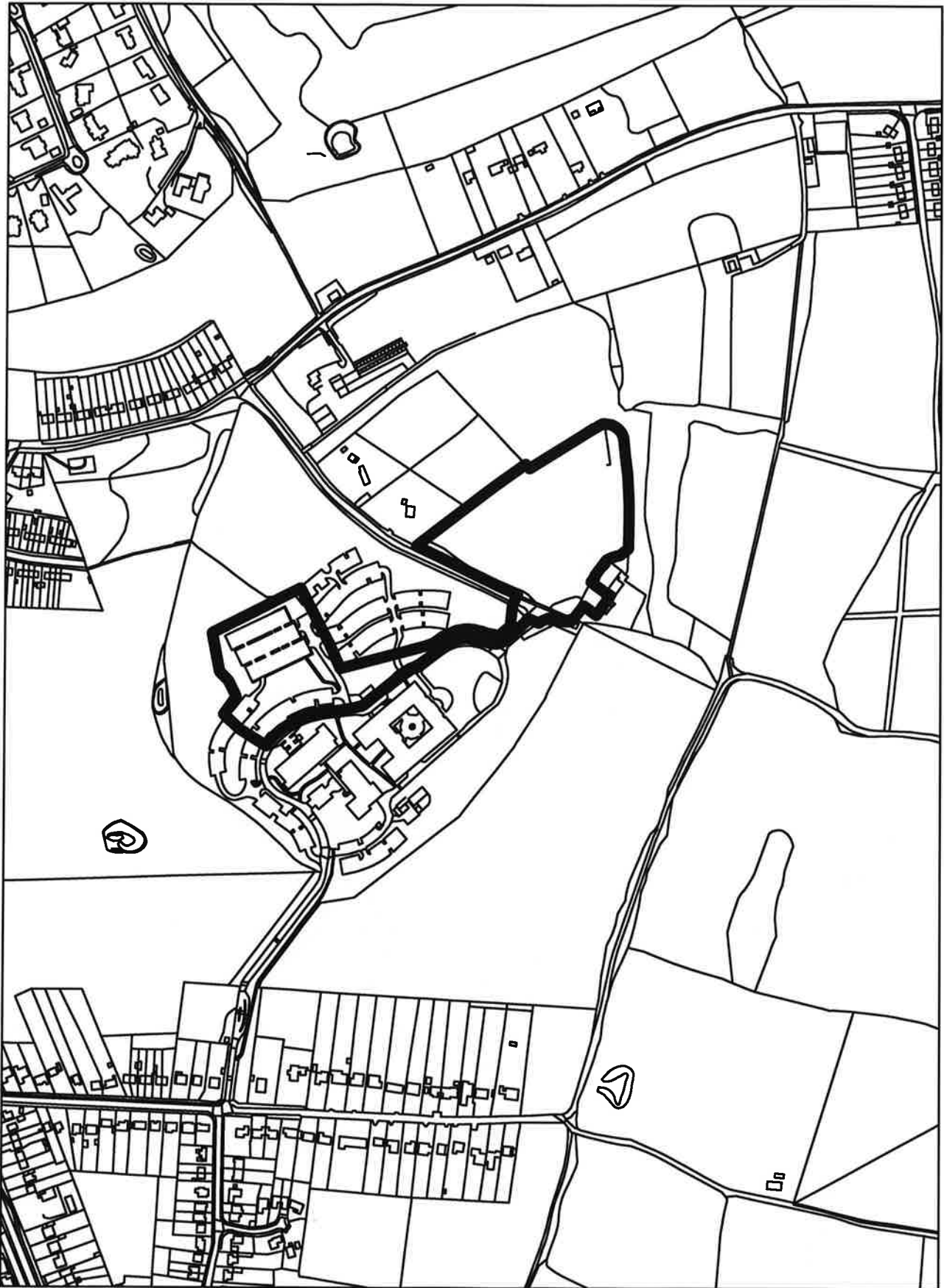
## **Proactive and Positive Statements**

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.

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# Agenda Item 6

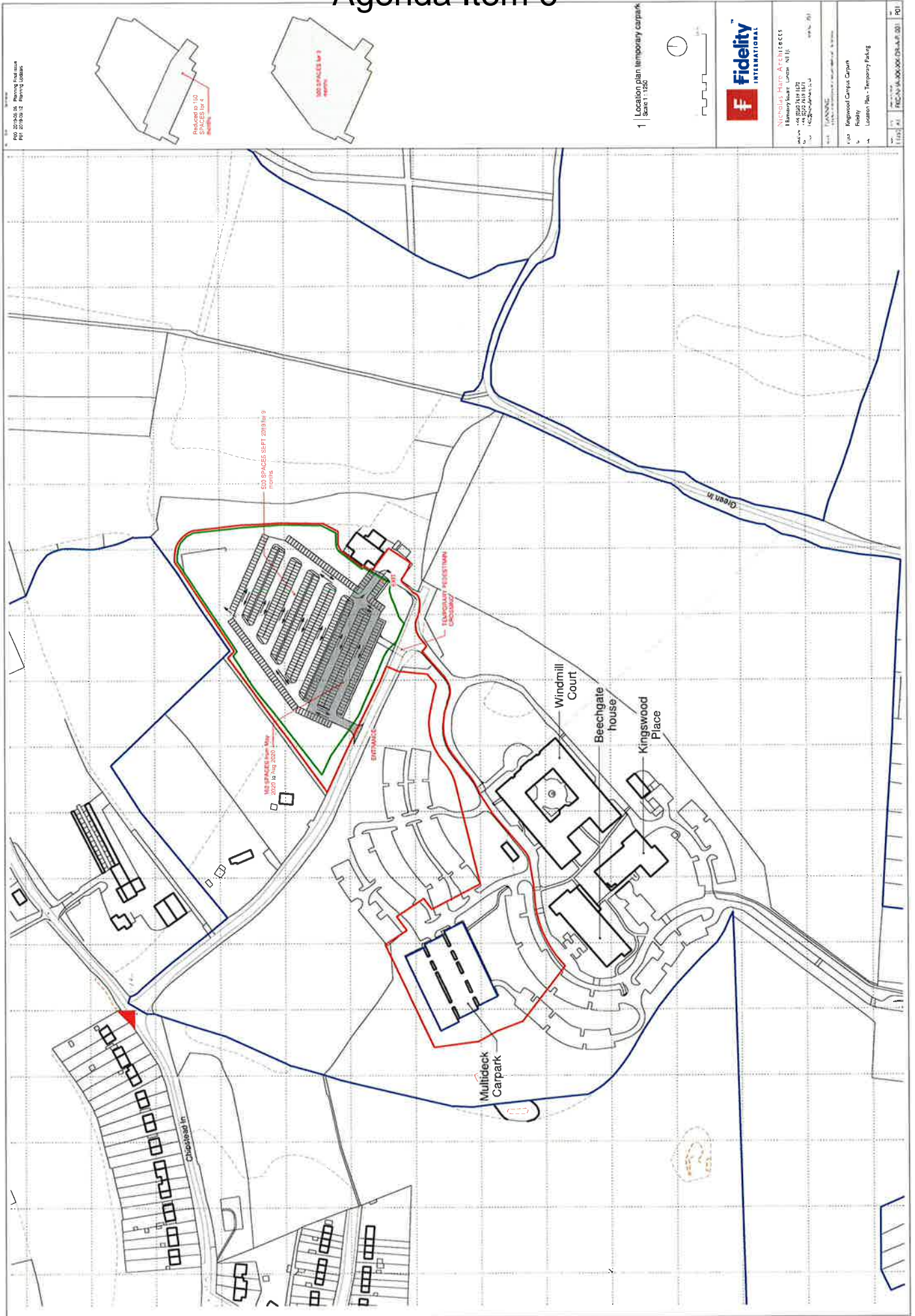
19/01176/F - Kingswood Fields, Millfield Lane,  
Lower Kingswood



Crown Copyright Reserved. Reigate and Banstead Borough Council.  
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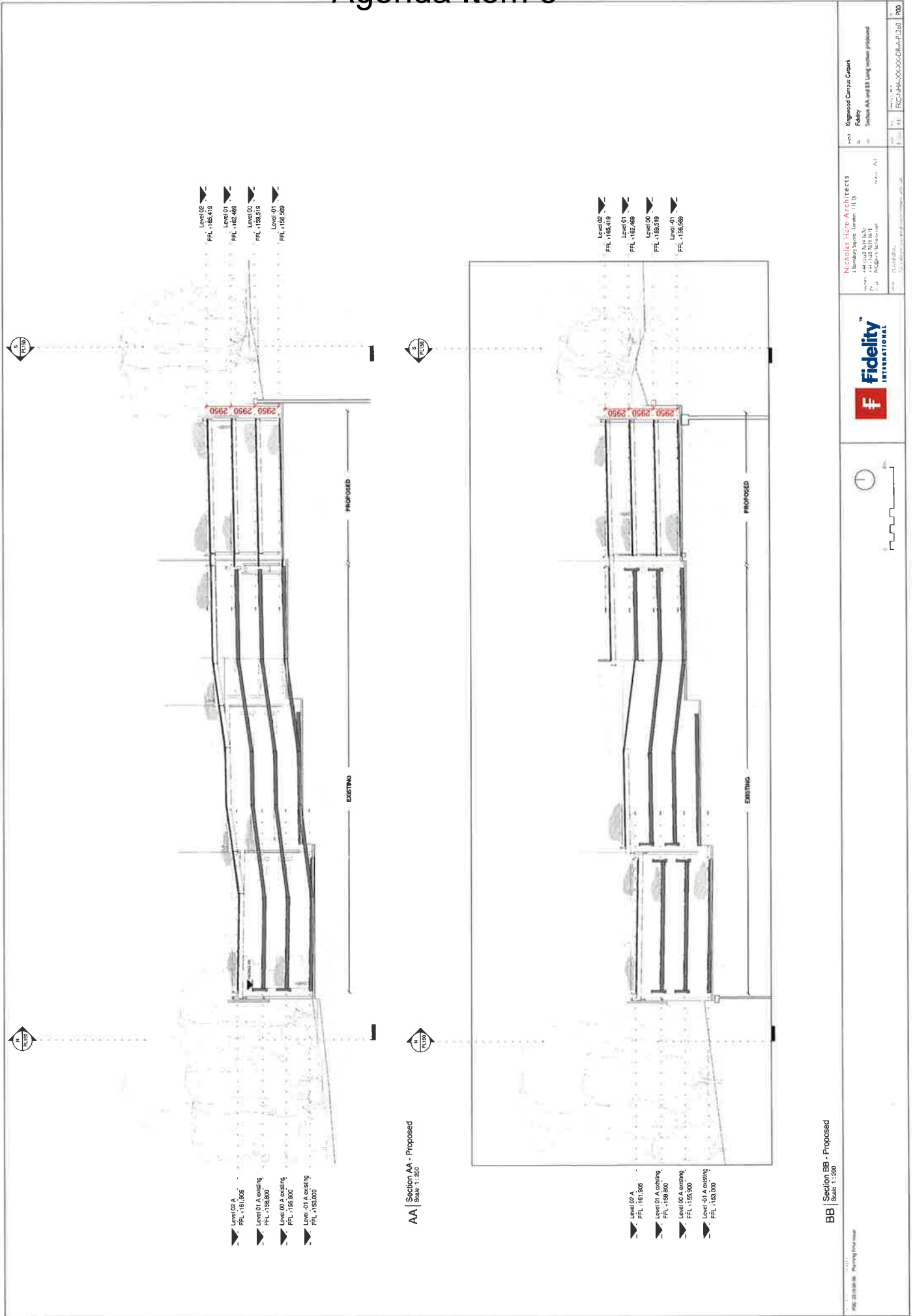
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# Agenda Item 6





# Agenda Item 6




  
**Fidelity**  
 INTERNATIONAL


  
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**Kingwood Campus Capital**  
 Fidelity  
 Site Ref: KCC14-000008-01-01-01  
 Date: 14/01/2014

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# Agenda Item 6



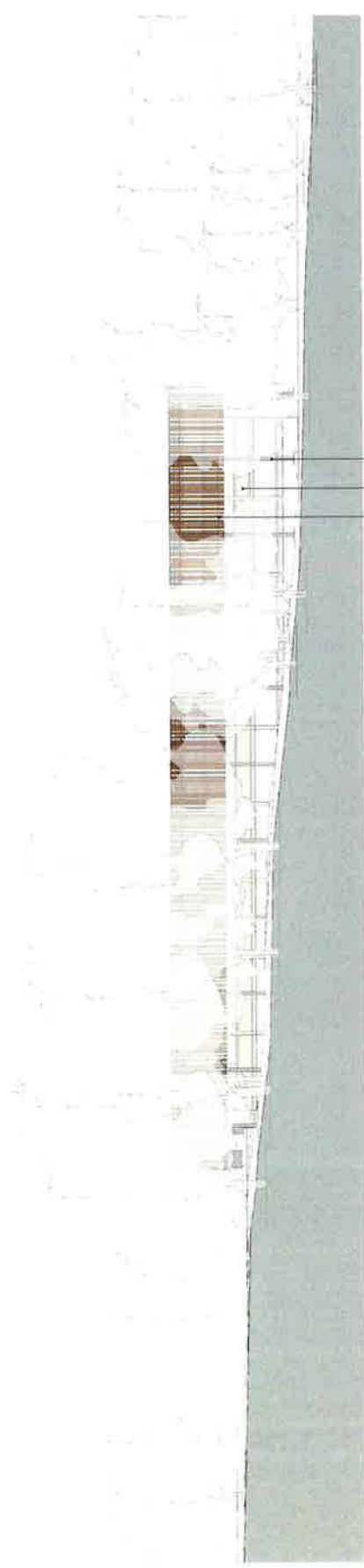
Existing edge of the Road Zone  
 Existing pedestrian crossing  
 Existing trees  
 External car park  
 Landscape buffer  
 Existing fence retaining  
 Existing vegetation retained

Proposed outdoor parking and entrance to the MSCP  
 Proposed entrance to MSCP and pedestrian access  
 New pathway to MSCP entrance & mitigation tree planting  
 Applied pedestrian crossing  
 Existing fence retaining  
 Existing vegetation retained  
 MSCP with integrated pedestrian gate & canopy

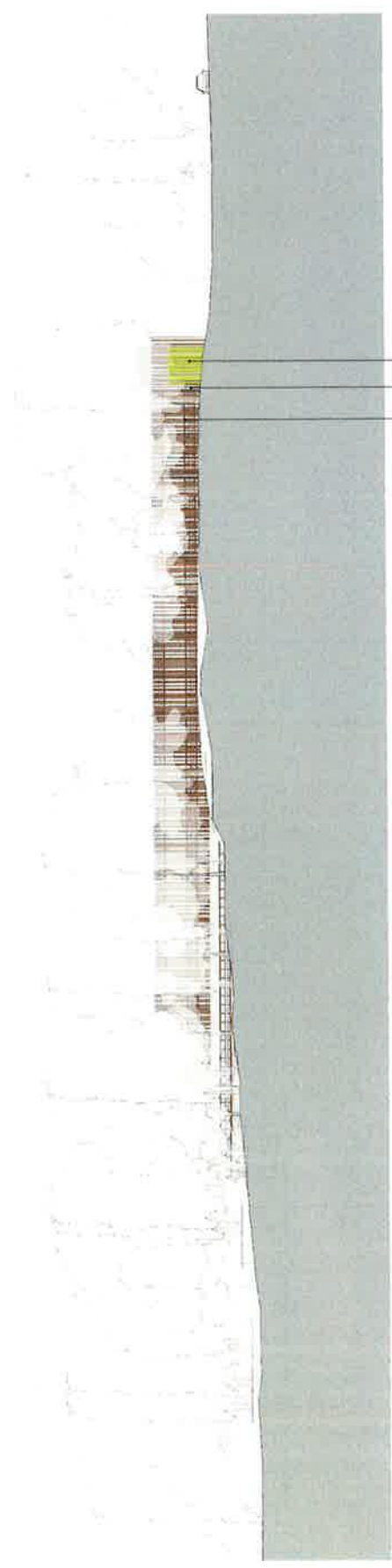
Kingswood Fields - MSCP  
 Illustrative Landscape Section B-B  
 5th June 2019, Scale 1:200 @ A1  
 80 oads to the Red

Proposed Section B-B  
 Scale 1:200 @ A1

# Agenda Item 6



N | North Elevation - Proposed  
Scale: 1/8" = 1'-0"

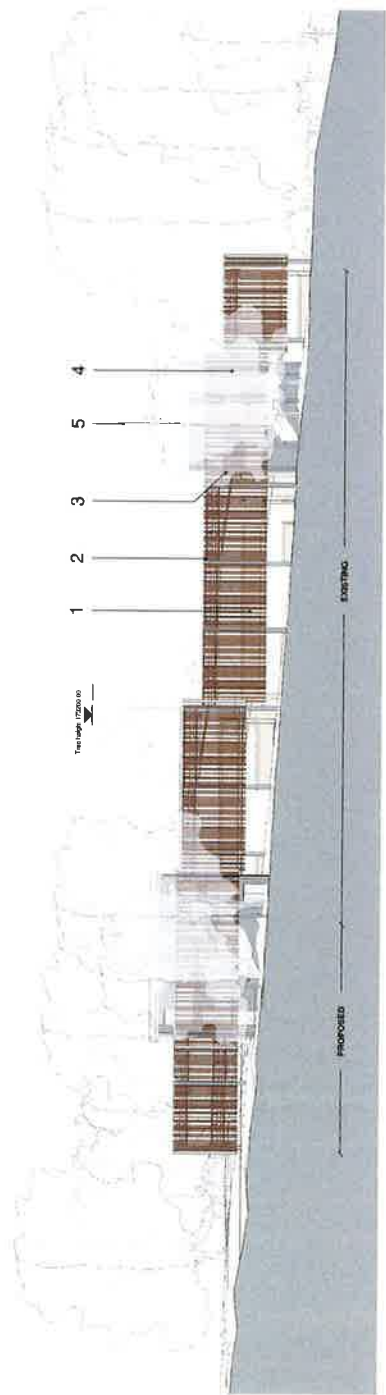


S | South Elevation - Proposed  
Scale: 1/8" = 1'-0"

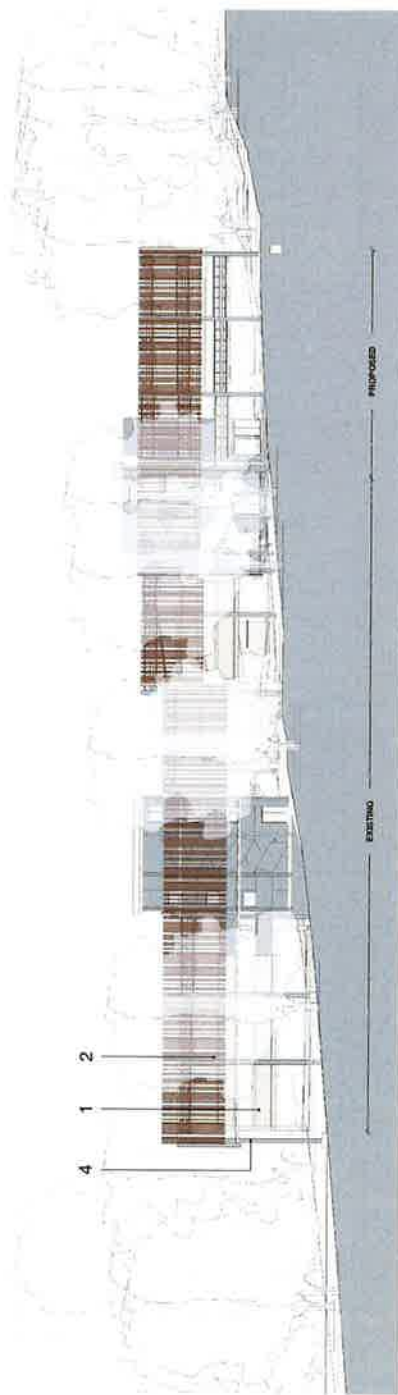
- LEG**
- 1.1 Existing Concrete Deck carpet
  - 1.2 Existing Wall
  - 1.3 Proposed Wall
  - 1.4 Proposed Steel Frame
  - 1.5 Lighting mast
- For detailed landscape information refer to landscape illustrations

|   |  |  |                     |                         |  |
|---|--|--|---------------------|-------------------------|--|
| <p>Nicholas Hillman Architects<br/>1000 14th Street, Suite 1000<br/>Berkeley, CA 94710<br/>Tel: 415.863.1111<br/>www.nicholas-hillman.com</p> |  | <p><b>Fidelity</b><br/>INTERNATIONAL</p> |                     |                         |  |
| <p>Project: Mgrwood Campus Capital<br/>Client: Fidelity<br/>Location: Berkeley North and South - Proposed</p>                                 | <p>Architect: Nicholas Hillman Architects<br/>Interior Architect: Fidelity<br/>Landscape Architect: Fidelity</p> | <p>Scale: 1/8" = 1'-0"</p>               | <p>Revision: 01</p> | <p>Date: 10/15/2014</p> | <p>Drawn by: J. Smith<br/>Checked by: J. Smith<br/>Approved by: J. Smith</p> |

# Agenda Item 6



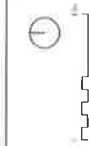
E | East Elevation - Proposed  
Scale 1:200



W | West Elevation - Proposed  
Scale 1:200

- Key**
- 1 Existing Concrete Deck output
  - 2 Timber Cladding
  - 3 Concrete Slab
  - 4 Galvalume Steel Frame
  - 5 Lighting mast
- For detailed landscape information refer to landscape elevations

NOV 20 10:20 AM - Review East and West  
NOV 20 10:20 AM - Update plan and elevations



**Nicholas - Hare Architects**  
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 Fax: 604.273.1213  
 Email: info@nicholas-hare.com


Project: Kingswood Campus, Courtyard  
 Fidelity  
 Revision: East and West - Proposed  
 Date: 20/11/2020  
 Scale: 1:200  
 Drawing No: 20-11-0000-0000-0000-0000

## Agenda Item 6

# Agenda Item 7

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 7  
19/01184/F

|  |                   |  |
|--|-------------------|--|
| <br><b>Reigate &amp; Banstead</b><br>BOROUGH COUNCIL<br>Banstead   Horley   Redhill   Reigate | <b>TO:</b>        | PLANNING COMMITTEE                               |
|  | <b>DATE:</b>      | 19 <sup>th</sup> February 2020                   |
|  | <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>  | 7                 | <b>WARD:</b> Lower Kingswood Tadworth And Walton |

|  |  |               |                                  |
|--|--|---------------|----------------------------------|
| <b>APPLICATION NUMBER:</b>   | 19/01184/F   | <b>VALID:</b> | <b>26<sup>th</sup> June 2019</b> |
| <b>APPLICANT:</b>  | Kingswood Fields Lt (Fidelity International)   | <b>AGENT:</b> | Planology Ltd                    |
| <b>LOCATION:</b>   | <b>KINGSWOOD FIELDS MILLFIELD LANE LOWER KINGSWOOD SURREY KT20 6RP</b>   |               |                                  |
| <b>DESCRIPTION:</b>  | <b>Demolition of the existing pavilion, grounds maintenance buildings and hard standing areas. Construction of a new replacement pavilion and a replacement grounds maintenance building (ancillary to the main campus), including associated car and cycle parking, external plant enclosure and landscaping works. As amended on 07/11/2019.</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 planning application for demolition of the existing pavilion, grounds maintenance buildings and hard standing areas and construction of a new replacement pavilion and a replacement grounds maintenance building (ancillary to the main campus), including associated car and cycle parking, external plant enclosure and landscaping works. The site contains many mature trees. Much of the site is covered by a Tree Preservation Order and large areas are designated Ancient and Semi-Natural Woodland. The site lies within land designated as Metropolitan Green Belt Land and Area of Great Landscape Value with the surrounding area also falling within these designations. The north and western parts of the site are also designated a Site of Nature Conservation Importance.

The proposed new building would not result in a significant increase in the bulk, scale and massing of the building, occupying a similar position and not extending any higher than the existing building. Based on the form and bulk of the resulting building, when compared to the original and given the proposal is for recreational purposes, it is considered that the proposed development would not conflict with the provisions of the NPPF. The proposed maintenance structure would be ancillary

# Agenda Item 7

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 7  
19/01184/F

building in the countryside for a recreational so would be an appropriate form of development within the Green Belt.

The building would have the appearance of a shed with timber boarding and a shallow pitch roof and given its size would not appear obtrusive in the landscape and from wider views. Furthermore, due to its location near to the pavilion and vehicular access point, it would not cause any scarring of the landscape from its introduction. The extent of hardstanding around the buildings has been reduced during the course of the application and is now more contained around the buildings. The proposal would result in a reduction of hardstanding from the existing. The proposal is not considered to result in a harmful impact upon the openness of the Green Belt, resulting in what is therefore considered appropriate development that would accord with local and national policy.

The existing building and surrounding hardstanding encroaches into the 15m buffer zone of Ancient Woodland. Subject to recommended conditions to ensure a net gain in biodiversity, lighting details to be submitted and the securing of a woodland management plan, the proposal is considered to be acceptable in terms of impact on wildlife habitat. Tree protection and landscaping conditions are also to be secured by way of recommended conditions.

The proposal is not considered to result in a harmful impact upon the amenities of neighbouring dwellings and the design would be modern and contemporary, designed to optimise reflections of the surrounding environment.

## **RECOMMENDATION(S)**

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

# Agenda Item 7

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 7  
19/01184/F

## 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.

Lower Kingswood Residents Association: - no comments received (comments made to other application on this site – see item 6)

Natural England: – refers to standing advice

Forestry Commission: – refers to standing advice

Surrey Hills AONB Planning Adviser – ‘I do not have a landscape concern about the proposed contemporary designs or the principle of using a modern material like zinc. However, please ensure that the zinc is sufficiently dark because if light in colour it would contrast with the darker background against which is most likely to be seen and would make a more conspicuous feature in the landscape. Although this site is not within the AONB the same point is made in the Surrey Hills AONB Management Plan Policy LU2’

Surrey Wildlife Trust: - No objection to revised information relating to existing and proposed encroachment into ancient woodland buffer zone, subject to advice on sensitive lighting and ecological management plan.

Conservation Officer – ‘Whilst the main printing works are locally listed the sports pavilion is too altered to be of architectural interest and therefore this would be more of a general planning, green belt and landscape assessment than a heritage matter.’

## Representations:

Letters were sent to neighbouring properties on 27<sup>th</sup> June and 25<sup>th</sup> November 2019 a site notice was posted 12<sup>th</sup> June 2019.

31 responses have been received raising the following issues:

| <b>Issue</b>                       | <b>Response</b>                                 |
|------------------------------------|---|
| Loss of/harm to trees              | See paragraph 6.21 and conditions 5, 8,9 and 10 |
| Increase in traffic and congestion | See paragraph 6.25 and condition 11             |
| Light pollution                    | See paragraph 6.26 and condition 6              |
| Harm to Green Belt/countryside     | See paragraph 6.3 – 6.14                        |
| Hazard to highway safety           | See paragraph 6.21 and condition 11             |

# Agenda Item 7

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 7  
19/01184/F

|  |  |
|--|--|
| Harm to wildlife habitat               | See paragraph 6.22 – 6.24 and conditions 5 - 8 |
| No need for the development            | See paragraph 6.3 – 6.14                       |
| Noise and disturbance                  | See paragraph 6.20                             |
| Drainage/sewage capacity               | See paragraph 6.27 and condition 13            |
| Harm to Conservation Area              | See paragraph 6.27                             |
| Health fears                           | See paragraph 6.25                             |
| Inconvenience during construction      | See paragraph 6.28 and condition 11            |
| Out of character with surrounding area | See paragraph 6.15 – 6.19                      |
| Overdevelopment                        | See paragraph 6.3 – 6.14                       |
| Overshadowing                          | See paragraph 6.20                             |
| No community use                       | See paragraph 6.13                             |
| Inadequate parking                     | See paragraph                                  |
| Flooding                               | See paragraph 6.27 and condition 13            |
| Overbearing relationship               | See paragraph 6.25                             |
| Air quality                            | See paragraph 6.25                             |
| Human rights                           | See paragraph 6.25                             |
| Property devaluation                   | See paragraph 6.27                             |

## **1.0 Site and Character Appraisal**

- 1.1 The site comprises three large office buildings, Windmill Court, Kingswood Place and Beechgate with various smaller plant rooms, sheds and smoking shelters. Windmill Court is designated a Locally Listed Building; this is the largest of the three buildings and is a former print works, The Windmill Press, built in 1925 by Lord Gerald Wellesley, 7th Duke of Wellington & Trenwith Wills for William Heinemann. The three main office buildings are concentrated towards the southern part of the site.
- 1.2 There are large areas of car parking on site that includes a tiered, partly sunken car park. The parking is arranged in curved linear rows, mostly to the north and east of the office buildings.
- 4.1 The office buildings are set in large, spacious, landscaped grounds that also accommodate a sports pavilion and cricket pitch. This is sited on the north eastern side of Millfield Lane. The existing pavilion lies to the north east of the main office buildings on site and has an area of hardstanding around the building where materials are stored, maintenance machinery and containers are located. The pavilion is finished in red brick with a tile roof and has a



# Agenda Item 7

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 7  
19/01184/F

traditional, sports pavilion appearance. A large cricket pitch sits to the north west of the pavilion and this area of the site is bounded by mature trees and woodland. A public footpath runs immediately to the south of the sports pitch.

- 1.3 The site contains many mature trees. Much of the site is covered by a Tree Preservation Order and large areas are designated Ancient and Semi-Natural Woodland.
- 1.4 The site lies within land designated as Metropolitan Green Belt Land and Area of Great Landscape Value with the surrounding area also falling within these designations. The north and western parts of the site are also designated a Site of Nature Conservation Importance. There is residential development to the north and south of the site within Chipstead Way and Green Lane. The site is accessed from Millfield Lane with a second access from Green Lane.

## 2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: Pre-application advice was sought on three occasions prior to the submission of the application. Concern was raised over the impact upon the openness of the Metropolitan Green Belt. Applicant was advised to reduce the scale of the pavilion building. Ecological concerns were raised and the requirement for a habitat survey and mitigation measures.
- 2.2 Improvements secured during the course of the application: During the course of the application additional information has been provided in regard to ecology. Amended plans have been provided to relocated the bicycle store and reductions in hardstanding.
- 2.3 Further improvements could be secured: Conditions proposed in regards to tree protection, ecology, biodiversity and lighting.

## 3.0 Relevant Planning and Enforcement History

There is extensive planning history for the site, including two applications that are also pending consideration at this time.

- |     |            |   |                  |
|-----|------------|---|------------------|
| 3.1 | 19/01176/F | Extension of existing multi-decked car park, including associated landscaping works and plant enclosure, to provide an additional 326 car parking spaces. Provision of temporary surface car parking for 500 cars on the playing fields adjacent to the pavilion building during construction works for a period of 13 months after which it will be reinstated to its existing | Pending decision |
|-----|------------|---|------------------|

# Agenda Item 7

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 7  
19/01184/F

grassland condition

- |     |            |   |   |
|-----|------------|---|---|
| 3.2 | 19/01177/F | Provision of new landscaping in-between the existing three office buildings.  | Pending decision  |
| 3.3 | 99/04950/F | Kingswood Fields (Pavilion House) Millfield Lane Lower Kingswood Demolition of existing pavilion house, grounds maintenance buildings & car parking areas & construction of new sports pavilion & assoc. facilities, car parking & hardstanding | Approved with conditions<br>13 <sup>th</sup> October 1999 |

## 4.0 Proposal and Design Approach

- 4.2 This is a full planning application for demolition of the existing pavilion, grounds maintenance buildings and hard standing areas and construction of a new replacement pavilion and a replacement grounds maintenance building (ancillary to the main campus), including associated car and cycle parking, external plant enclosure and landscaping works.
- 4.3 The proposed replacement pavilion building would be of a contemporary, modern appearance. The building would have a crown roof and would include an architectural feature to the south western corner that would connect the roof to the ground. The elevations would be largely glazed with a faceted design so the glazing would reflect the trees around the site. Part of the glazing would feature horizontal wooden slats to provide privacy in some parts of the building. Zinc metal panels are also proposed to some walls, and roof cladding.
- 4.4 Inside the building, the ground floor includes a fitness studio, gym, multifunctional event space, a kitchen, toilets and grounds team quarters. The first floor includes showers, toilets and lockers,
- 4.5 The grounds maintenance building would have a functional appearance, clad in timber with a lean to style roof. The building would accommodate tractors, a sweeper, snow ploughs and maintenance equipment for the site.
- 4.6 Areas of hardstanding are proposed around the buildings, with a parking area for four cars and an area for bicycle parking as well as areas of soft landscaping around the building and new paths.
- 4.7 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

# Agenda Item 7

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 7  
19/01184/F

development. It expects applicants to follow a four-stage design process comprising:  
Assessment;  
Involvement;  
Evaluation; and  
Design.

4.8 Evidence of the applicant’s design approach is set out below:

|             |  |
|-------------|--|
| Assessment  | The surrounding area is assessed as being within the Metropolitan Green Belt and an Area of Great Landscape Value. Part of the site is designated Ancient Woodland and the majority of the site is covered by Tree Preservation Orders. The campus comprises of some 13.85ha of land to the east of the A217, north of Green Lane and south of Chipstead Lane, near Lower Kingswood.   |
|             | No site features worthy of retention were identified.  |
| Involvement | Three public consultations events were held during May, two onsite at Kingswood Fields and one at the Lower Kingswood Residents Association Annual General Meeting. 300 invitations were delivered to surrounding residents, local Councillors, local businesses, Kingswood Primary School and the Residents Association. Section 4.5.5 of the Planning Statement notes the feedback on the design of the proposed works and landscaping in particular was largely positive, and most of the comments were around perceived traffic and parking impacts from the additional staff. |
| Evaluation  | The proposals were informed by the aim to provide a dedicated fitness facility for Fidelity staff, as well cycling facilities, welfare facilities for grounds maintenance staff and improved storage facilities for grounds maintenance equipment as part of a comprehensive redevelopment of the site.  |
| Design      | The applicant’s reasons for choosing the proposal from the available options were informed by the existing layout and built form of the pavilion and in response to pre-application advice. The design was chosen as it seeks to embed itself into the landscape.  |

4.5 Further details of the development are as follows:

|                         |               |
|-------------------------|---------------|
| Site area               | 0.55 hectares |
| Proposed parking spaces | 4             |

# Agenda Item 7

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 7  
19/01184/F

## 5.0 Policy Context

### 5.1 Designation

Metropolitan Green Belt  
Area of Great Landscape Value  
Site of Nature Conservation Importance  
Ancient and Semi-Natural Woodland  
Tree Preservation Order RE59  
Locally Listed Building - Windmill Court

### 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)  
CS5 (Valued People/Economic Development),  
CS10 (Sustainable Development),  
CS11 (Sustainable Construction),

### 5.3 Development Management Plan 2019

NHE1 (Landscape protection)  
NHE2 (Protecting and Enhancing biodiversity and areas of geological importance)  
NHE3 (Protecting trees, woodland areas and natural habitat)  
NHE5 (Development within the Green Belt)  
NHE9 (Heritage assets)  
DES1 (Design of new development)  
DES8 (Construction Management)  
OSR3: Outdoor sport and recreation

### 5.4 Other Material Considerations

National Planning Policy Framework  
National Planning Practice Guidance  
Supplementary Planning Guidance

Surrey Design  
Local Distinctiveness Design Guide

Other

Human Rights Act 1998  
Community Infrastructure Levy  
Regulations 2010

## 6.0 Assessment

# Agenda Item 7

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 7  
19/01184/F

6.1 The main issues to consider are:

- Impact on the Green Belt
- Design and character
- Neighbour amenity
- Access and parking
- Impact on trees
- Ecology
- Other matters

## Impact on the 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. 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.

6.4 Paragraph 145, part g of the NPPF states:

A local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are:

b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;

d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;

g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:

– not have a greater impact on the openness of the Green Belt than the existing development; or

– not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

6.5 The proposal may therefore be considered appropriate development providing it does not have a greater impact on openness of the Green Belt.

6.6 The replacement building would provide access to sports and recreation for users of the site and is therefore considered to be an appropriate facility in connection with the existing use of the land, meeting the first part of criterion

# Agenda Item 7

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 7  
19/01184/F

- (b). The second part of criterion (b) requires the facility to preserve the openness of the Green Belt and not to conflict with the purposes of including land within it.
- 6.7 Criterion (d) provides that the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces is appropriate development in the Green Belt
- 6.8 In the case of the proposed building, the new pavilion would be in the same use as that of the existing, providing a space to access recreational facilities and in connection with the sports pitch it sits adjacent to. The building would also provide a fitness studio, gym and showers and lockers. The existing building has a volume of 2481 cubic meters and the proposed building has a volume of 2593 cubic meters. This is therefore an increase of 112 cubic meters or 4.5% over the original building. The existing footprint of the building equates to 483 square meters and the proposed building would have a footprint of 522 square meters. The increase in footprint would be 39 square meters or 8%.
- 6.9 It is acknowledged that an analysis of footprint and volume is only one indicator when considering whether a replacement building would be materially larger than that which it would replace and one must consider the wider impact upon the openness of the Green Belt and consideration had for the form, bulk and height of the proposal. The proposed new building would not result in a significant increase in the bulk, scale and massing of the building, occupying a similar position and not extending any higher than the existing building. Based on the form and bulk of the resulting building, when compared to the original, it is considered that the proposed development would not conflict with the provisions of the NPPF.
- 6.10 The proposed storage building would be sited to the south east of the pavilion building. The existing structures have a total volume of 375 cubic meters and the proposed storage building would have a volume of 851. This would be an increase of 476 cubic meters (126%). Whilst this would be a significant volumetric increase over and above the existing structures, the proposed maintenance building would consolidate the existing maintenance shed, garage and shipping containers and associated paraphernalia that is stored around the building at present, reducing the spread across this part of the site and offering an improvement in terms of impact upon openness. The proposed maintenance structure would be ancillary building in the countryside for a recreational use so would be acceptable in the Green Belt. The building would have the appearance of a shed with timber boarding and a shallow pitch roof and given its size would not appear obtrusive in the landscape and from wider views. Furthermore, due to its location near the to the pavilion and vehicular access point, it would not cause any scarring of the landscape from its introduction. The proposed plan ref: P007 does include ancillary maintenance structures and items that do spread the development within the 15m buffer zone and further northwards of the main buildings. A condition is recommended to sure a finalised layout to ensure these structures do not

# Agenda Item 7

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 7  
19/01184/F

result in a harmful impact in regard to openness and upon the ancient woodland and protected species.

- 6.11 The extent of hardstanding around the building has been reduced during the course of the application and is now more contained around the buildings. The proposal would result in a reduction of hardstanding from the existing 1498 square meters to 1410 square meters (a reduction of 88 sqm or 5.8%). Areas of soft landscaping would be incorporated into the layout, including between the cycle and pedestrian path and between the pavilion and storage building to further break up the appearance.
- 6.12 Also during the course of the application, the bicycle store that was proposed to extend outwards from north of the pavilion has been re-sited at the rear of the pavilion building, reducing the spread of development across the site and removing an element of development into a presently undeveloped part of the site.
- 6.13 This part of the site is already in sports/recreation use and it is reasonable that its extension can occur so that its facilities are enhanced. DMP policy OSR3 supports proposals for new or upgraded provision for outdoor sports and recreation, including buildings, structures provided they would preserve the openness of the Green Belt and would not conflict with the purposes of including land within it. The proposal is part of the Applicant's plans to improve and enhance existing sports and recreation facilities on the site. As part of the wider campus, the use of the site would be contained to employees and controlled by way of card reader accessibility or the like, to the pavilion. Whilst this would not provide access for the wider community, this is the same as the existing use of the site.
- 6.14 Overall, the proposal would provide a sport and recreational use, the same as the existing, and is not considered to result in a harmful impact upon the openness of the Green Belt, resulting in what is therefore considered appropriate development that would accord with local and national policy.

## Design appraisal

- 6.15 The proposed pavilion building would be a contemporary, modern design, finished in a palette of materials that would complement the style of the building. The western elevation would be largely finished in glazing, the panels of which would be slightly angled to optimise reflections of the surrounding environment. The north and east elevations would be finished mostly in zinc with elements of glazing and timber slats and the south elevation would glazing, with parts covered by timber slats. The roof would be finished in zinc and part with a green roof.
- 6.16 An issue raised by the AONB Officer requested that the zinc is sufficiently dark because if light in colour it would contrast with the darker background against which is most likely to be seen and would make a more conspicuous feature in the landscape. Although this site is not within the AONB the same

# Agenda Item 7

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 7  
19/01184/F

point is made in the Surrey Hills AONB Management Plan Policy LU2. This would be secured by way of a suitably worded condition.

- 6.17 The maintenance storage building would have a shed like appearance, finished in timber, with a green roof and set within the contours of the site is not considered to result in an obtrusive appearance, appearing ancillary to the pavilion building.
- 6.18 The proposal would include areas for planting that would soften and dapple the appearance of the development, integrating it within the rural setting.
- 6.19 The proposed development is considered acceptable in terms of its design and impact upon the character of the wider area, and complies with policy DES1.

## Neighbour amenity

- 6.20 The proposed development would be contained within the north eastern part of the site, generously separated from any neighbouring residential dwellings. The nearest neighbouring properties being Sandy Crest and Merton Vean Millfield Lane approximately 180m north west, and dwellings fronting Chipstead Lane approximately 395m north west. The proposal is therefore not considered to result in a harmful impact upon amenities of neighbouring residential properties by way of noise and disturbance, overbearing or overshadowing.

## Impact on trees

- 6.21 The Council's Tree Officer was consulted upon the application and has raised no objection to the proposal subject to the requirement for details to be submitted of a finalised tree protection plan and a supervision and monitoring condition

## Ecology

- 6.22 The existing pavilion building and hardstanding around the building is presently within the 15m buffer zone of nearby Ancient Woodland. The application proposes the pavilion to be sited slightly further from the Ancient Woodland and a reduction in the total amount of hardstanding around the pavilion building and proposed maintenance building.
- 6.23 Surrey Wildlife Trust originally raised objection to the proposal on the grounds of further deterioration of Ancient Woodland. However, clarification was then provided with regards the existing and proposed encroachment which has allayed such concerns. Furthermore, the submitted Site Wide Biodiversity and Habitat Enhancement Plan (BD 0210 SD 030 R03) proposes a net gain of 5 semi-mature trees overall, a net gain of 100 standard trees overall, 1135m<sup>2</sup> of new woodland planting, 1960m<sup>2</sup> of pollinator friendly and sensory planting, 45m<sup>2</sup> of new habitat beneficial to wildlife and invertebrates, 2770m<sup>2</sup> of species rich meadow in place of existing poor quality and species poor



# Agenda Item 7

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 7  
19/01184/F

amenity grass, 11300 native bulbs, 455m<sup>2</sup> of green roof planting, 15 x bat boxes, 12 x bird boxes, 2 x hibernacula and invertebrate features and 2 x hedgehog houses.

- 6.24 Subject to recommended conditions to ensure a net gain in biodiversity, lighting details to be submitted and the securing of a woodland management plan, the proposal is considered to be acceptable in terms of impact on wildlife habitat.

## Other matters

- 6.25 A number of objections raised issues relating to the proposal for an extension to the multi storey car park - 19/01184/F. These included an increase in traffic and congestion, hazard to highway safety, health fears, inadequate parking, noise and disturbance, and air quality. This application in isolation is not considered to result in a harmful impact in regard to these issues raised. Regard has been had to the Human Rights Act 1998.
- 6.26 A condition is recommended to secure details of the proposed lighting prior to illumination to be submitted and approved in writing by the Local Planning Authority.
- 6.27 The site is located within Flood Zone 1 and a condition is recommended to secure details of surface water drainage. The site is not within nor adjacent to a Conservation Area and is not considered to result in a harmful impact in this regard. Objection has been raised on the grounds of property devaluation, this is not a material planning consideration.
- 6.28 Objection was raised on the grounds of inconvenience during the construction period. Whilst it is acknowledged there may be a degree of disruption during the construction phase, the proposal would not warrant refusal on this basis and statutory nuisance legislation exists to control any significant disturbance caused during the construction of the proposal. A construction method statement would be secured by planning condition.

## **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> |
|------------------|------------------|----------------|----------------------|
| Site Layout Plan | P009             |                | 01.10.2019           |
| Site Layout Plan | P008             |                | 01.10.2019           |
| Proposed Plans   | P007             |                | 01.10.2019           |

# Agenda Item 7

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 7  
19/01184/F

|                  |                |     |            |
|------------------|----------------|-----|------------|
| Existing Plans   | P006           |     | 01.10.2019 |
| Proposed Plans   | P011           |     | 01.10.2019 |
| Existing Plans   | P010           |     | 01.10.2019 |
| Site Layout Plan | P005           |     | 01.10.2019 |
| Site Layout Plan | P004           |     | 01.10.2019 |
| Other Plan       | BD 0210 SD 030 | R02 | 09.01.2020 |
| Location Plan    | P000           |     | 13.06.2019 |
| Floor Plan       | P101           |     | 13.06.2019 |
| Floor Plan       | P102           |     | 13.06.2019 |
| Roof Plan        | P103           |     | 13.06.2019 |
| Floor Plan       | P104           |     | 13.06.2019 |
| Elevation Plan   | P201           |     | 13.06.2019 |
| Elevation Plan   | P202           |     | 13.06.2019 |
| Elevation Plan   | P203           |     | 13.06.2019 |
| Elevation Plan   | P204           |     | 13.06.2019 |
| Section Plan     | P205           |     | 13.06.2019 |
| Section Plan     | P206           |     | 13.06.2019 |
| Section Plan     | 823            | R02 | 13.06.2019 |
| Section Plan     | 822            | R02 | 13.06.2019 |

Reason:

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

3. No development shall take place until the developer obtains the Local Planning Authority's written approval of details of both existing and proposed ground levels and the proposed finished ground floor levels of the buildings. The development shall be carried out in accordance with the approved levels.

Reason:

To ensure the Local Planning Authority are satisfied with the details of the proposal and to safeguard the visual amenities of the locality with regard to Development Management Plan 2019 policy NHE5.

4. No development shall take place above ground floor slab level until written details of the materials to be used in the construction of the external surfaces, 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. Such details shall ensure darkness of colour and avoid reflection, including for the proposed zinc roof.

Reason:

To ensure that a satisfactory external appearance is achieved of the development with regard to Development Management Plan 2019 policy DES1.

5. No development including groundworks preparation shall commence until details have been submitted to and approved by the LPA in respect of a Woodland Management Plan (WMP). The details shall comprise of the woodland management operation, their scheduled timings and frequency. The WMP shall include details of the frequency of the review of the submitted

# Agenda Item 7

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 7  
19/01184/F

WMP and the reporting process to the LPA. The development shall be undertaken in strict accordance with the approved details.

Reason:

To ensure good arboricultural practice in the interests of the maintenance of the character and appearance of the area and to safeguard the Ancient Woodland (AW). The information supplied will accord with Industry best practice and standing national advice on the management and protection of AW and the policies NHE2 and NHE3 of the Development Management Plan 2019.

6. Prior to commencement of development, details of all external lighting, including proposed operating times and details of shielding to control light spill, shall be submitted to and approved, in writing, by the Planning Authority, and there shall be no variance in external lighting other than as approved.

Reason:

In the interests of the amenities of neighbouring residential properties and to ensure the protection of the protected species with regard to Development Management Plan 2019 policy NHE2 and Reigate and Banstead Core Strategy 2014 policy CS2, the NPPF and the Natural Environment and Rural Communities Act (2006).

7. The development hereby approved shall proceed only in strict accordance with the provision of the Ecological Mitigation Plan by Arbtech Consulting Ltd dated 8<sup>th</sup> January 2020 and Site Wide Biodiversity and Habitat Enhancement Plan no. BD0210 SD 030 R02', dated 8<sup>th</sup> January 2020, author BD Landscape Architects. The ecological enhancements as detailed shall be undertaken as required by the National Planning Policy Framework and Natural Environment and Rural Communities Act (2006).

Reason:

To ensure the protection of the protected species with regard to Development Management Plan 2019 policy NHE3 and Reigate and Banstead Core Strategy 2014 policy CS2, the NPPF and the Natural Environment and Rural Communities Act (2006).

8. No development shall commence on site until an appropriately detailed landscaping and ecological management plan (LEMP) has been submitted to and approved in writing by the Local Planning Authority.

Reason:

To ensure the protection of the protected species with regard to Development Management Plan 2019 policy NHE2 and Reigate and Banstead Core Strategy 2014 policy CS2, the NPPF and the Natural Environment and Rural Communities Act (2006).

9. No development, groundworks or demolition processes shall be undertaken until an agreed scheme of supervision for the arboricultural protection measures have been submitted to and approved in writing by the local planning authority. The pre commencement meeting, supervision and monitoring shall be undertaken in accordance with these approved details. The submitted details shall include.

# Agenda Item 7

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 7  
19/01184/F

1. Pre commencement meeting between the retained arboricultural consultant, local planning authority Tree Officer and individuals and personnel responsible for the implementation of the approved development
2. Timings, frequency of the supervision and monitoring regime and an agreed reporting process to the local planning authority.
3. The supervision monitoring and reporting process shall be undertaken by a qualified arboriculturist.

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 NHE3 of the Development Management Plan.

10. No development shall commence including demolition and or groundworks preparation until a detailed, scaled finalised Tree Protection Plan (TPP) and the related finalised Arboricultural Method Statement (AMS) is submitted to and approved in writing by the Local Planning Authority (LPA). These shall include details of the specification and location of exclusion fencing, ground protection and any construction activity that may take place within the Root Protection Areas of trees (RPA) shown to scale on the TPP, including the installation of service routings and location of site offices. The AMS shall also include a pre commencement meeting, supervisory regime for their implementation & monitoring with an agreed reporting process to the LPA. All works shall be carried out in strict accordance with these details when approved.

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 policy NHE3 of Development Management Plan 2019.

11. No development shall commence until a Construction Transport Management Plan, to include details of:
  - (a) parking for vehicles of construction site personnel, operatives and visitor and staff of Fidelity International.
  - (b) loading and unloading of plant and materials
  - (c) storage of plant and materials
  - (d) programme of works (including measures for traffic management)
  - (f) HGV deliveries and hours of operation
  - (g) vehicle routing
  - (h) measures to prevent the deposit of materials on the highway
  - (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused on Green Lane, Smithy Lane and Chipstead lane.
  - (k) on-site turning for construction vehicles

# Agenda Item 7

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 7  
19/01184/F

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.

12. No development shall commence until a scheme for the disposal of surface water drainage from the site has been submitted to and approved by the Local Planning Authority. The scheme shall be implemented as approved prior to the occupation of the dwelling hereby permitted.

Reason:

To ensure that the site is satisfactorily drained with regard to Development Management Plan policy CCF2 and National Planning Policy Framework 2019.

13. Notwithstanding the approved plans, the permission does not purport to grant consent for the ancillary grounds maintenance structures as per drawing reference P007 Proposed Grounds Maintenance Set Up, including the skip container, diesel dispenser, vehicle and diverse tools store and pallet storage. No development of the grounds maintenance shed above ground floor slab level shall commence until a site layout plan has been submitted and approved to show the layout of the ancillary items. Development shall be carried out in accordance with the approved details before the maintenance shed is first occupied.

Reason:

To ensure good arboricultural practice in the interests of the maintenance of the character and appearance of the area and to safeguard the Ancient Woodland and protected species with regard to policies NHE2, NHE3 and NHE5 of the Reigate and Banstead Development Management Plan 2019.

## 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. 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;

# Agenda Item 7

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 7  
19/01184/F

- (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).

4. The use of a suitably qualified arboricultural consultant is essential to provide acceptable submissions in respect of the arboricultural tree condition above. All works shall comply with the recommendations and guidelines contained within British Standard 5837

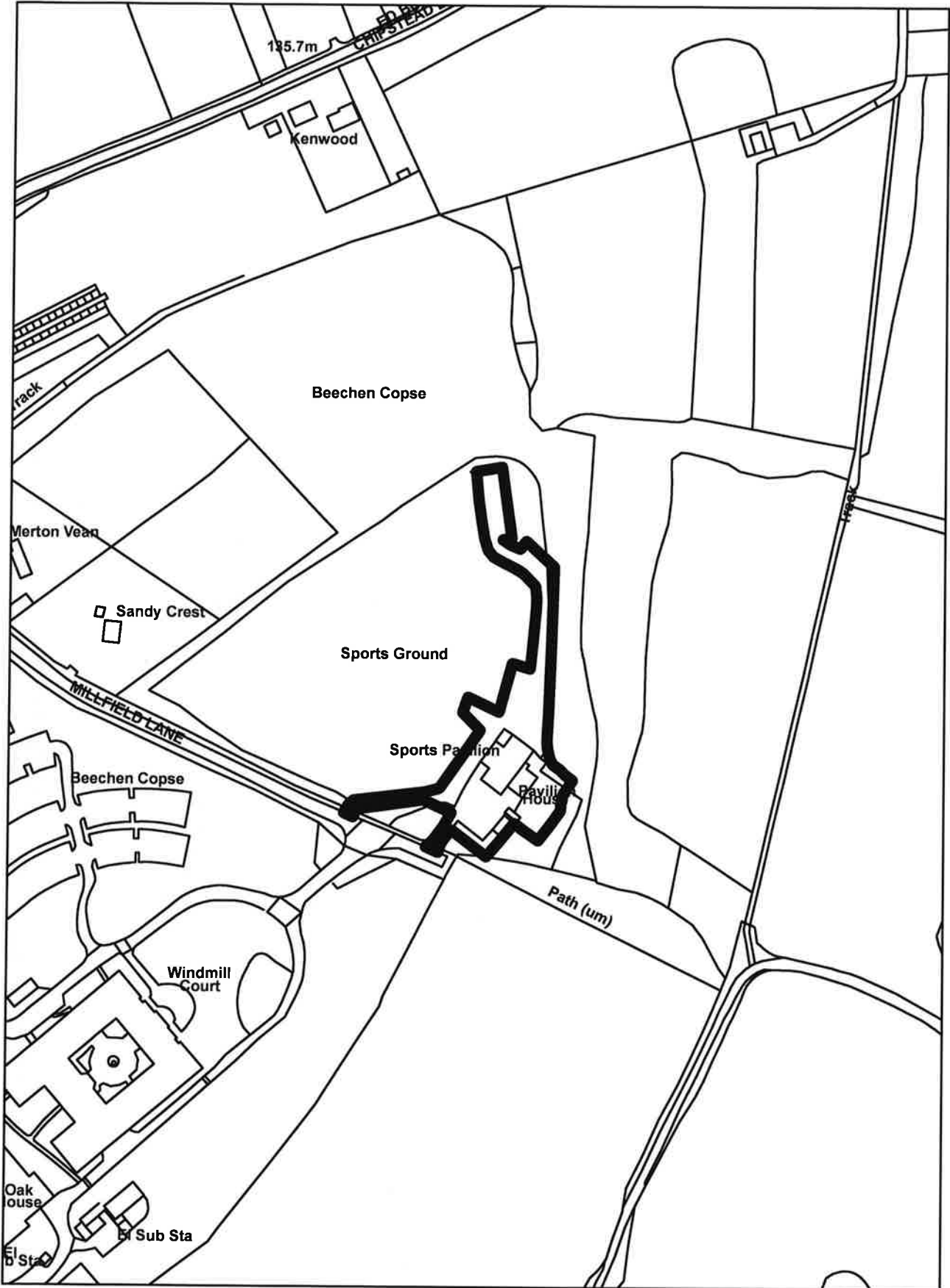
## **REASON FOR PERMISSION**

The development hereby permitted has been assessed against development plan policies NHE1, NHE2, NHE3, NHE5, NHE8, DES1, DES8, OSR3 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.

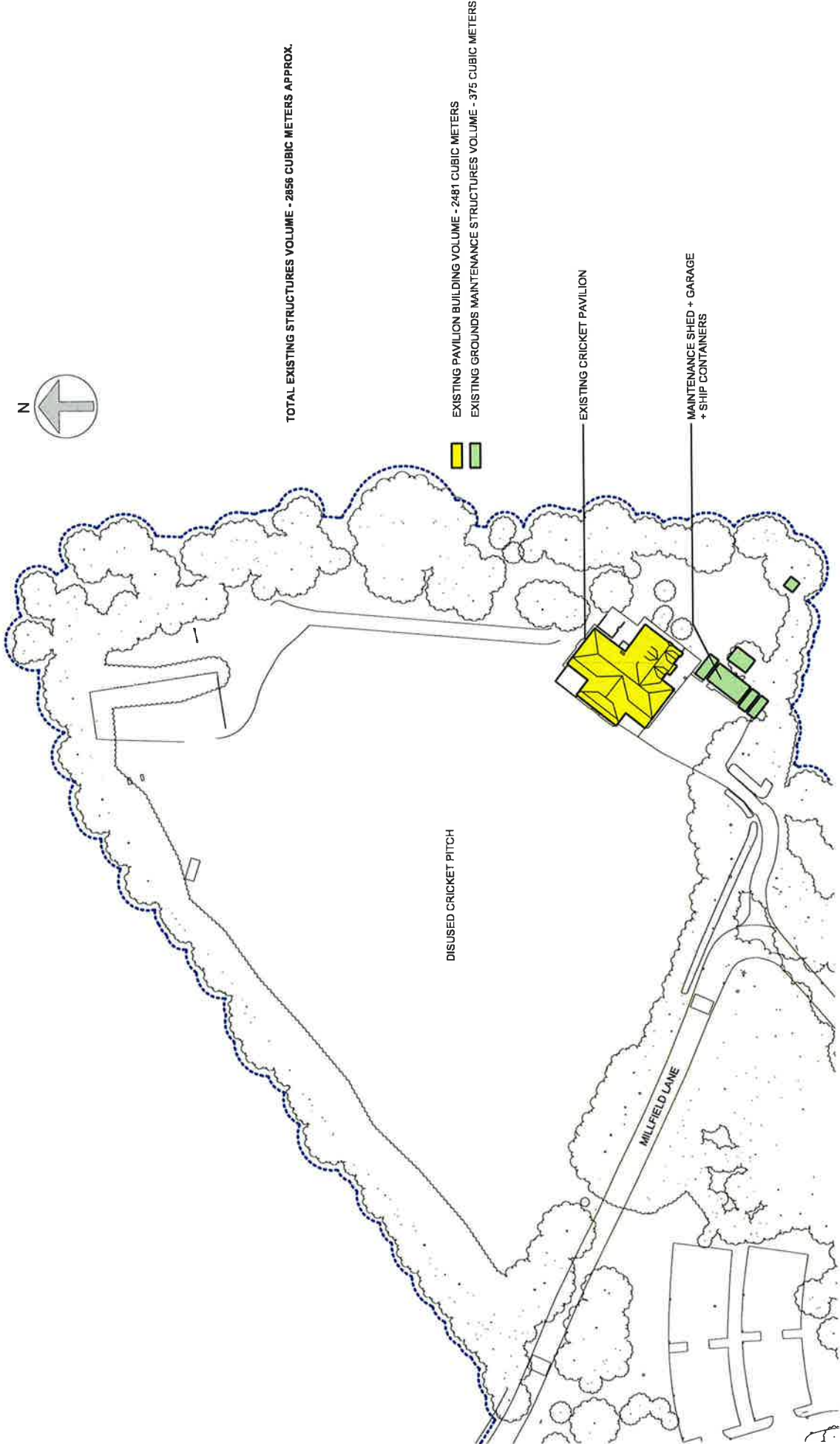
Agenda Item 7  
19/01184/F - Kingswood Fields, Millfield Lane,  
Lower Kingswood



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Scale 1:2,500

# Agenda Item 7



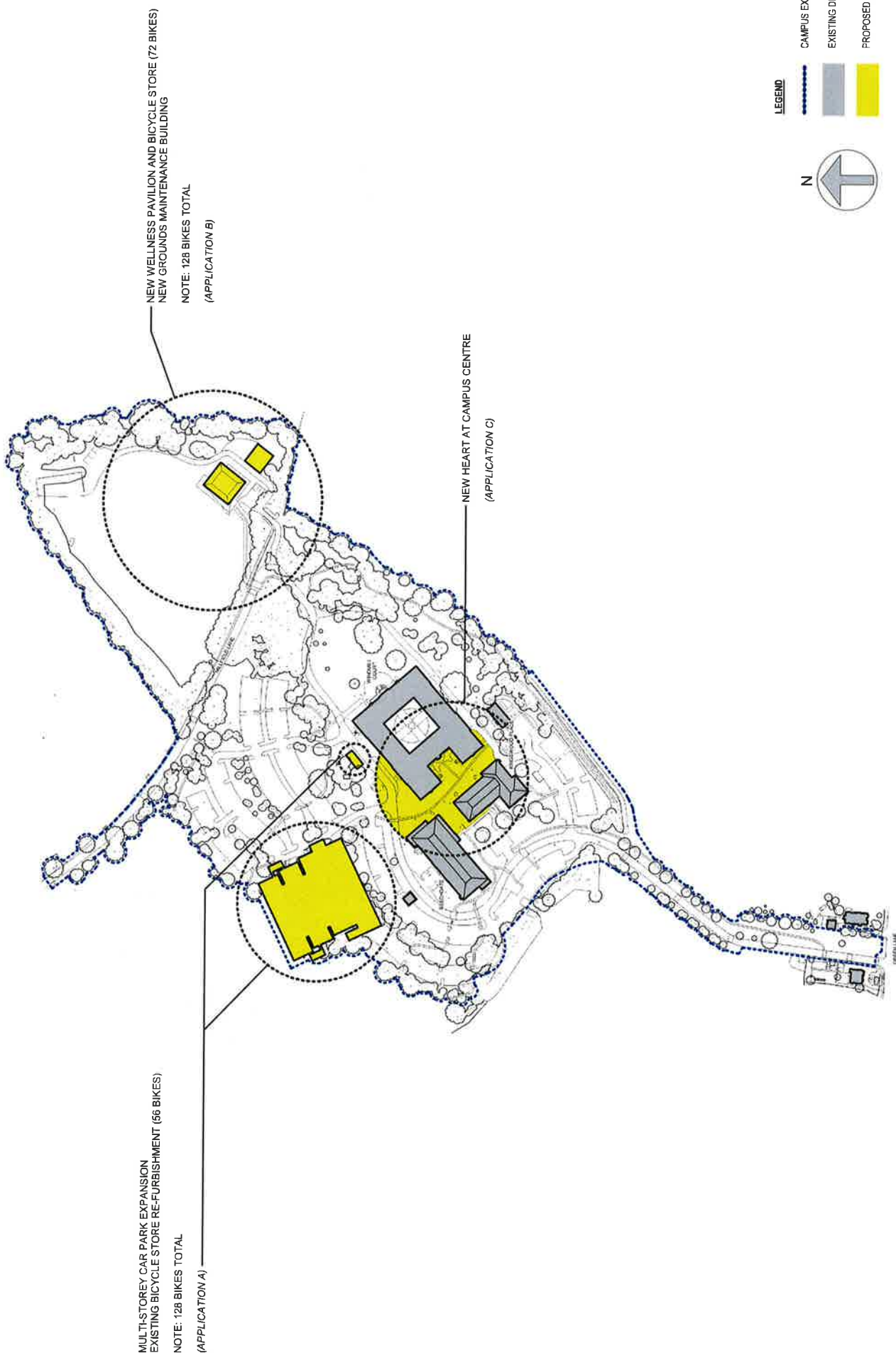
## KINGSWOOD WELLNESS PAVILION

Kingswood Fields (Pavilion House)  
Millfield Lane  
Lower Kingswood, Surrey

## P010 EXISTING BUILDINGS VOLUME ANALYSIS

Scale: 1 : 1000





## P002 PROPOSED MASTER PLAN

Scale: As indicated

### KINGSWOOD WELLNESS PAVILION

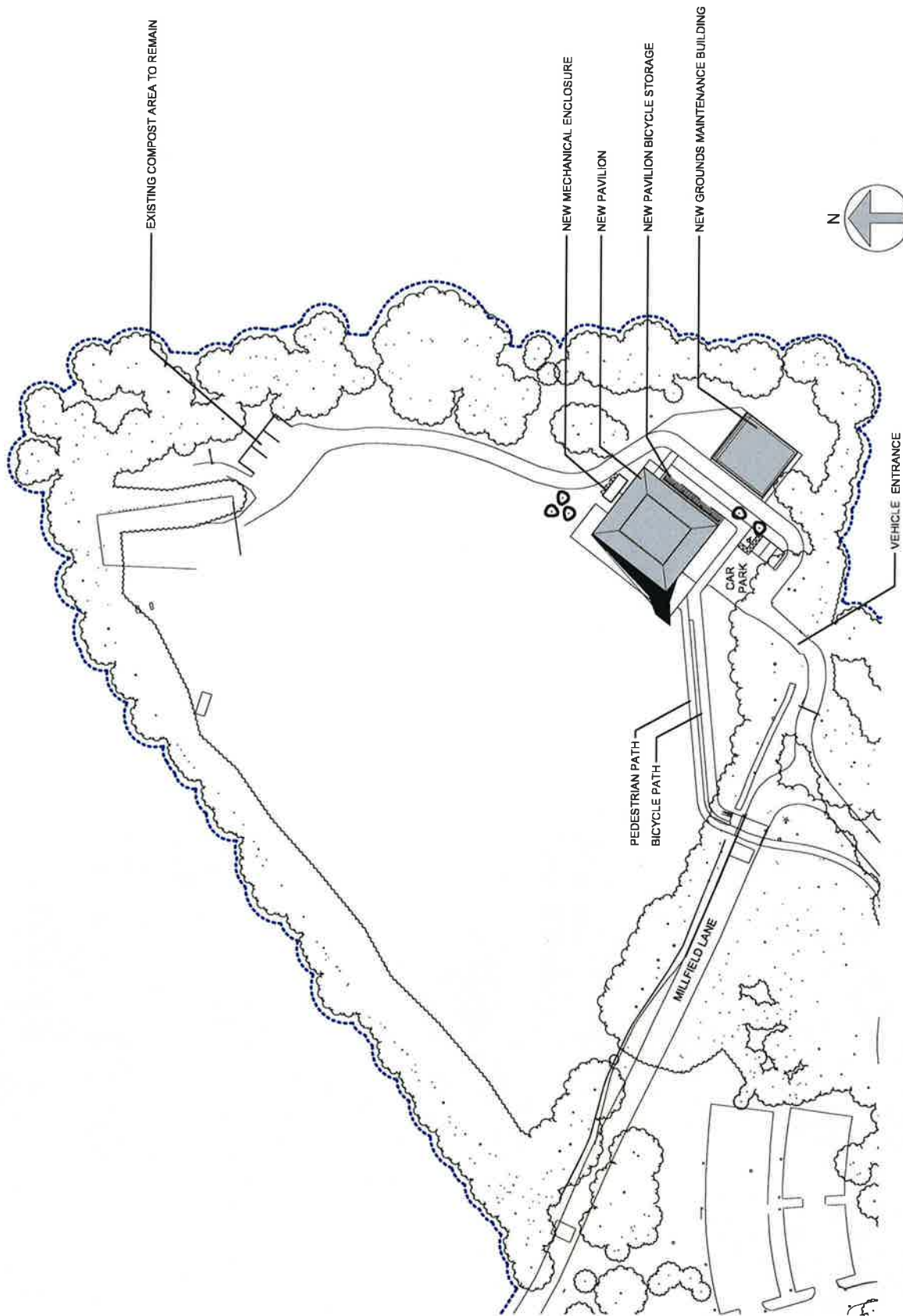
Kingswood Fields (Pavilion House)  
Milfield Lane  
Lower: Kingswood, Surrey

16:180  
30.09.2019  
Planning Application Amendment

**hlw**  
1A Lonsdale Square  
London N1 1EN



# Agenda Item 7



**P005** PROPOSED SITE PLAN  
 Scale: 1 : 1000

**KINGSWOOD WELLNESS PAVILION**  
 Kingswood Fields (Pavilion House)  
 Millfield Lane  
 Lower Kingswood, Surrey

18160  
 30.09.2019  
 Planning Application Amendment

**hlw**  
 1A Lonsdale Square  
 London N1 1EN

# Agenda Item 7

Application Boundary Key Plan

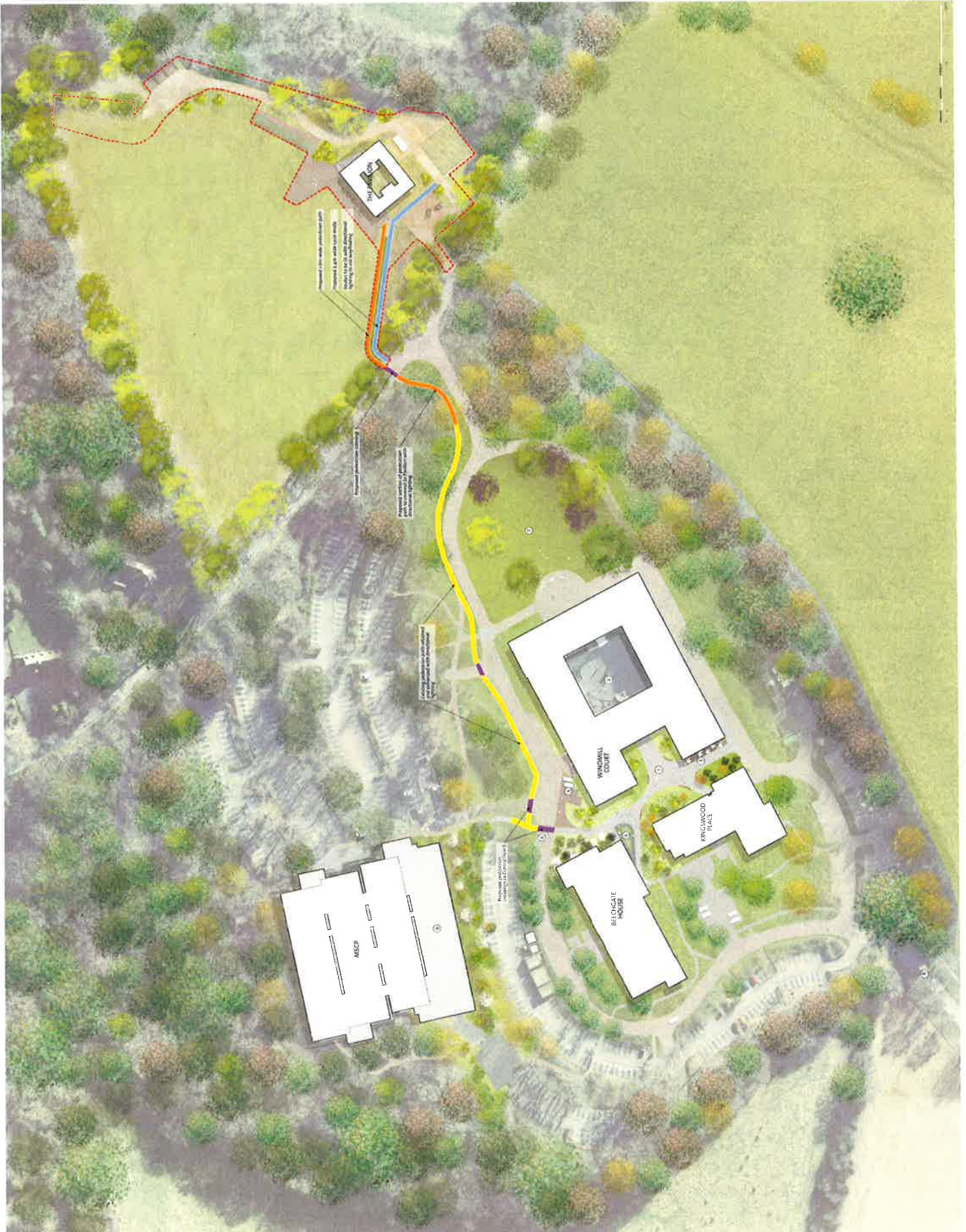


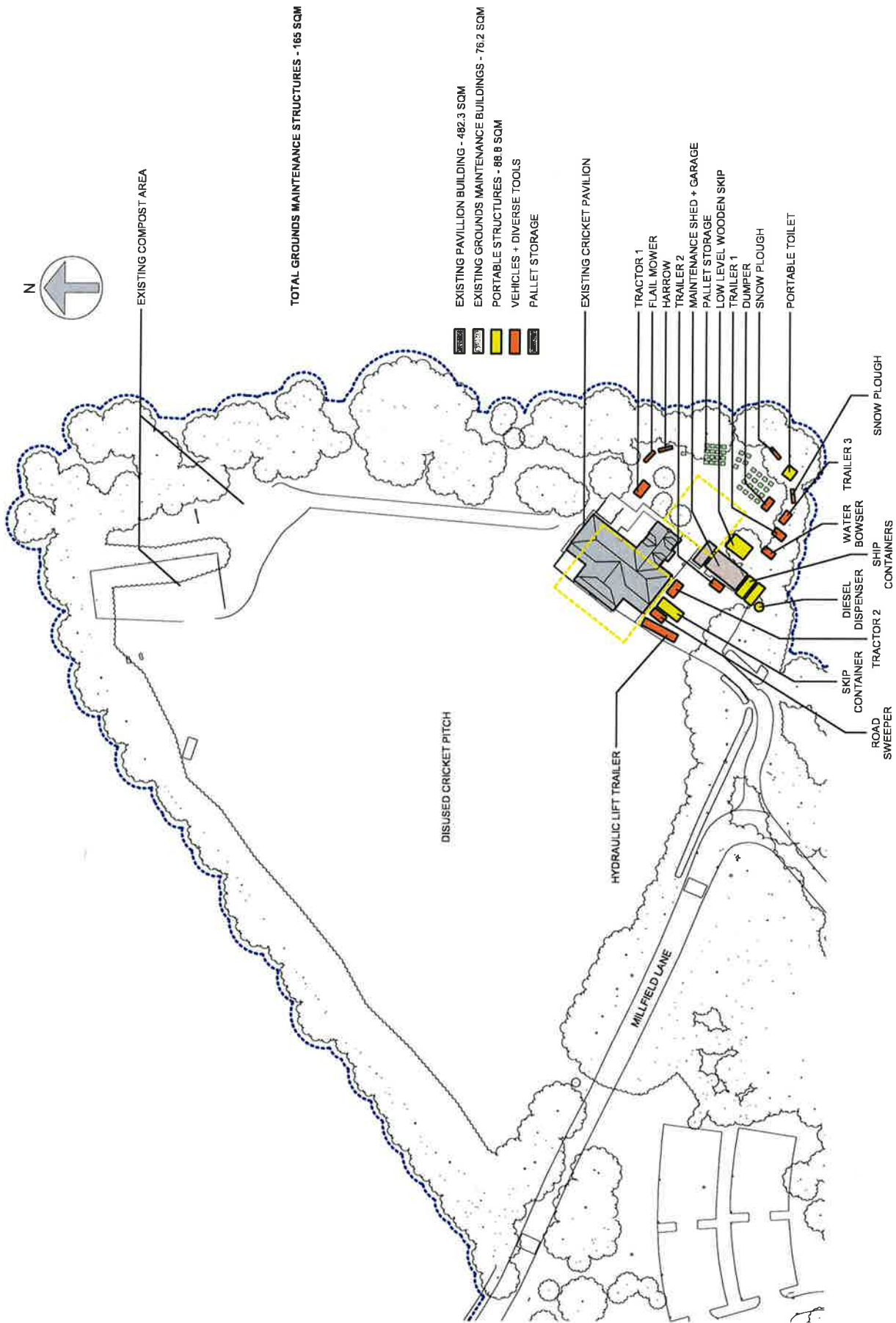
**KEY**

1. Proposed 'Central Heart Zone'
2. Existing Courtyard
3. Proposed outside dining terrace
4. Proposed Rain Garden
5. Proposed Car drop-off
6. Proposed pedestrian crossing
7. Existing recreational lawn
8. Existing Entrance Driveway
9. Multi-Storey Car Park Extension

**Pedestrian and cycle routes to the Pavilion**

- Existing pedestrian footpath retained
- Proposed pedestrian footpath
- Proposed cycle route
- Proposed pedestrian crossing





**P006** EXISTING GROUNDS MAINTENANCE SET UP

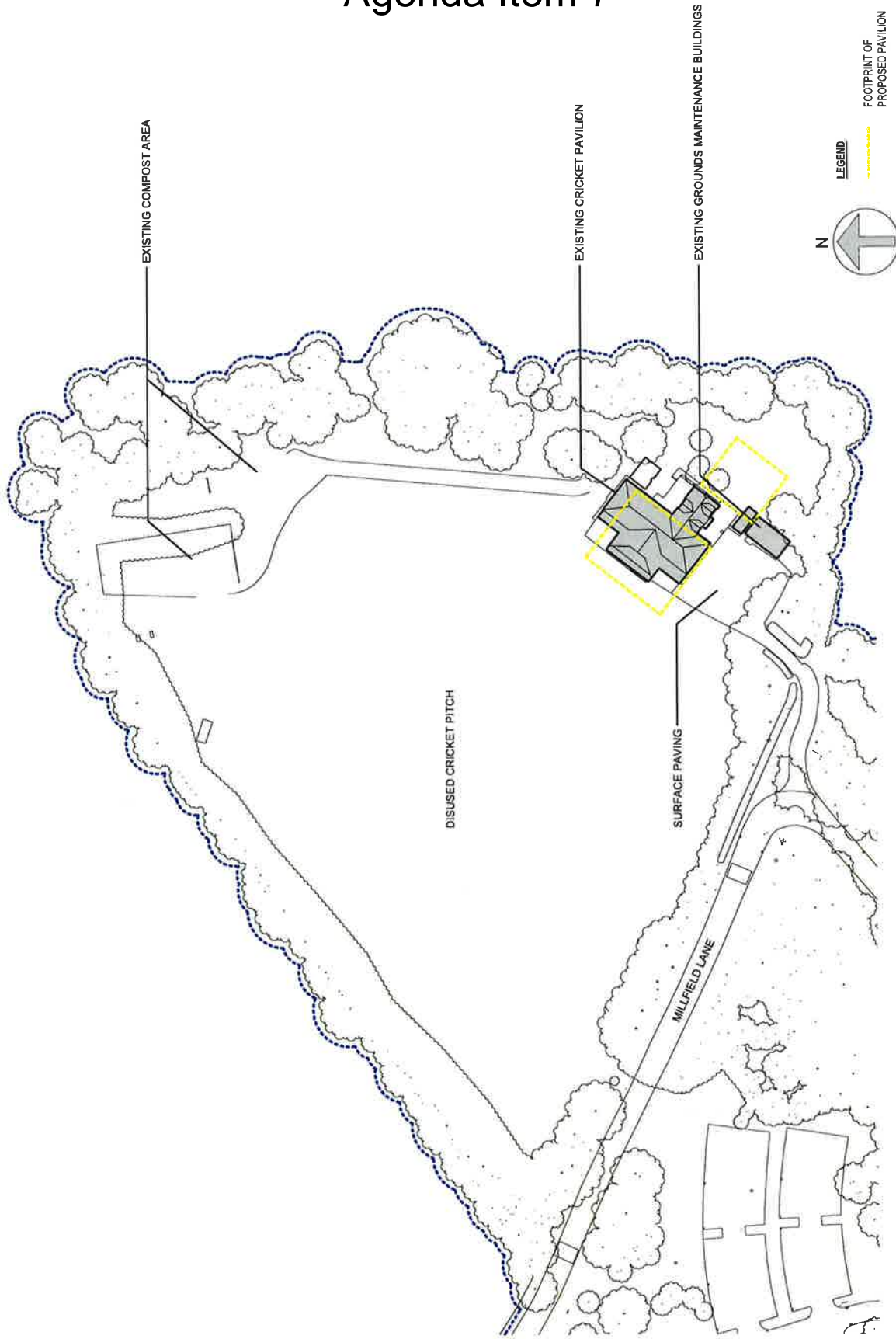
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**KINGSWOOD WELLNESS PAVILION**  
 Kingswood Fields (Pavilion Houses)  
 Millfield Lane  
 Lower Kingswood, Surrey

16180  
 30.09.2019  
 Planning Application Amendment

**hlw**  
 1A Lonsdale Square  
 London N1 1EN

# Agenda Item 7



1A Lonsdale Square  
London N1 1EN

18180  
07.06.2019  
Planning Application

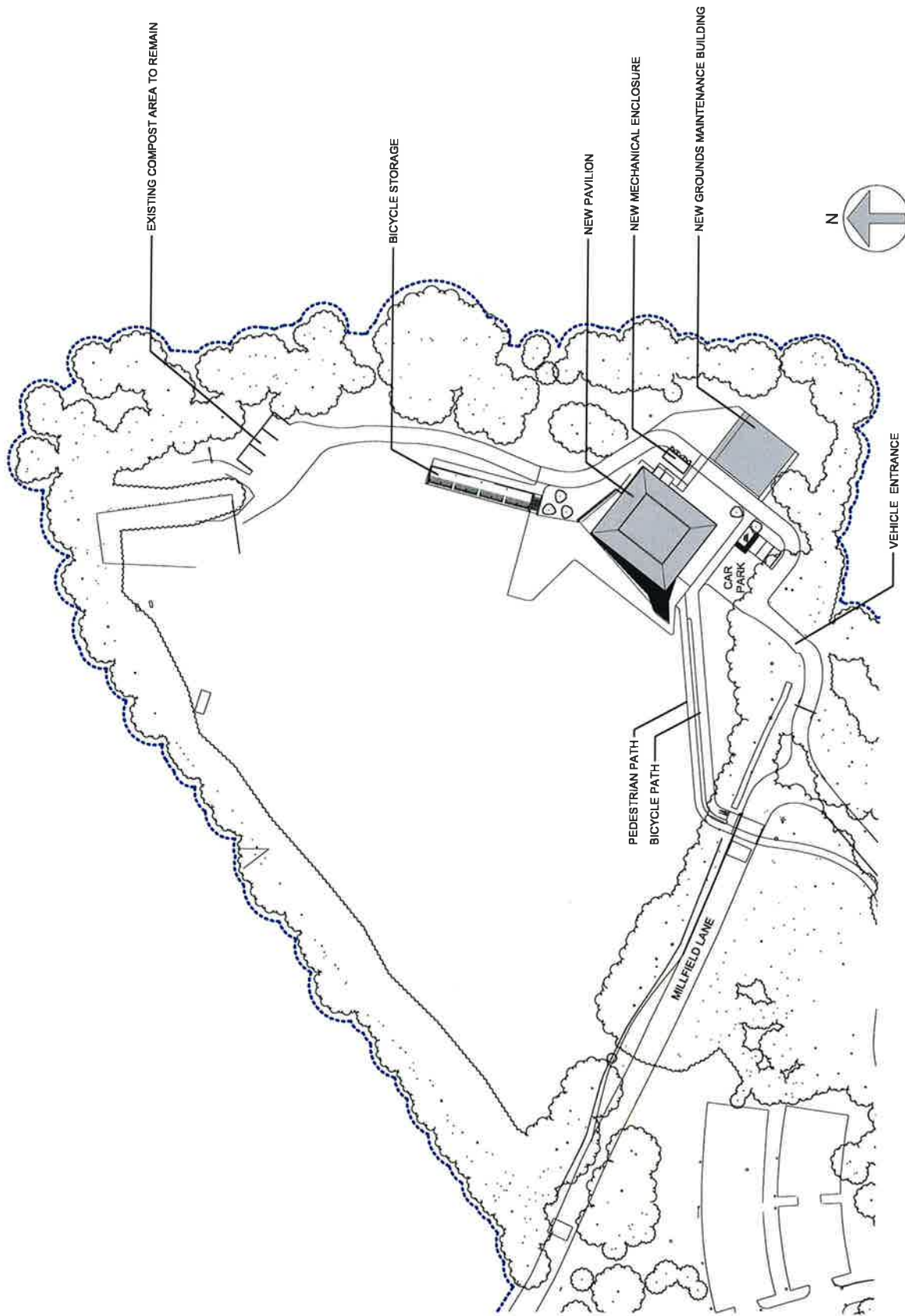
## KINGSWOOD WELLNESS PAVILION

Kingswood Fields (Pavilion House)  
Millfield Lane  
Lower Kingswood, Surrey

## P004 EXISTING SITE PLAN

Scale: As indicated

# Agenda Item 7



## KINGSWOOD WELLNESS PAVILION

Kingswood Fields (Pavilion House)  
Millfield Lane  
Lower Kingswood, Surrey

18/160  
07/06/2019  
Planning Application

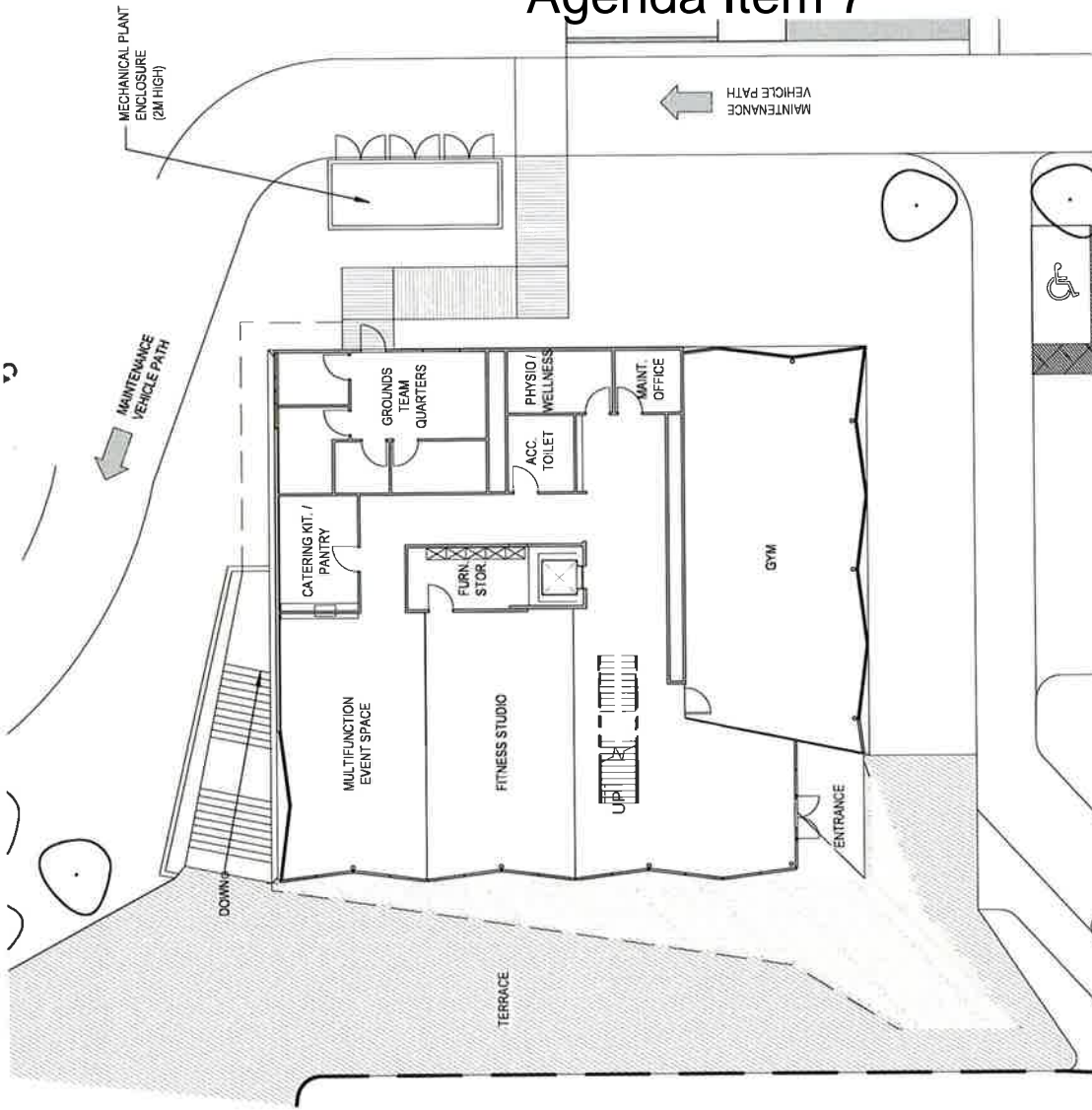
1A Lonsdale Square  
London N1 1EN

## P005 PROPOSED SITE PLAN

Scale: 1 : 1000

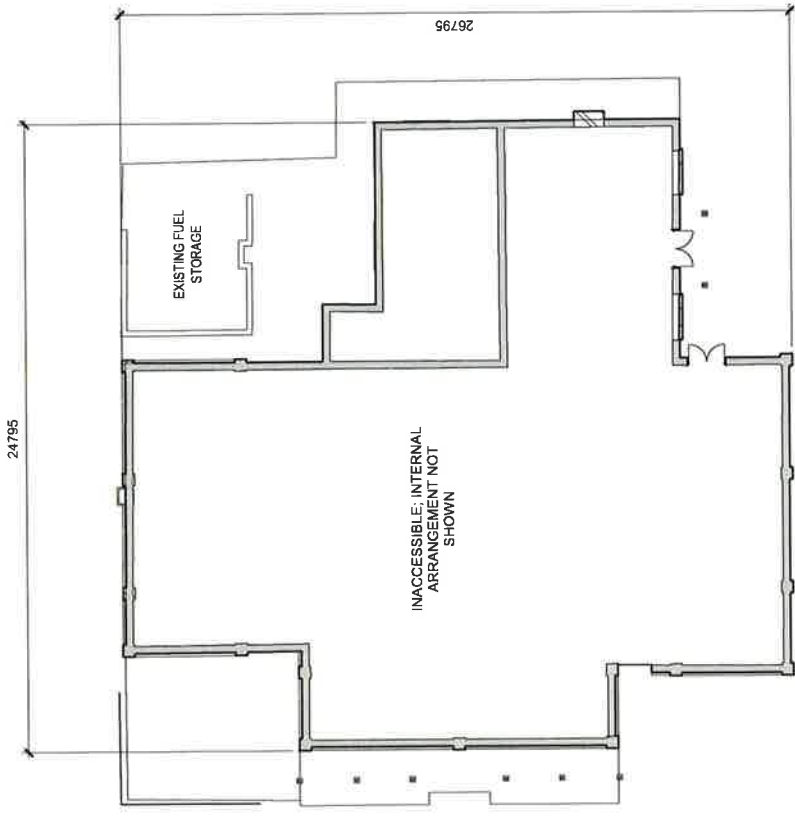


# Agenda Item 7



520 m<sup>2</sup> (GEA/FOOTPRINT)  
480 m<sup>2</sup> (GIA)

**2 Proposed Ground Floor Plan**  
1:200



483 m<sup>2</sup> (GEA/FOOTPRINT)  
460 m<sup>2</sup> (GIA)

**1 Existing Ground Floor Plan**  
1:200

**hiw**  
1A Lonsdale Square  
London N1 1EN

18160  
07.05.2019  
Planning Application

## KINGSWOOD WELLNESS PAVILION

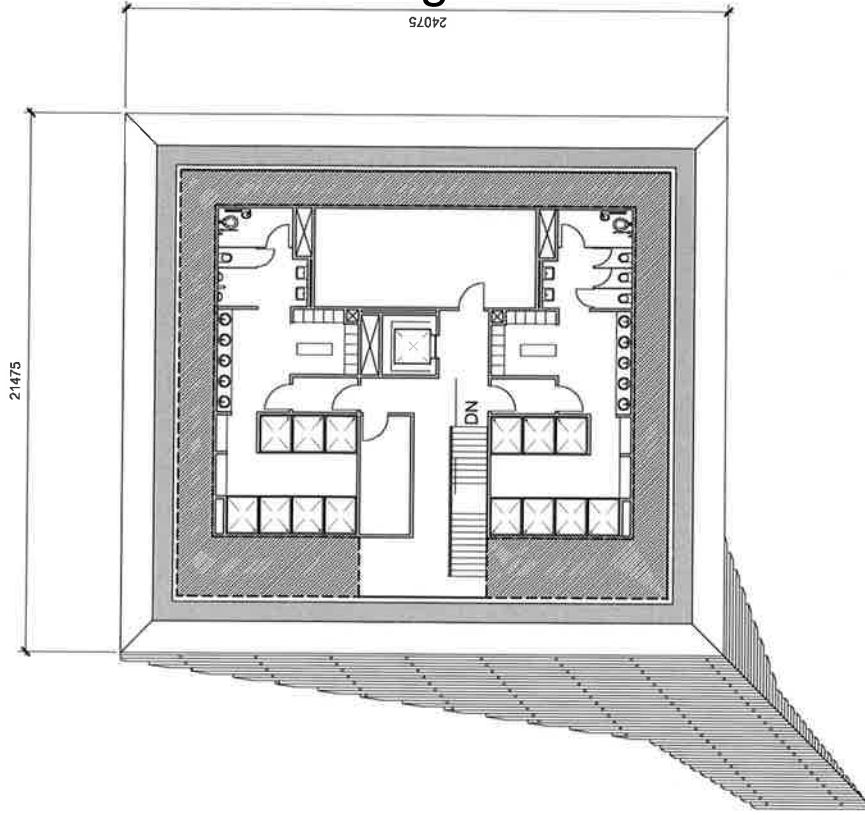
Kingswood Fields (Pavilion House)  
Millfield Lane  
Lower Kingswood, Surrey

## P101 GROUND FLOOR PLANS

Scale: 1:200

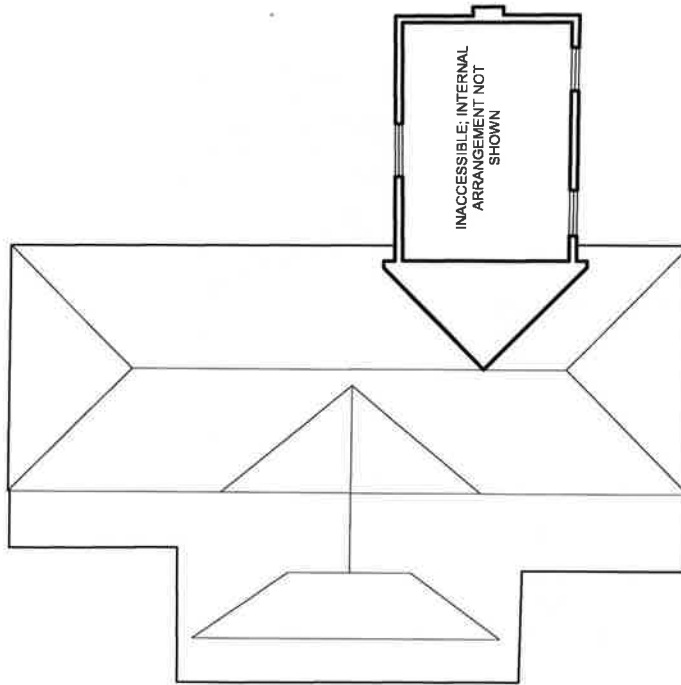


# Agenda Item 7



235 m<sup>2</sup> (GIA)

1 Proposed Mezzanine Plan  
1:200



70 m<sup>2</sup> (GEA/FOOTPRINT)  
64 m<sup>2</sup> (GIA)

2 Existing First Floor Plan  
1:200

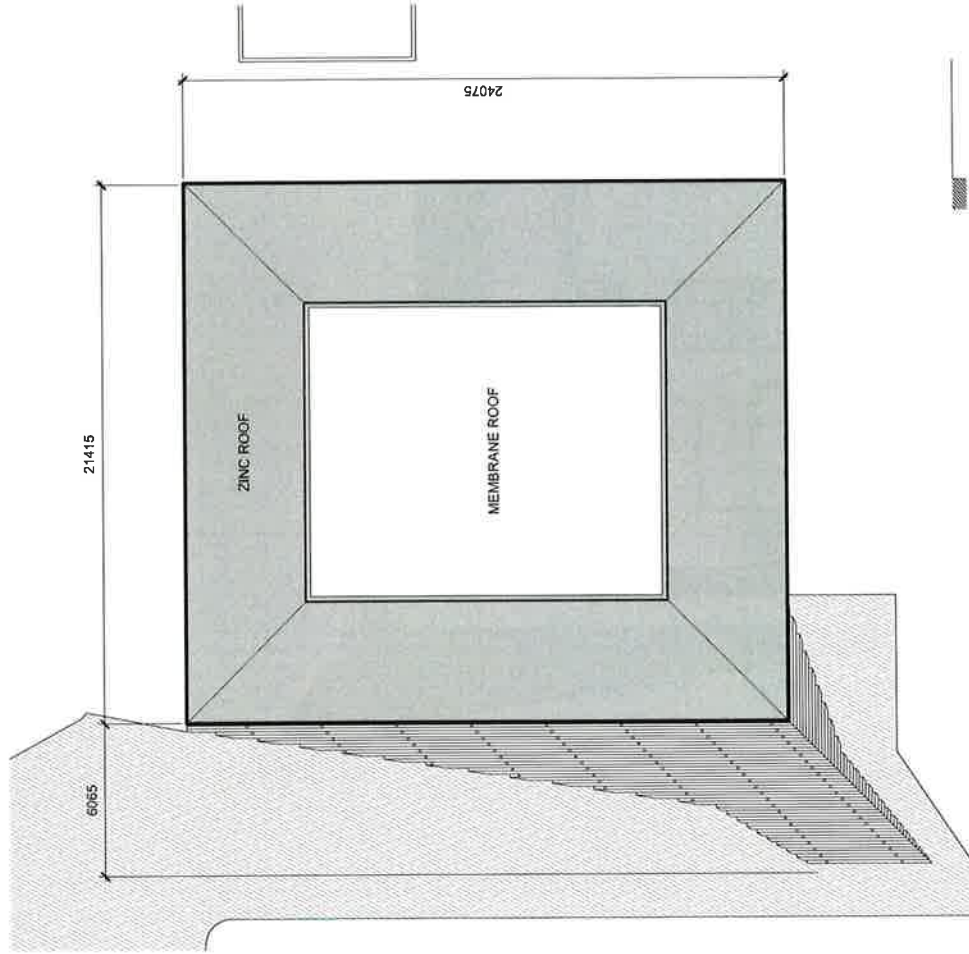
**P102** FIRST MEZZANINE FLOOR PLAN  
Scale: 1:200

**KINGSWOOD WELLNESS PAVILION**  
Kingswood Fields (Pavilion House)  
Millfield Lane  
Lower Kingswood, Surrey

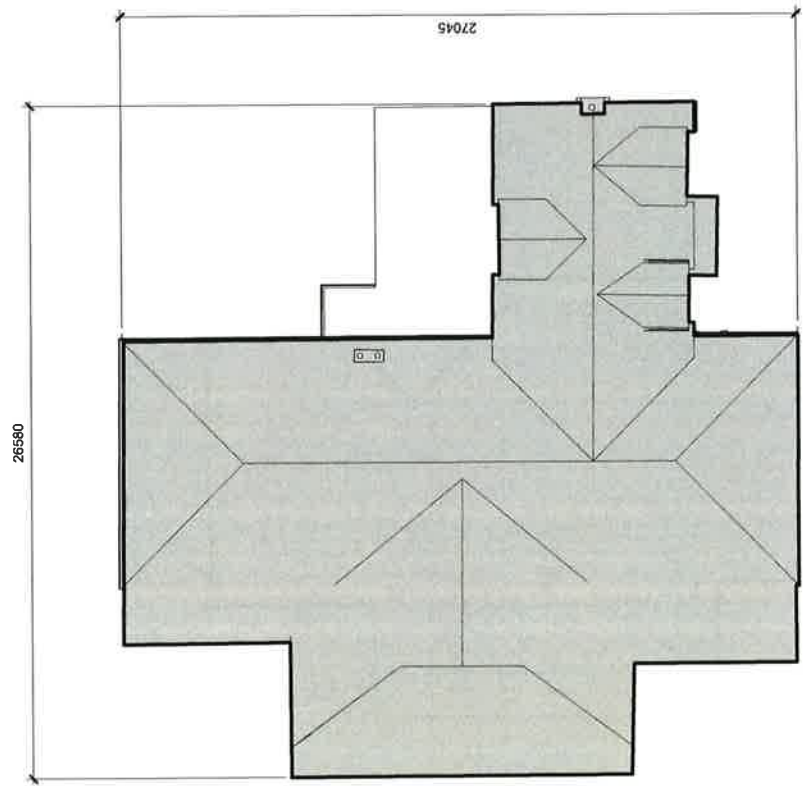
18180  
07/06/2019  
Planning Application

**hlw**  
1A Lonsdale Square  
London N1 1EN

# Agenda Item 7



1 Proposed Roof Plan  
1:200



2 Existing Roof Plan  
1:200

**hlw**  
1A Lonsdale Square  
London N1 1EN

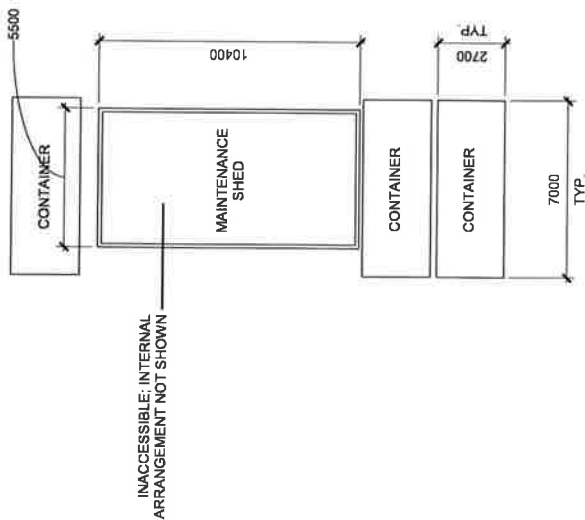
18180  
07.06.2019  
Planning Application

## KINGSWOOD WELLNESS PAVILION

Kingswood Fields (Pavilion House)  
Millfield Lane  
Lower Kingswood, Surrey

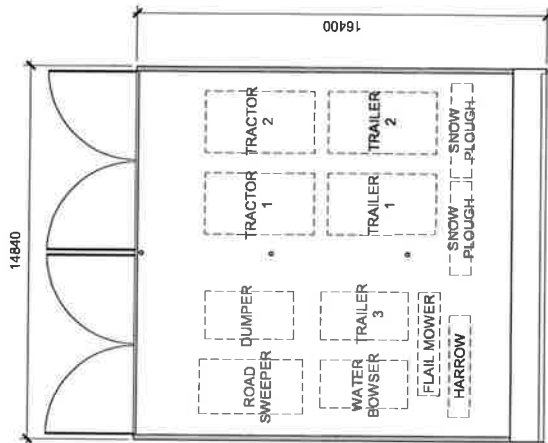
## P103 ROOF PLANS

Scale: 1:200



120 m<sup>2</sup> (GEAFOOTPRINT)  
TOTAL FOR BUILDING AND CONTAINERS

**2 Existing Maintenance Buildings**  
1 : 200



242 m<sup>2</sup> (GEAFOOTPRINT)  
232 m<sup>2</sup> (GIA)

**1 Proposed Maintenance Building**  
1 : 200

**P104** MAINTENANCE SHED PLANS

Scale: 1 : 200

**KINGSWOOD WELLNESS PAVILION**

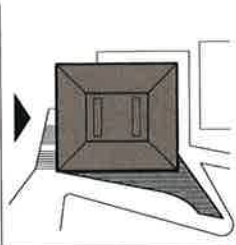
Kingswood Fields (Pavilion House)  
Millfield Lane  
Lower Kingswood, Surrey

18180  
07.06.2019  
Planning Application

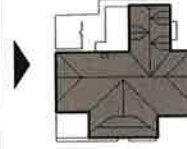
**hlw**  
1A Lonsdale Square  
London N1 1EN

# Agenda Item 7

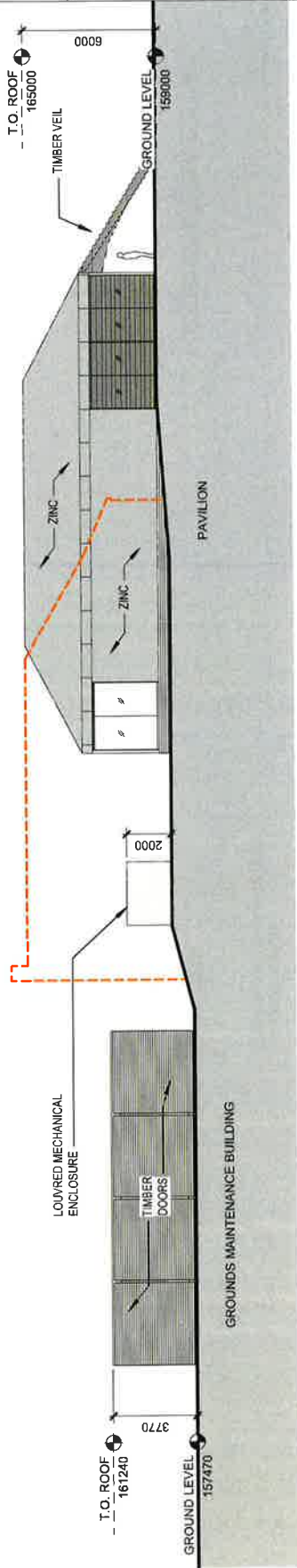
LEGEND  
 - - - - - EXISTING PAVILION



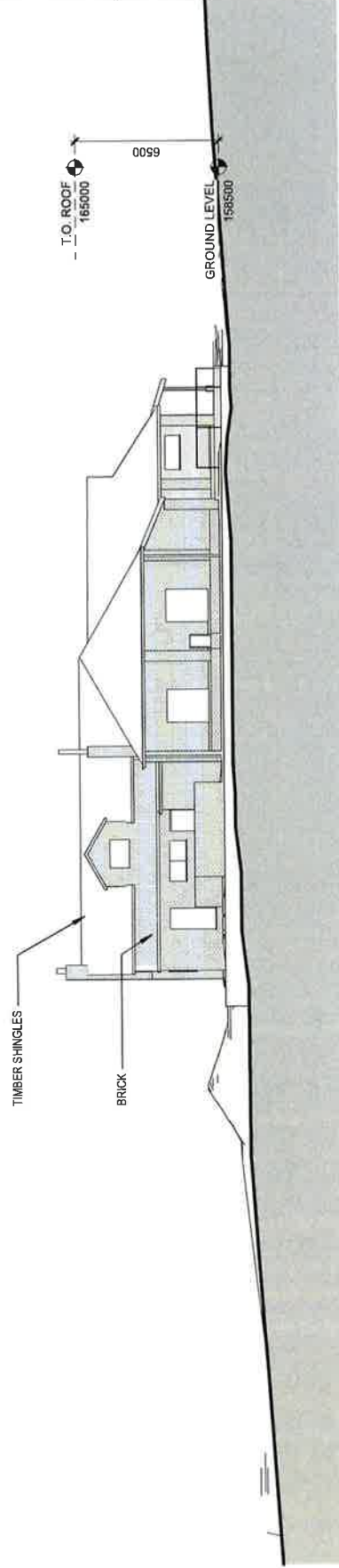
KEY PLAN



KEY PLAN



1 Proposed North Elevation  
 1:200



2 Existing North Elevation  
 1:200

**P201** NORTH ELEVATIONS  
 Scale: As indicated

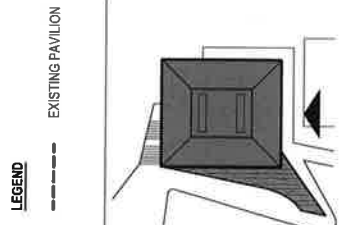
**KINGSWOOD WELLNESS PAVILION**

Kingswood Fields (Pavilion House)  
 Millfield Lane  
 Lower Kingswood, Surrey

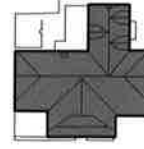
18180  
 07.06.2019  
 Planning Application

**hlw**  
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 London N1 1EN

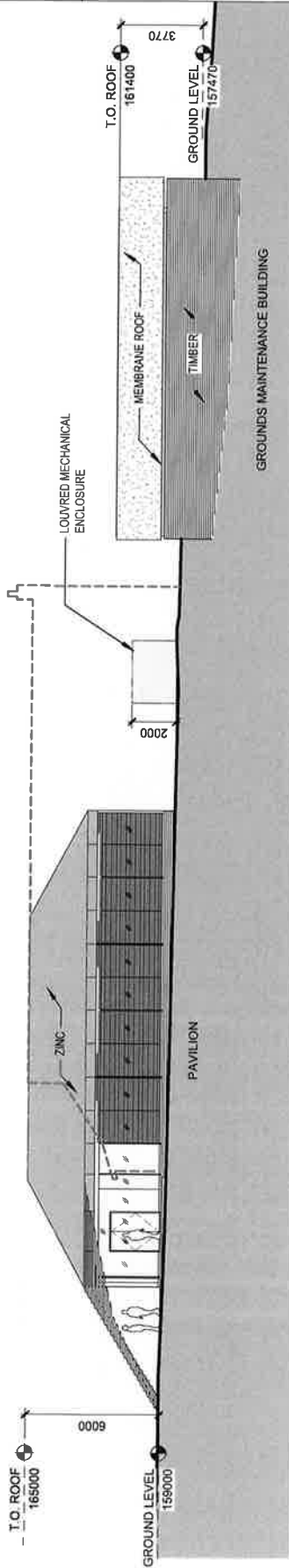
# Agenda Item 7



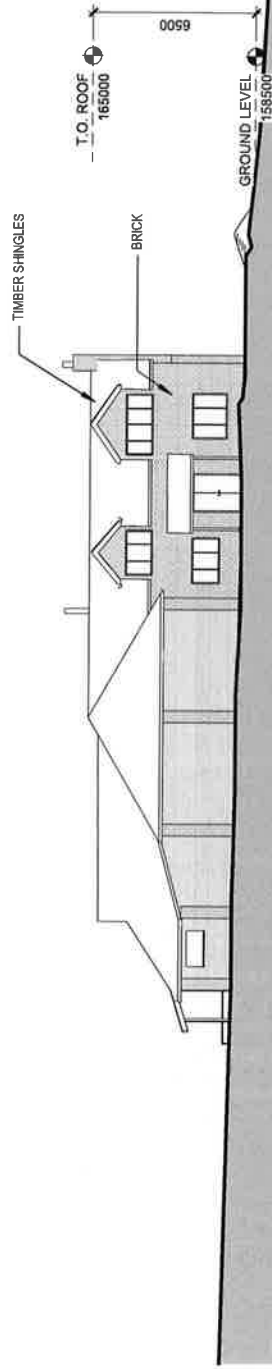
KEY PLAN



KEY PLAN



1 Proposed South Elevation  
1:200



2 Existing South Elevation  
1:200

## P202 SOUTH ELEVATIONS

Scale: As indicated

## KINGSWOOD WELLNESS PAVILION

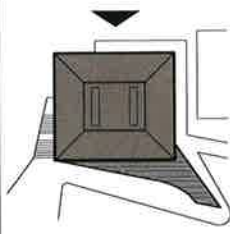
Kingswood Fields (Pavilion House)  
Millfield Lane  
Lower Kingswood, Surrey

18180  
07.06.2019  
Planning Application

1A Lonsdale Square  
London N1 1EN  
**hlw**

# Agenda Item 7

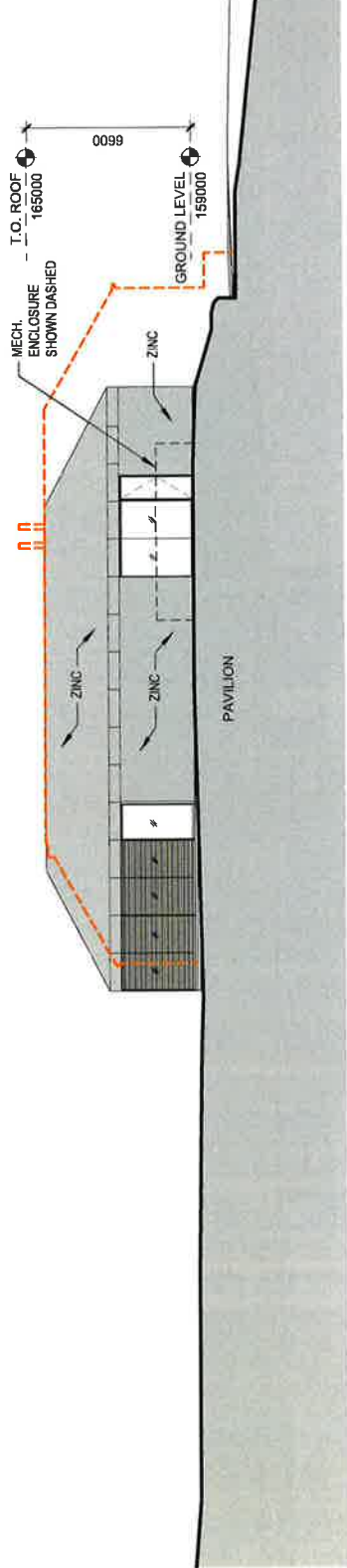
**LEGEND**  
 --- EXISTING PAVILION



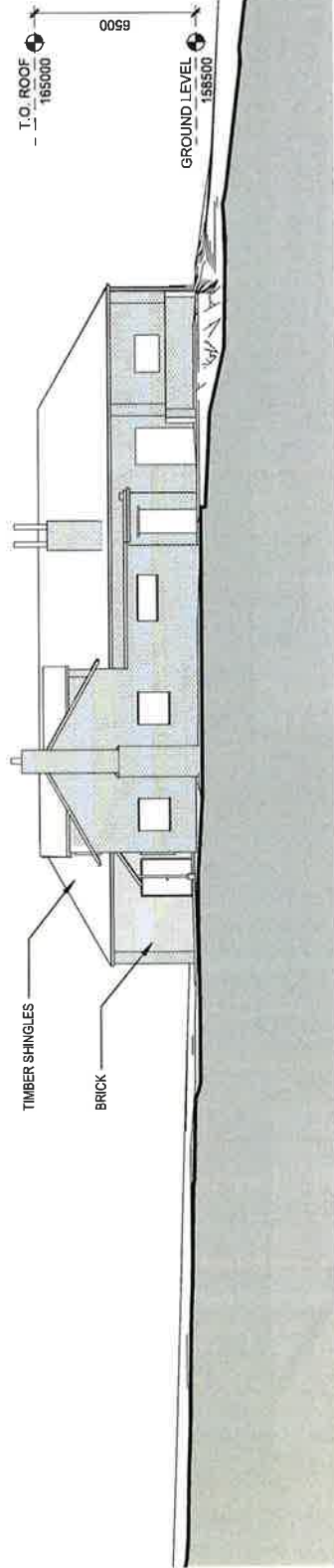
KEY PLAN



KEY PLAN



**1 Proposed East Elevation**  
 1:200



**2 Existing East Elevation**  
 1:200

## P203 EAST ELEVATIONS

Scale: As indicated

## KINGSWOOD WELLNESS PAVILION

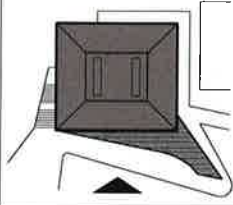
Kingswood Fields (Pavilion House)  
 Millfield Lane  
 Lower Kingswood, Surrey

18160  
 07.06.2019  
 Planning Application

**hlw**  
 1A Lonsdale Square  
 London N1 1EN

# Agenda Item 7

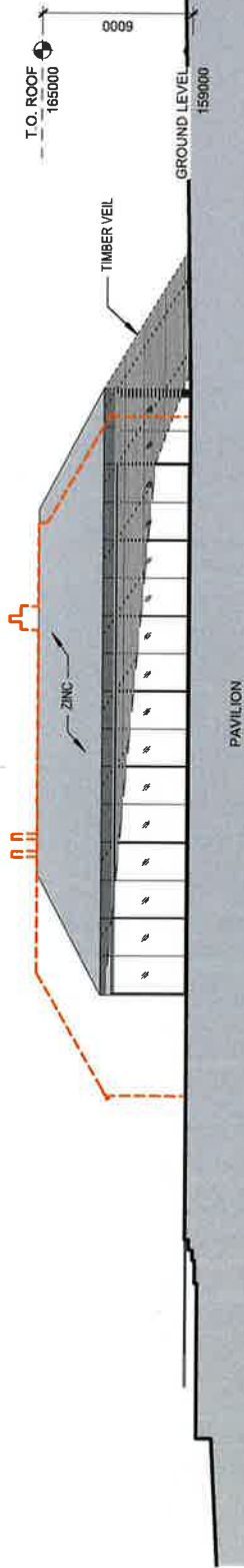
LEGEND  
 --- EXISTING PAVILION



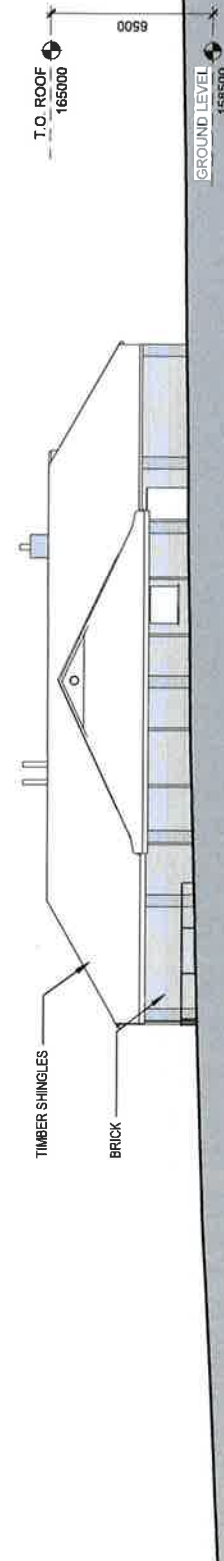
KEY PLAN



KEY PLAN



1 Proposed West Elevation  
 1:200



2 Existing West Elevation  
 1:200

## P204 WEST ELEVATIONS

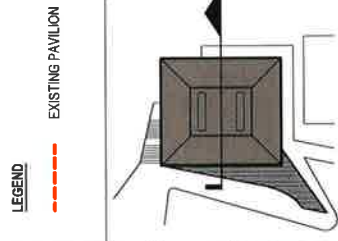
Scale: As indicated

**KINGSWOOD WELLNESS PAVILION**  
 Kingswood Fields (Pavilion House)  
 Millfield Lane  
 Lower Kingswood, Surrey

18180  
 07.06.2019  
 Planning Application

**hlw**  
 1A Lonsdale Square  
 London N1 1EN

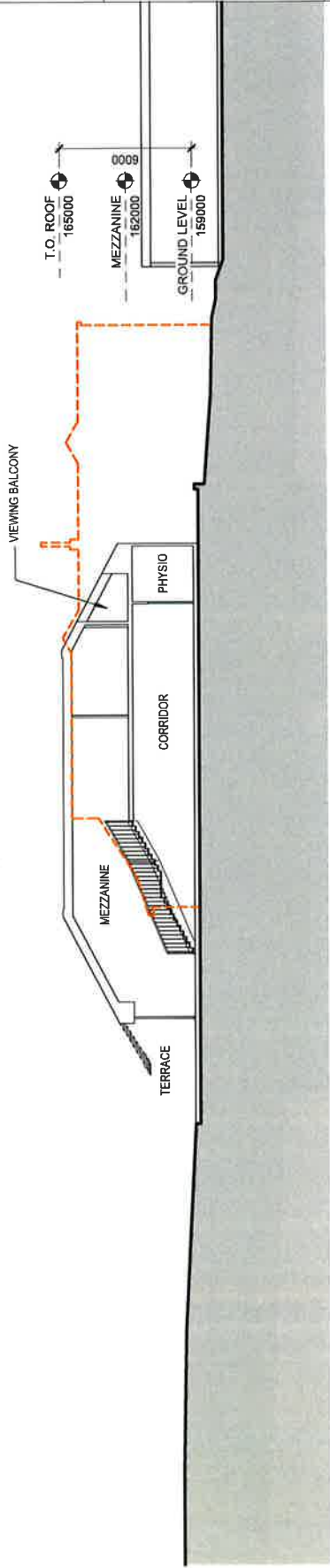
# Agenda Item 7



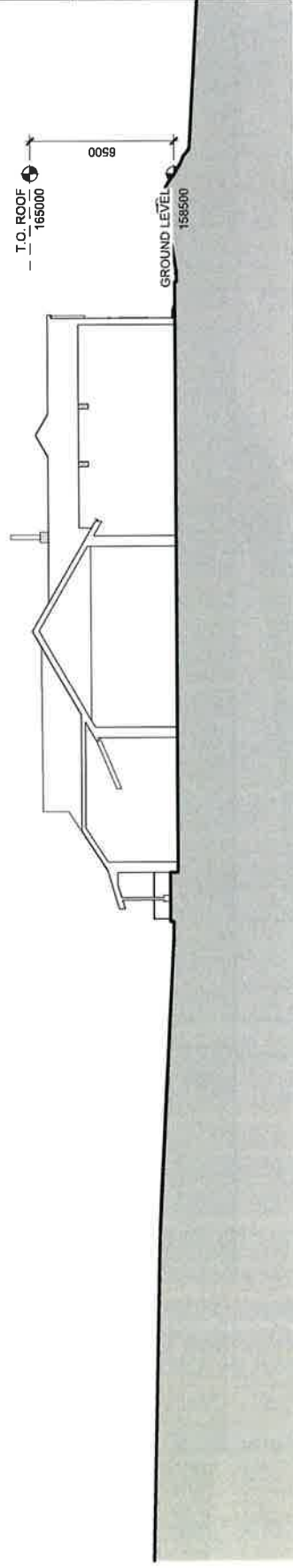
KEY PLAN



KEY PLAN



1 Proposed East-West Section  
1:200



2 Existing East-West Section  
1:200

**hlw**  
1A Lonsdale Square  
London N1 1EN

18/10  
07/06/2019  
Planning Application

## KINGSWOOD WELLNESS PAVILION

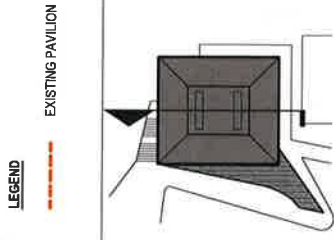
Kingswood Fields (Pavilion House)  
Millfield Lane  
Lower Kingswood, Surrey

## P205 EAST-WEST SECTIONS

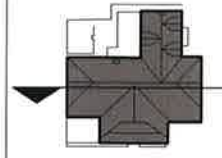
Scale: As indicated



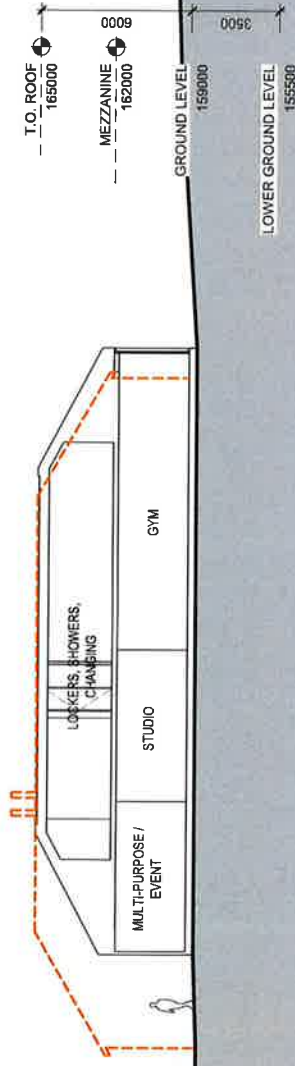
# Agenda Item 7



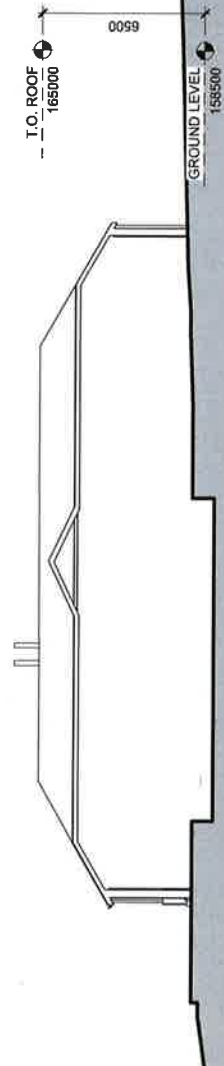
KEY PLAN



KEY PLAN



1 Proposed North-South Section  
 1:200



2 Existing North-South Section  
 1:200

**P206** NORTH-SOUTH SECTIONS  
 Scale: As indicated

**KINGSWOOD WELLNESS PAVILION**  
 Kingswood Fields (Pavilion House)  
 Milfield Lane  
 Lower Kingswood, Surrey

18180  
 07.06.2019  
 Planning Application

**hlw**  
 1A Lonsdale Square  
 London N1 1EN



# Agenda Item 7



Existing Section B-B  
Scale: 1:350 @ A1




Proposed Section B-B  
Scale: 1:350 @ A1



# Agenda Item 8

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 8  
19/01177/F

|  |                   |  |
|--|-------------------|--|
| <br><b>Reigate &amp; Banstead</b><br>BOROUGH COUNCIL<br>Banstead   Horley   Redhill   Reigate | <b>TO:</b>        | PLANNING COMMITTEE                               |
|  | <b>DATE:</b>      | 19 <sup>th</sup> February 2020                   |
|  | <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>  | 8                 | <b>WARD:</b> Lower Kingswood Tadworth And Walton |

|  |   |               |                  |
|--|---|---------------|------------------|
| <b>APPLICATION NUMBER:</b>   | 19/01177/F  | <b>VALID:</b> | <b>26.06.219</b> |
| <b>APPLICANT:</b>  | Kingswood Fields Ltd (Fidelity International)                                       | <b>AGENT:</b> | Planology Ltd    |
| <b>LOCATION:</b>   | <b>KINGSWOOD FIELDS MILLFIELD LANE LOWER KINGSWOOD SURREY KT20 6RP</b>              |               |                  |
| <b>DESCRIPTION:</b>  | <b>Provision of new landscaping in-between the existing three office buildings.</b> |               |                  |
| <b>All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.</b> |   |               |                  |

**This application would normally be delegated to Officers but is referred to Committee as part of a package of 3 applications on the site. Nevertheless it must be considered on its individual planning merits.**

## SUMMARY

This is a full planning application for the provision of new landscaping in-between the existing three office buildings. The application proposes the creation of access paths between the buildings and towards the parking areas. Areas for seating and outside dining are included in the proposal and level changes are proposed to accommodate these features. New planting including lawns, wild flower meadow area, orchard trees and replacement tree planting would be included in the layout.

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 proposal would increase levels of hardstanding within the central area where paths and seating areas are included, however would not be significantly increased over the existing layout (and within the context of what is a relatively extensively developed site at present) and new areas of planting are proposed within the development that would soften views of the proposal. The partial redevelopment of this central part of the site is not considered to result in a greater impact on the openness of the Green Belt than the existing development and is thus considered appropriate.

# Agenda Item 8

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 8  
19/01177/F

The Tree Officer has recommended a compliance condition in respect of the arboricultural matters and a landscaping condition to ensure good arboricultural and landscape practice in the interests of the maintenance of the character and appearance of the area.

## **RECOMMENDATION(S)**

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

# Agenda Item 8

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 8  
19/01177/F

## 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.

Lower Kingswood Residents Association - no comments received, comments made on other application (see agenda item 6)

Natural England - no comments received

Forestry Commission - refers to standing advice

Contaminated Land Officer - no objection subject to recommended condition and informative

UK Power Networks - no comments received

Surrey Hills AONB Officer - 'The site is within the AGLV. The proposed landscaping would be an internal/enclosed landscape feature and not feature in the wider landscape. I therefore have no views on the proposal'

## Representations:

Letters were sent to neighbouring properties on 27<sup>th</sup> June 2019 a site notice was posted 12<sup>th</sup> July 2019.

16 responses have been received raising the following issues:

| <b>Issue</b>                            | <b>Response</b>                                  |
|---|--|
| Increase in traffic and congestion      | See paragraph 6.19                               |
| Hazard to highway safety                | See paragraph 6.19                               |
| Harm to Green Belt/countryside          | See paragraph 6.3 – 6.8                          |
| Alternative location/proposal preferred | See paragraph 6.3 – 6.8                          |
| Drainage/sewage capacity                | See paragraph 6.21                               |
| Flooding                                | See paragraph 6.21                               |
| Harm to Conservation Area               | See paragraph 6.10                               |
| Harm to wildlife habitat                | See paragraph 6.20                               |
| Health fears                            | See paragraph 6.21                               |
| Inadequate parking                      | See paragraph 6.21                               |
| Inconvenience during construction       | See condition 3                                  |
| Loss of/harm to trees                   | See paragraph 6.14 – 6.18 and conditions 4 and 5 |

# Agenda Item 8

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 8  
19/01177/F

|  |                                    |
|--|------------------------------------|
| No need for the development            | See paragraph 6.3 – 6.8            |
| Noise and disturbance                  | See paragraph 6.21                 |
| Out of character with surrounding area | See paragraph 6.9 – 6.12           |
| Overbearing relationship               | See paragraph 6.13                 |
| Overdevelopment                        | See paragraph 6.9 – 6.12           |
| Overshadowing                          | See paragraph 6.13                 |
| Set a precedent                        | See paragraph 6.23                 |
| Light pollution                        | See paragraph 6.22 and condition 6 |
| Air quality                            | See paragraph 6.21                 |

## **1.0 Site and Character Appraisal**

- 1.1 The site comprises three large office buildings, Windmill Court, Kingswood Place and Beechgate with various smaller plant rooms, sheds and smoking shelters. Windmill Court is designated a Locally Listed Building; this is the largest of the three buildings and is a former print works, The Windmill Press, built in 1925 by Lord Gerald Wellesley, 7th Duke of Wellington & Trenwith Wills for William Heinemann. The three main office buildings are concentrated towards the southern part of the site.
- 1.2 There are large areas of car parking on site that includes a tiered, partly sunken car park. The parking is arranged in curved linear rows, mostly to the north and east of the office buildings.
- 1.3 The office buildings are set in large, spacious, landscaped grounds that also accommodate a sports pavilion and cricket pitch. This is sited on the north eastern side of Millfield Lane. A public footpath runs immediately to the south of the sports pitch.
- 1.4 The site contains many mature trees. Much of the site is covered by a Tree Preservation Order and large areas are designated Ancient and Semi-Natural Woodland.
- 1.5 The site lies within land designated as Metropolitan Green Belt Land and Area of Great Landscape Value with the surrounding area also falling within these designations. The north and western parts of the site are also designated a Site of Nature Conservation Importance. There is residential development to the north and south of the site within Chipstead Way and Green Lane. The site is accessed from Millfield Lane with a second access from Green Lane.

## **2.0 Added Value**

- 2.1 Improvements secured at the pre-application stage: Pre-application advice was sought and advice was to avoid an unduly enclosed or heavy structure



# Agenda Item 8

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 8  
19/01177/F

within the central part of the site in order to ensure that it would not impact on the openness of the Green Belt.

- 2.2 Improvements secured during the course of the application: Improvements have not been sought because the proposal is considered acceptable on a point of principle
- 2.3 Further improvements could be secured: Landscaping, tree protection and replacement and a construction transport management plan would be secured by conditions

### 3.0 Relevant Planning and Enforcement History

There is extensive planning history for the site, including two applications that are also pending consideration at this time.

- |     |            |   |                  |
|-----|------------|---|------------------|
| 3.1 | 19/01176/F | Extension of existing multi-decked car park, including associated landscaping works and plant enclosure, to provide an additional 326 car parking spaces. Provision of temporary surface car parking for 500 cars on the playing fields adjacent to the pavilion building during construction works for a period of 13 months after which it will be reinstated to its existing grassland condition | Pending decision |
| 3.2 | 19/01184/F | Demolition of the existing pavilion, grounds maintenance buildings and hard standing areas. Construction of a new replacement pavilion and a replacement grounds maintenance building (ancillary to the main campus), including associated car and cycle parking, external plant enclosure and landscaping works.   | Pending decision |

### 4.0 Proposal and Design Approach

- 4.1 This is a full planning application for the provision of new landscaping in-between the existing three office buildings. The application proposes to create access paths between the buildings and towards the parking areas. Areas for seating and outside dining are included in the proposal and level changes are proposed to accommodate these features. New planting including lawns, wild flower meadow area, orchard trees and replacement tree planting would be included in the layout.

# Agenda Item 8

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 8  
19/01177/F

- 4.2 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.
- 4.3 Evidence of the applicant’s design approach is set out below:

|             |  |
|-------------|--|
| Assessment  | The surrounding area is assessed as being with the Metropolitan Green Belt and an Area of Great Landscape Value. Part of the site is designated Ancient Woodland and the majority of the site is covered by Tree Preservation Orders. The campus comprises of some 13.85ha of land to the east of the A217, north of Green Lane and south of Chipstead Lane, near Lower Kingswood.   |
|             | No site features worthy of retention were identified.  |
| Involvement | Three public consultations events were held during May, two onsite at Kingswood Fields and one at the Lower Kingswood Residents Association Annual General Meeting. 300 invitations were delivered to surrounding residents, local Councillors, local businesses, Kingswood Primary School and the Residents Association. Section 4.5.5 of the Planning Statement notes the feedback on the design of the proposed works and landscaping in particular was largely positive, and most of the comments were around perceived traffic and parking impacts from the additional staff. |
| Evaluation  | The proposals were informed by the desire to develop a more fluid and contemporary landscape and to connect the facilities.  |
| Design      | The applicant’s reasons for choosing the proposal from the available options were to help enable the viable continued use of the site for a high quality office campus and contribute to the high quality landscape setting for the campus.  |

- 4.4 Further details of the development are as follows:

|           |              |
|-----------|--------------|
| Site area | 0.4 hectares |
|-----------|--------------|

# Agenda Item 8

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 8  
19/01177/F

## 5.0 Policy Context

### 5.1 Designation

Metropolitan Green Belt  
Area of Great Landscape Value  
Site of Nature Conservation Importance  
Ancient and Semi-Natural Woodland  
Tree Preservation Order RE59  
Locally Listed Building - Windmill Court

### 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)  
CS5 (Valued People/Economic Development),  
CS10 (Sustainable Development),  
CS11 (Sustainable Construction),

### 5.3 Development Management Plan 2019

NHE1 (Landscape protection)  
NHE2 (Protecting and Enhancing biodiversity and areas of geological importance)  
NHE3 (Protecting trees, woodland areas and natural habitat)  
NHE5 (Development within the Green Belt)  
NHE9 (Heritage assets)  
DES1 (Design of new development)  
DES8 (Construction Management)

### 5.4 Other Material Considerations

National Planning Policy Framework  
National Planning Practice Guidance  
Supplementary Planning Guidance

Surrey Design  
Local Distinctiveness Design Guide

Other

Human Rights Act 1998  
Community Infrastructure Levy  
Regulations 2010

# Agenda Item 8

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 8  
19/01177/F

## 6.0 Assessment

6.1 The main issues to consider are:

- Impact on the Green Belt
- Design and character
- Neighbour amenity
- Impact on trees
- Highway matters
- Ecology
- Other matters

### Impact on the 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. 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.

6.4 Paragraph 145, part g of the NPPF states:

*A local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are:*

*g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:*  
*- not have a greater impact on the openness of the Green Belt than the existing development;*

6.5 This element of the proposal may therefore be considered appropriate development providing it does not have a greater impact on openness of the Green Belt.

6.6 In this instance, the proposal would see the re-landscaping of the central area between the three main office buildings. The existing site layout provides access paths through the central part of the site from one building to another and outwards towards the car parking areas. To the sides of the paths are areas of grass, planting and trees, in parts banked up and raising in level from the height of the paths. The proposal includes increased areas of hardstanding to provide improved access within the site and areas of seating and outside dining space. Areas of lawn and planting are proposed within the centre and to the north a new car drop off point is proposed, made up of four parking spaces, one to be for disabled car users. Level changes are proposed to create greater useable space.

# Agenda Item 8

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 8  
19/01177/F

- 6.7 This central part of the site is largely enclosed by the three main office buildings on site. The proposal for landscaping is not considered to result in a greater impact on the openness of the Green Belt than the current situation, retaining the openness with no new additions of buildings. The proposal would increase levels of hardstanding within the central area where paths and seating areas are included, however would not be significantly increased over the existing layout (and within the context of what is a relatively extensively developed site at present) and new areas of planting are proposed within the development to include lawned areas, wild meadow planting, new trees and orchard trees. Views through this part of the site would maintain an open aspect and views from wider public vantage points would be extremely limited. To most, there would be little, if any, perception of any change in the openness of the Green Belt.
- 6.8 Overall, the partial redevelopment of this central part of the site is not considered to result in a greater impact on the openness of the Green Belt than the existing development and is thus considered appropriate.

## Design and character

- 6.9 The partial redevelopment of the central part of the site would create access paths between the buildings and towards the parking areas. Areas for seating and outside dining are included in the proposal and level changes are proposed to accommodate these features. New planting including lawns, wild flower meadow area, orchard trees and replacement tree planting would be included in the layout.
- 6.10 The central part of the site to which this application pertains is flanked by Windmill Court, Kingswood Place and Beechgate with various smaller plant rooms, sheds and smoking shelters. Windmill Court is designated a Locally Listed Building; this is the largest of the three buildings. The Conservation Officer was consulted upon the proposal and raises no objection from a conservation viewpoint. The site is not within the Conservation Area and is not considered to result in harm in this regard.
- 6.11 The proposed landscaping works are considered acceptable in terms of their impact upon the character of the locality. The central area would maintain an open and leafy appearance with opportunities for new planting and replacement trees. No specific details of the proposed planting (e.g. species/sizes) have been provided as part of the application; to ensure that the landscaping scheme appropriately balances a robust, attractive landscape for employees and visitors with local distinctiveness, it is considered necessary to condition details of plant species and sizes before works commence. The applicant is agreeable to this.
- 6.12 The proposed development would be acceptable in terms of its design and impact upon the character of the wider area, and complies with policy DES1.

## Neighbour amenity

# Agenda Item 8

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 8  
19/01177/F

- 6.13 The proposed landscaping works are contained within the central part of the three office buildings on site, generously separated from any neighbouring residential dwellings. The proposal is therefore not considered to result in a harmful impact upon amenities of neighbouring residential properties.

## Impact on trees

- 6.14 The submitted arboricultural information provides comprehensive qualified information on the existing trees that may be affected by the proposal. Simon Jones and associates is a large arboricultural practice which undertakes works within the Borough on a regular basis. The information has been compiled in accordance with the guidelines, advice and recommendation with British Standard 5837:2012 Trees in relation to design, demolition and construction-Recommendations. Existing trees have been assessed adopting the criteria and methodology within section 4 and table of the standard.
- 6.15 There is no impact or adverse affect on Ancient Semi Natural Woodland and there are no incursions into the 15m buffer zone as set out within Standing Advice by the Forestry Commission and Natural England.
- 6.16 There are no significant trees of high visual amenity remove or lost as a direct result of this proposal, all trees that will be lost are within the lower 'C' categorisation and none are over 12m in height. The trees are all young and semi mature specimens. The tree losses can be adequately mitigated by replacement planting and this matter can be secured by imposing a suitable and appropriate landscape condition.
- 6.17 The retention and protection of trees is addressed within the submitted arboricultural details and incursions into root protection areas is minimal and affects one tree only. The methodology and tree protection measures if implemented supervised and monitored by a suitably qualified arboriculturalist would provide sufficient protection to retained trees form the proposed development and the expected construction activates and processes.
- 6.18 The Tree Officer has recommended a compliance condition in respect of the arboricultural matters and a landscaping condition to ensure good arboricultural and landscape practice in the interests of the maintenance of the character and appearance of the area.

## Highway matters

- 6.19 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 a condition requiring a construction transport management plan. Access and parking

## Ecology

# Agenda Item 8

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 8  
19/01177/F

6.20 The Design Statement notes a Preliminary Ecological Appraisal and Preliminary Roost Assessment has been undertaken and an Extended Phase 1 Habitat Survey. The report has identified there are no protected habitats or species within the application site. The proposal does include the introduction of diverse planting that will encourage wildlife and pollinating species. The proposal is not considered to result in a harmful impact in this regard.

## Other matters

6.21 A number of objections raised issues relating to the two other applications currently pending consideration (19/001176/F and 19/01184/F). These included an increase in traffic and congestion, hazard to highway safety, flooding, drainage/sewage capacity, health fears, inadequate parking, noise and disturbance, light pollution and air quality. This application in isolation is not considered to result in a harmful impact in regard to these issues raised.

6.22 A condition is recommended to secure details of the proposed lighting prior to illumination to be submitted and approved in writing by the Local Planning Authority.

6.23 Objection was received on the grounds of setting a precedent; each application must be assessed on its own merits.

## **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> |
|------------------|------------------|----------------|----------------------|
| Section Plan     | BD 0210 SD 101   | R01            | 12.06.2019           |
| Section Plan     | BD 0210 SD 102   | R02            | 12.06.2019           |
| Site Layout Plan | BD 0210 SD 801   | R05            | 12.06.2019           |
| Site Layout Plan | BD 0210 SD 702   | R00            | 12.06.2019           |
| Location Plan    | BD 0210 SD 701   | R01            | 21.06.2019           |

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

3. No development shall commence until a Construction Transport Management Plan, to include details of [delete where appropriate]:

# Agenda Item 8

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 8  
19/01177/F

- (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) vehicle routing
- (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
- (g) no HGV movements to or from the site shall take place between the hours of 8.30
- (h) 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 of the Development Management Plan 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

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

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

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

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

Reason: To ensure good arboricultural and landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policy NHE3 of the Development Management Plan 2019.



# Agenda Item 8

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 8  
19/01177/F

and the recommendations within all British Standards relating to landscaping, tree planting and the establishment and maintenance of trees British Standard 8545:2014.

5. No development shall commence including groundworks preparation 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 Implication Report dated June 2019 Reference air 00710-01a and Tree protection Plan dated July 2019 Drawing number SJA 00710-041a compiled by Simon Jones and associates.

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 NHE2 and NHE3 of the Development Management Plan 2019.

6. The proposed external lighting of the development hereby approved shall not be illuminated until details of the proposed lighting design and specification has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that a satisfactory external appearance is achieved of the development with regard to policy DES1 of the Development Management Plan.

7. If, prior to or during the development, ground contamination is suspected or manifests itself then no further development (unless otherwise agreed in writing by the Local Planning Authority) shall be carried out until the developer has submitted an appropriate remediation strategy to the Local Planning Authority and the written approval of the Local Planning Authority has been received. The strategy should detail how the contamination shall be managed.

The remediation strategy shall be implemented in accordance with such details as may be approved and a remediation validation report shall be required to be submitted to the Local Planning Authority to demonstrate the agreed strategy has been complied with.

Should no ground contaminated be readily identified during the development, confirmation of this should be provided in writing to the Local Planning Authority.

Reason:

The comply with the NPPF which requires development to contribute and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from or being adversely affected by unacceptable levels of water pollution (paragraph 109) and to ensure that adequate site investigation information, prepared by a competent person, is presented (paragraph 12).

# Agenda Item 8

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 8  
19/01177/F

## 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](http://www.ccscheme.org.uk/index.php/site-registration).

2. 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.
3. The use of landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above relevant conditions. Replacement planting of trees and native hedging shall be in keeping with the character and appearance of the locality. There is an opportunity to incorporate structural landscape trees into the scheme to provide for future amenity and long term continued structural tree cover in this area. It is

# Agenda Item 8

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 8  
19/01177/F

expected that the replacement structural landscape trees will be of Advanced Nursery Stock sizes with initial planting heights of not less than 4.5m with girth measurements at 1m above ground level in excess of 16/18cm.

4. 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.
5. 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).
6. 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.
7. In seeking to address and discharge the 'contamination remediation' condition, the applicant's attention is drawn to the fact that the site is situated on or in close proximity to land that could be potentially contaminated by virtue of previous uses of the land.

Visual and olfactory evidence of contamination can take many forms including hydrocarbon or solvent odours, ash and clinker, buried wastes, burnt wastes/objects, metallic objects, staining and discolouration of soils, oily sheen on or around water and fragments of asbestos containing materials (ACMs) (Note: this list is intended to be used as a guide to some common types of contamination and is not exhaustive).

In seeking to address the condition a photographic record of works should be incorporated within the validation report. Should no ground contamination be identified then a brief comment to this effect shall be required to be provided in writing to the Local Planning Authority. The Local Planning Authority cannot confirm that the condition has been fully discharged until any validation report has been agreed.

## REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies NHE1, NHE2, NHE3, NHE5, NHE9, DES1 and DES8 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.

# Agenda Item 8

Planning Committee  
19<sup>th</sup> February 2020

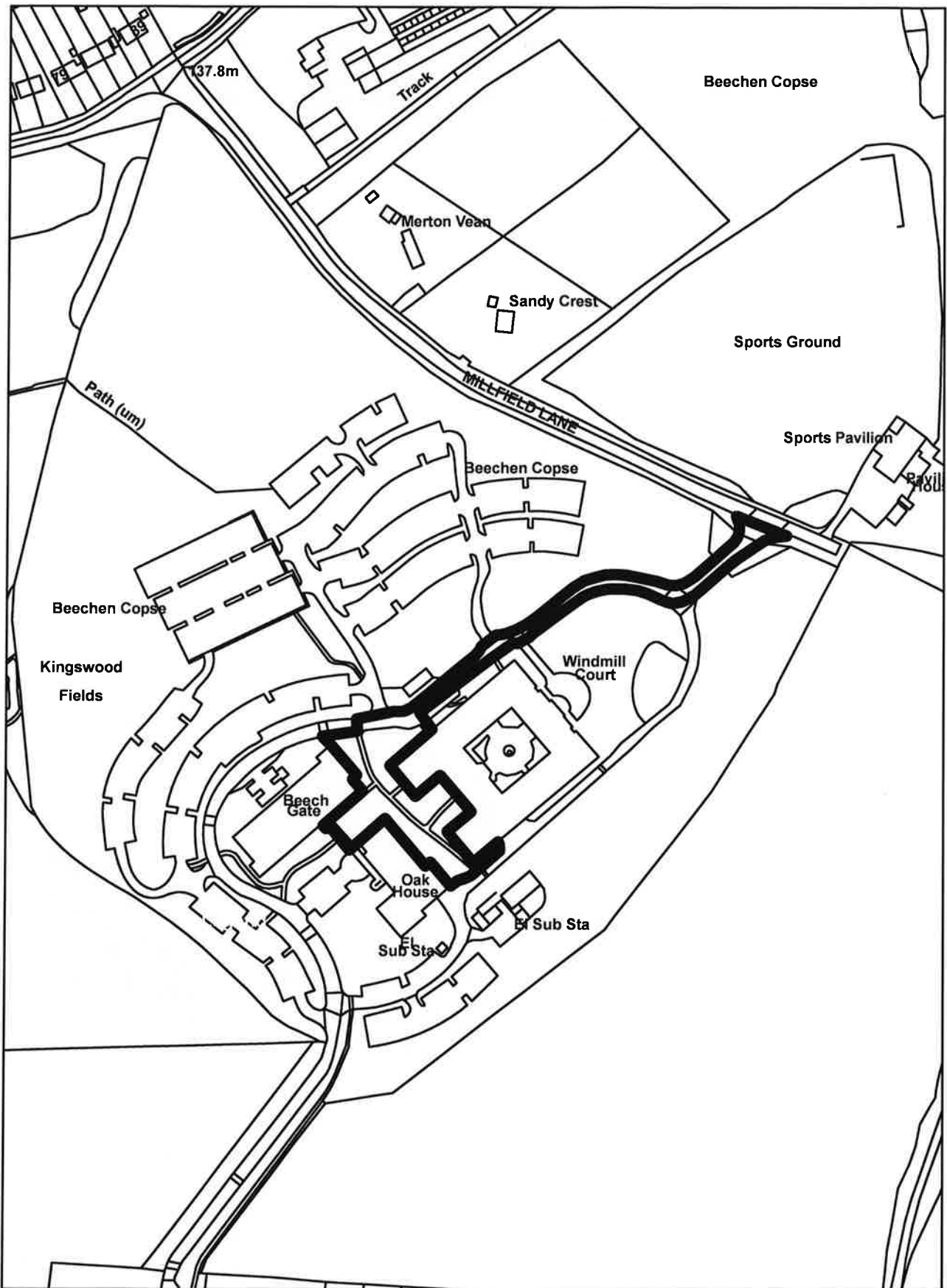
Agenda Item: 8  
19/01177/F

## **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.

# Agenda Item 8

19/01177/F - Kingswood Fields, Millfield Lane,  
Lower Kingswood



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Scale 1:2,500

# Agenda Item 8



# Agenda Item 8

Application Boundary Key Plan



# Agenda Item 8





# Agenda Item 8

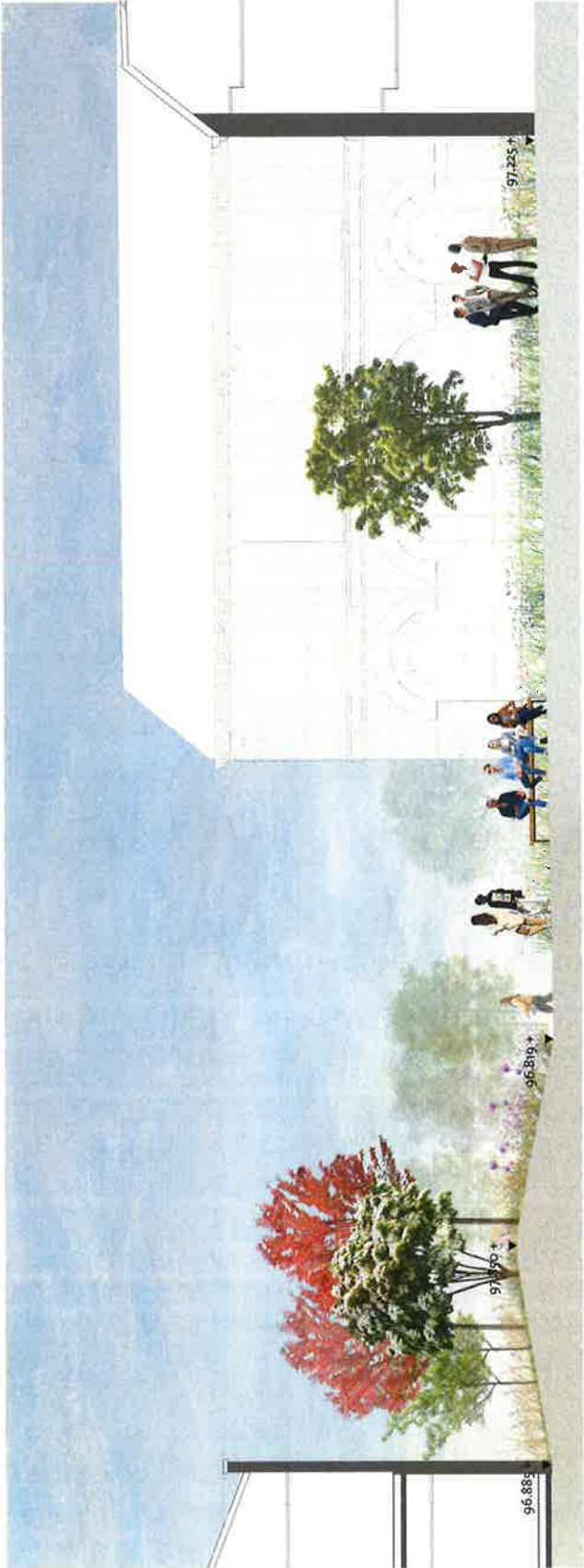
Application Boundary Key Plan



- KEY
- 1. Proposed 'Central Heart Zone'
  - 2. Existing Courtyard
  - 3. Proposed outside dining terrace
  - 4. Proposed Rain Garden
  - 5. Proposed Car drop-off
  - 6. Proposed pedestrian crossing
  - 7. Existing recreational lawn
  - 8. Existing Entrance Driveway
  - 9. Multi-Storey Car Park Extension



# Agenda Item 8



Illustrative Landscape Section AA




Illustrative Landscape Section BB

# Agenda Item 9

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 9  
19/01981/F

|  |                   |   |
|--|-------------------|---|
| <br><b>Reigate &amp; Banstead</b><br>BOROUGH COUNCIL<br>Banstead   Horley   Redhill   Reigate | <b>TO:</b>        | PLANNING COMMITTEE                      |
|  | <b>DATE:</b>      | 19 February 2020                        |
|  | <b>REPORT OF:</b> | HEAD OF PLANNING                        |
|  | <b>AUTHOR:</b>    | Lesley Westphal                         |
|  | <b>TELEPHONE:</b> | 01737 276626                            |
|  | <b>EMAIL:</b>     | Lesley.westphal@reigate-banstead.gov.uk |
| <b>AGENDA ITEM:</b>  | 9                 | <b>WARD:</b> Reigate                    |

|  |   |               |                                 |
|--|---|---------------|---------------------------------|
| <b>APPLICATION NUMBER:</b>   | 19/01981/F  | <b>VALID:</b> | 16/10/2019                      |
| <b>APPLICANT:</b>  | Permill Limited   | <b>AGENT:</b> | PRC Architecture & Planning Ltd |
| <b>LOCATION:</b>   | 52 ALBERT ROAD NORTH, REIGATE RH2 9EL   |               |                                 |
| <b>DESCRIPTION:</b>  | <b>Change of use from B8 (Storage and Distribution) to B1C (Light Industrial) and the erection of a single building comprising 3 units of 1,507 sq m's GEA with associated car parking and yard areas (as amended 10.1.20).</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 seeking change of use from storage and distribution to light industrial use together with the erection of a single building containing 3 units.

The scheme would represent an acceptable change of use of the site, which is located in the Albert Road North Industrial Estate, and where a mix of residential and B1 uses is supported by Policy RE13 of the Development Management Plan.

The change of use is not anticipated to result in significantly different levels of traffic being drawn to the site. Sufficient on site parking is proposed with adequate access and turning space to ensure that the activities on the site do not adversely affect other users of the industrial estate.

The appearance of the proposed building is acceptable and would sit comfortably within an estate with a great variety of building types and designs. As a result of the difference in land levels it is not considered that the scheme would adversely affect the adjacent Conservation Area.

The site lies at a much lower land level than the adjacent houses sitting at the top of this former quarry site such that it is not considered that the scheme would adversely affect the neighbours amenities through loss of privacy, overshadowing or visual intrusion. As a result of the commercial use being inside a building rather than as at

# Agenda Item 9

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 9  
19/01981/F

present in the open, it is anticipated that the scheme would not adversely affect the neighbours amenities through noise or disturbance.

The site lies in an area prone to surface water flooding but the submitted scheme has been considered by the LLFA and found acceptable.

Overall it is considered that the scheme would comply with both local and national policies and would be acceptable subject to a number of conditions.

## **RECOMMENDATION**

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

# Agenda Item 9

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 9  
19/01981/F

Consultations:

Highway Authority:

No objection subject to the imposition of 4 conditions relating to the provision of parking prior to first occupation, the submission of a construction transport management plan, provision of 3 fast charge sockets in accordance with details to be submitted to and approved by the LPA, and the submission of a Travel Statement to include details of how travel to work by non car modes of transport.

Lead Local Flood Authority:

We have reviewed the surface water drainage strategy and assessed it against the requirements of the NPPF, its accompanying PPG and the non statutory Technical Standards for sustainable drainage systems. We are satisfied that the proposed drainage scheme meets the requirements set out in the aforementioned documents and are content with the development proposed, subject to the use of suitably worded conditions should permission be granted.

The conditions require the details of a surface water drainage scheme to be submitted and approved in writing prior to the commencement of development and that prior to 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.

Thames Water:

No objection in respect of waste water and sewage treatment infrastructure capacity and no objection in respect of surface water providing the developer follow the sequential approach to the disposal of surface water. Disposal via a public sewer would require prior approval from Thames Water Developer Services.

Network Rail:

Due to the proximity to Network Rail(NR) land the developer is advised to contact Network Rail prior to any works commencing.

The developer must ensure that the scheme does not encroach onto NR land, affect the safety operation or integrity of the railway, undermine its support zone, adversely affect any railway land or structure, oversail the boundary into the air space of NR land, obstruct or interfere with any NR operations. Guidance is also provided regarding the planting of trees, parking proximity to the railway line, noise/vibration, lighting fencing, piling, scaffolding plant and materials, drainage and future maintenance.

Reigate and Banstead Environmental Protection:

The potential for ground contamination has been identified on or close to the proximity of the site. No objections subject to the use of conditions requiring the submission of a desktop study to evaluate potential contamination, a contaminated land site investigation proposal, a risk assessment prior to commencement, detailed remediation method statement and validation report.

Reigate and Banstead Conservation officer:

# Agenda Item 9

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 9  
19/01981/F

No objection as the site is set in a quarry and does not impact on the Conservation Area

## Reigate and Banstead Planning Policy:

The site is subject to the provision of Policy RE13 suggesting redevelopment of the site (including land outside this application site) should be for at least 7,500sqm's of employment accommodation (B1 use class focussed on small business/incubator space and comprising a mix of offices and small workshops) and up to 50 residential units.

Given that one of the policy requirements is to strongly resist piecemeal development in principle the policy team would object to piecemeal development of part of the industrial estate. However S38(6) of the Planning and compulsory Purchase Act (2004) states that any application should be determined in accordance with the development plan unless material considerations indicate otherwise. In the instance given the realities of fragmented land ownership and complexity of land assembly and the fact that the site is currently used for employment uses and the proposal is for employment uses, the Planning Policy Team would not object to the principle of this piecemeal development.

The Policy team notes that the site has been identified as being suitable for only B1 use classes accommodation. Whilst the estate is currently used for a range of employment uses, there is some conflict between the more intensive industrial uses on the site and the surrounding residential area and the policy seeks to address this. The site should not be developed for an open B1c, B2 or B8 use.

The redevelopment would lead to the loss of employment land/floorspace (the site currently consist of 1,654sqm of employment land used for storage whilst the proposed redevelopment is for 1,570sqm's gross external floorspace therefore leading to an overall loss of employment space. Therefore Policy EMP4 must be applied which specifies the circumstances in which such a loss is acceptable. Should the proposal be for B1 use, the Planning Policy Team would raise no objection to the proposed loss of employment land given that the proposed redevelopment would provide three modern employment units of improved quality and suitability.

Parking should be provided in accordance with adopted parking standards.

As a result of the scale of development and in accordance with policy EMP5 Local Skills and Training Opportunities, a planning condition or S106 agreement is required to secure a minimum of 20% of the jobs created for local residents or apprenticeships.

## Reigate Society:

No comment

## **Representations:**

Letters were sent to neighbouring properties and a site notice was posted and two objections have been received raising the following issues:

# Agenda Item 9

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 9  
19/01981/F

| <b>Issue</b>  | <b>Number</b> | <b>Response</b>         |
|---|---------------|-------------------------|
| Highway Safety concerns due to commercial vehicles passing through a residential area and an increase in traffic and congestion |               | See paragraph 6.14-6.17 |
| Health fears resulting from air pollution   |               | See paragraph 6.24      |
| Noise and disturbance resulting from proximity of residential uses and working hours on the estate,                             |               | See paragraph 6.13      |
| Harm to Green Belt/Countryside  |               | See Paragraph 6.23      |
| Harm to wildlife habitat  |               | See paragraph 6.22      |
| No need for the development   |               | See paragraph 6.2       |
| Out of character with the surrounding area  |               | See paragraphs 6.5-6.9  |
| Overlooking and loss of privacy   |               | See paragraph 6.12      |
| Harm to Conservation Area   |               | See paragraph 6.9       |

## **1.0 Site and Character Appraisal**

- 1.1 The site comprises a parcel of land in the north west corner of the Albert Road North Industrial Estate. It is currently in use for open storage, with a large number of steel storage containers on the flat parts of the site.
- 1.2 The site itself lies within a former quarry and therefore the majority of the site is relatively flat, but with the side and rear boundaries, comprising the former quarry sides, now a wooded steep slope rising to the railway at the rear and two dwellings to the western side of the site. To the east and south lies other commercial buildings, a mixture of single and two storeys in height and with a variety of designs.
- 1.3 The Green Belt boundary is situated to the north of the site with residential uses located beyond the former quarry boundaries and hence at a significantly higher elevation.

## **2.0 Added Value**

- 2.1 Improvements secured at the pre-application stage: Advice was offered regarding the layout, constraints, design to which the applicant refers in the D & A Statement and is reflected in the submitted scheme.
- 2.2 Improvements secured during the course of the application: Changes to the proposed use class have been secured to conform to Policy RE13.

# Agenda Item 9

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 9  
19/01981/F

- 2.3 Further improvements to be secured through conditions regarding new planting, choice of materials, and a requirement that 20% of posts are secured for local residents or apprenticeships.

## 3.0 Relevant Planning and Enforcement History

- |     |              |   |                             |
|-----|--------------|---|-----------------------------|
| 3.1 | 12/00663/CU  | Change of use of land from B1/B2 to B8. Erection of ancillary single storey buildings and fencing to create open storage for plant,   | Granted<br>28 May 2012      |
| 3.2 | 12/00054/CLP | Fencing and levelling of site to create area for open storage of plant, materials, cabins (stacked or otherwise) and vehicles.  | Granted<br>17 February 2012 |
| 3.3 | 06/02419/F   | Demolition of existing commercial and industrial buildings (5,619 square metres) and erection of eight commercial units for Class B1 (business), B2 (general industrial) & B8 (storage or distribution) uses totalling 5,204 square metres and associated car parking and landscaping | Granted<br>21 July 2008     |

## 4.0 Proposal and Design Approach

- 4.1 This is a full application for the change of use of the site from B8 open storage use to B1c light industrial use including the erection of a single building comprising three commercial units with ancillary parking and landscaping. The units would be broadly aligned with the rear site boundary and alongside the existing units on the neighbouring site facing towards the access and parking area, which adjoin the Albert Road North access road. The scheme originally proposed a B1c, B2 or B8 storage use on the site but this was amended to a B1c use in order to comply with the provisions of policy RE13 of the Development Management Plan .
- 4.2 The units would be set on the floor of the former quarry set in from the adjacent tree covered embankment with room for pedestrians to walk around the proposed buildings. The car park would accommodate 24 parking spaces with room for some landscaping around the western edge of the site and small planted areas at the end of each row of spaces.
- 4.3 The buildings would be two storeys high with vehicular access and the main entrance to each building on the ground floor and windows on all elevations to offices on the first floor.



# Agenda Item 9

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 9  
19/01981/F

- 4.4 The submitted Design and Access Statement refers to the principles of development which have been adhered to, following pre-application advice and include:
- Consideration of the relationship with, and the need to make a positive contribution to, the character and appearance of the area.
  - relatively established building line along the railway
  - the siting of building in relation to existing trees along the boundaries of the site: the existing tree screen plays a crucial role in the existing semi-rural, sylvan setting of the adjoined Conservation Area.
  - the proposal should pay regard to local distinctiveness in terms of materials, details and forms and be mindful of the setting of the adjoining Conservation Area.
  - a building the equivalent of up to 3 residential storeys in height (circa 9m) would be considered to be acceptable.
  - The proposals pay regard to local distinctiveness in terms of materials, details and forms and is mindful of the setting of the adjoining Conservation Area by utilising contemporary industrial design and natural and neutral colours

|                         |                                     |
|-------------------------|-------------------------------------|
| Site area               | 0.32 ha                             |
| Existing use            | B8 open storage                     |
| Proposed use            | B1 c                                |
| Existing parking spaces | Undefined - as required across site |
| Proposed parking spaces | 24                                  |
| Parking standard        | 50 - 1 space/30 sq m's (Maximum)    |

## Policy Context

### 5.1 Designation

Urban Area

Surface Water Flooding

Adjacent houses in the Flanchford Road and Colley Lane Conservation Area

Adjacent house - Wardens Lodge – a locally listed building.

### 5.2 Reigate & Banstead Borough Core Strategy:

CS1, Presumption in favour of sustainable development

CS5, Valued people and economic development

CS10. Sustainable development

CS11, Sustainable construction

CS17, Travel options and accessibility

# Agenda Item 9

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 9  
19/01981/F

## Reigate and Banstead Development Management Plan 2019

|        |   |
|--------|---|
| EMP3,  | Employment outside employment areas                                       |
| EMP4,  | Safeguarding employment land and premises                                 |
| EMP5,  | Local Skills and training opportunities                                   |
| DES1,  | Design of new development   |
| DES8 , | Construction management   |
| TAP1   | Access, parking and servicing   |
| CCF2   | Flood risk  |
| NHE2   | Protecting and enhancing bio diversity and areas of geological importance |
| NHE3   | Protecting trees, woodland areas and natural habitats                     |
| RE13   | Albert Road North Industrial Estate, Reigate                              |

### 5.4 Other Material Considerations

#### NPPF

#### NPPG

Supplementary Planning Guidance      Surrey Design

Other      Human Rights Act 1998

## 6.0 **Principal Issues**

6.1 The main issues to consider are:

- Principle of Development
- Design appraisal
- Neighbour amenity
- Access and parking
- Trees and landscape
- Other Issues

### Principle of Development

6.2 The site lies within the Albert Road North Industrial Estate which has been identified within Policy RE13 as an area which would be comprehensively redeveloped for a mixture of residential and B1 commercial uses. The existing site is in employment use and some employment is required to be retained, however there is some conflict between the more intensive industrial uses and surrounding residential uses. Uses within Use Class B1 are uses that can be carried out within a residential area without causing adverse harm. Policy RE13 identifies that uses falling within use class B1 would be acceptable.

6.3 It is recognised that, given the fragmentation of ownership in this area, that it would not be realistic to refuse permission for the development of one small part of the wider area if that scheme complies with the provisions of policy RE13.

# Agenda Item 9

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 9  
19/01981/F

- 6.4 Therefore following amendments to the use proposed, this scheme is now considered acceptable in principle.

## Design Appraisal

- 6.5 Policy DES1 expects new development to be of a high quality design that makes a positive contribution to the character and appearance of its surroundings. It should, amongst other requirements, promote local distinctiveness, use high quality materials, have regard to the relationship with neighbouring buildings, and incorporate appropriate landscaping.
- 6.6 In this instance advice offered at the pre-application stage has been taken into account and the scheme would be set out within the site in a manner that would complement the layout of the adjacent site – with the buildings aligned broadly with the rear boundary, overlooking the access and parking area this is similar to many other commercial buildings on the estate.
- 6.7 The scale of the building would match that of nearby buildings being only two storeys in height. It is designed with simple lines using a variety of materials that would create an interesting and attractive façade. Whilst the materials are yet to be determined, the surrounding estate exhibits a variety of design types and materials with which it would be easy to secure a complementary finish.
- 6.8 Some space is provided for landscaping within the site which is not a feature found of most of the surrounding sites and which would create a slightly ‘softer’ appearance to the site which is to be welcomed.
- 6.9 As a result of the much lower land level of this site compared to the adjacent Conservation Area, it is not considered that the proposed scheme would adversely affect the Conservation; a conclusion agreed with by the Councils Conservation officer. Overall the design of the scheme is considered a significant improvement to the current appearance and would add and attractive unit to this part of the estate.

## Neighbour Amenity:

- 6.10 Policy DES1 seeks to ensure that new development does not adversely impact upon the amenities of occupiers of nearby buildings.
- 6.11 The proposed buildings would be set in the corner of the estate and would not have any adverse impacts upon the surrounding commercial neighbours: locating the building and providing sufficient parking and access/turning facilities to ensure no conflict with adjoining businesses.
- 6.12 At the top of the embankment lies two houses which are set back between approximately 30 – 45 m’s from the edge of the tree belt on the application site, adjacent to the proposed building. The submitted topography information suggest that these houses lie approximately 11m’s above the level of the floor of the estate on this site. The proposed building would be

# Agenda Item 9

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 9  
19/01981/F

approximately 9.5m's high and could not therefore see over the top of the boundary such as to cause any adverse neighbour impact.

- 6.13 In terms of impacts arising from noise and disturbance – the proposed use would lie within the proposed building compared to the existing open storage nature of the site and this should result in significant improvements in amenity to adjacent residents. Additionally a B1 use is, by its very nature, expected to be a use that can lie alongside a residential area without causing adverse impacts. Overall it is considered that the scheme would be compliant with policy DES1.

## Access and Parking:

- 6.14 Policy TAP1 requires new development to provide safe and convenient access for all road users, not to materially exacerbate traffic congestion on the existing highways network, provide adequate access onto and within a site, include sufficient parking and cycle storage, include electric charging points, and to comply with current highways standards and guidance.
- 6.15 The scheme would provide access to the parking and manoeuvring area directly from Albert Road North. 24 spaces would be provided including 3 spaces for the disabled and which would be the subject to a condition to ensure their provision prior to occupation and accords with parking standards. The original scheme proposed a B1, B2 or B8 use on the site and the parking provision was assessed against any of these uses being on site. No objection is raised by the County Highway Authority to this aspect of the scheme.
- 6.16 Whilst concern has been expressed by residents about the continued use of Albert Road North by large vehicles, this is an existing industrial estate and this site could continue to be used in its current form for open storage with large container lorries delivering storage containers to the site.
- 6.17 The proposed scheme would remove the open storage use and replace it with a B1c use. The County Highways Authority consider that traffic generation and the type of movements from the proposed development is unlikely to be significantly different from the existing use. The B1c use would accord with the general approach of the Development Management Plan however which seeks a B1 use partially in recognition of the conflict that currently takes place between the traffic drawn to the estate as it passes through the adjacent residential areas. In that respect therefore this scheme is considered a potential improvement to the current situation.

## Trees and Landscape:

- 6.18 Policy NHE3 requires new development to include an assessment of trees on the site and an assessment of their suitability or retention. Unprotected but important trees should be retained as an integral part of the design of development and any such trees lost should be subject to compensatory planting.

# Agenda Item 9

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 9  
19/01981/F

- 6.19 Tree planting on the site lies on the embankment rather than the flat parts of the site where the proposed building would lie and the submitted plans do not suggest the loss of any planting therefore to implement the scheme. Visually the trees of most importance are likely to be those on the higher levels of the embankment rather than those immediately adjacent to the proposed buildings and they would be far enough from the building not to be affected by its construction. Certainly concerns about the trees towards the top of the embankment that provide a backdrop to the adjacent conservation area should not be at threat from this scheme.
- 6.20 A small amount of new planting is proposed at the front of the site and this is addressed by an appropriate condition.

## Other Issues:

- 6.21 Bio diversity:  
Policy NHE2 generally seeks to retain and enhance priority habitats and achieve a net gain in bio-diversity.
- 6.22 The bio-diversity benefits of this site accrue from the tree covered embankment. This should be retained as existing with modest additional planting area that may offer some opportunity for enhancement within tin the site. Overall this is a modest change but is considered to comply with the provisions of the Development Management Plan.
- 6.23 Green Belt/Countryside:  
The site would not have any adverse impact upon either designation since it lies outside both areas and would be largely screened from the adjacent countryside and Green Belt due to the much lower ground level of the site.
- 6.24 Air Quality:  
The site does not lie within an Air Quality Management Area and the change in type of commercial traffic anticipated, is likely to provide a beneficial change to the air quality.
- 6.25 Drainage:  
The site lies in an area with surface water flooding issues. Consequently the scheme has been considered by the LLFA who consider that the details submitted are acceptable, and that the scheme would be acceptable, subject to the use of appropriate conditions.

## **CONDITIONS**

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

# Agenda Item 9

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 9  
19/01981/F

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.

**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.

| <b>Plan Type</b> | <b>Reference</b> | <b>Version</b> | <b>Date Received</b> |
|------------------|------------------|----------------|----------------------|
| Other Plan       | 19-092D_600      | P1             | 04.10.2019           |
| Other Plan       | 19-092D_300      | P1             | 04.10.2019           |
| Location Plan    | 000              |                | 04.10.2019           |
| Elevation Plan   | 104              |                | 04.10.2019           |
| Roof Plan        | 103              |                | 04.10.2019           |
| Elevation Plan   | 102              | A              | 04.10.2019           |
| Floor Plan       | 101              | A              | 04.10.2019           |
| Site Layout Plan | 100              |                | 04.10.2019           |
| Other Plan       | 54769_01_CCTV    |                | 05.02.2020           |
| Site Layout Plan | 1                |                | 16.10.2019           |

3. 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 parking vehicles. Thereafter the parking area shall be retained and maintained for its designated purpose.

**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, access, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

4. No development shall commence until a Construction Transport Management Plan, to include details of:
  - (a) parking for vehicles of site personnel, operatives and visitors
  - (b) loading and unloading 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) vehicle routing
  - (h) measures to prevent the deposit of materials on the highway

# Agenda Item 9

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 9  
19/01981/F

- (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
  - (j) 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.

- 5 The development hereby approved shall not be occupied unless and until 3 of the parking spaces are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with a 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, access , and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

6. Prior to the occupation of the development a Travel Statement shall be submitted for the written approval of the Local Planning Authority in accordance with the sustainable development aims and objectives of the National Planning Policy Framework, and Surrey County Council's "Travel Plans Good Practice Guide", to include details of how to travel to the site via non car modes of transport via Reigate Train Station, local bus services and footways and cycle ways from Reigate town centre. And then the approved Travel Statement shall be implemented upon first occupation and for each and every subsequent occupation of the development, thereafter maintain and develop the Travel Statement to the satisfaction of the Local Planning Authority.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause in onvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

7. 1) 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. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:

# Agenda Item 9

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 9  
19/01981/F

- a) Evidence that the proposed final solution will effectively manage the 1 in 30 & 1 in 100 (+40% allowance for climate change) storm events, during all stages of the development. Associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 2.2 l/s.
- b) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.).
- c) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected.
- d) Details of drainage management responsibilities and maintenance regimes for the drainage system.
- e) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

Reason: To ensure the design meets the national Non-Statutory Technical Standards for SuDS and the final drainage design does not increase flood risk on or off site.

8. Prior to the first 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. This must demonstrate that the drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls).

Reason: To ensure the Drainage System is constructed to the National Non-Statutory Technical Standards for SuDS.

9. Prior to commencement of development a written comprehensive environmental desktop study report is required to identify and evaluate possible on and off site sources, pathways and receptors of contamination and enable the presentation of all plausible pollutant linkages in a preliminary conceptual site model. The study shall include relevant regulatory consultations such as with the Contaminated Land Officer and be submitted to the Local Planning Authority and is subject to the approval in writing of the Local Planning Authority and any additional requirements that it may specify. The report shall be prepared in accordance with the Environment Agency's Model Procedures for the Management of Contaminated Land (CLR 11) and British Standard BS 10175.

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Local Plan 2005 Policy (insert reference) and the NPPF.

10. Prior to commencement of development, in follow-up to the environmental desktop study, a contaminated land site investigation proposal, detailing the



# Agenda Item 9

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 9  
19/01981/F

extent and methodologies of sampling, analyses and proposed assessment criteria required to enable the characterisation of the plausible pollutant linkages identified in the preliminary conceptual model, shall be submitted to the Local Planning Authority. This is subject to the written approval in writing of the Local Planning Authority, and any additional requirements that it may specify, prior to any site investigation being commenced on site. Following approval, the Local Planning Authority shall be given a minimum of two weeks written notice of the commencement of site investigation works. Please note this means a proposal is required to be submitted and approved prior to actually undertaking a Site Investigation.

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Local Plan 2005 Policy (insert reference) and the NPPF.

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

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Local Plan 2005 Policy (insert reference) and the NPPF.

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

b. Prior to occupation, a remediation validation report for the site shall be submitted to the Local Planning Authority in writing. The report shall detail evidence of the remediation, the effectiveness of the remediation carried out and the results of post remediation works, in accordance with the approved remediation method statement and any addenda thereto, so as to enable future interested parties, including regulators, to have a single record of the remediation undertaken at the site. Should specific ground gas mitigation measures be required to be incorporated into a development the testing and

# Agenda Item 9

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 9  
19/01981/F

verification of such systems should have regard to CIRIA C735 guidance document entitled 'Good practice on the testing and verification of protection systems for buildings against hazardous ground gases' and British Standard BS 8285 Code of practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings

Reason: To demonstrate remedial works are appropriate and demonstrate the effectiveness of remediation works so that the proposed development will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Local Plan 2005 Policy (insert reference) and the NPPF.

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

Note: Should no further contamination be identified then a brief comment to this effect shall be required to discharge this condition

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Local Plan 2005 Policy (insert reference) and the NPPF.

14. 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 Policy DES1 of the Reigate and Banstead Development Management Plan 2019.

15. No development above slab level shall commence until all details of hard and soft landscaping have been submitted to and approved in writing by the local planning authority (LPA). These shall include all relevant scaled plans of hard & soft landscape existing & new, tree removal/retention and specified tree surgery, boundary hedge management, level changes, other external works not dealt with elsewhere including boundary treatments, gates and access details plus soft landscape establishment maintenance schedules for a minimum of 2 years. Soft landscaping shall include full planting specifications, planting sizes & densities. These shall all be coordinated with any tree protection requirements where required. All these works shall be

# Agenda Item 9

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 9  
19/01981/F

carried out in strict accordance with these details as approved or as otherwise agreed in writing by the LPA and before occupation or use of this development plus thereafter the provision of the agreed establishment maintenance.

Reason: To ensure good landscape 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.

16. In accordance with the provisions of Policy RE13 of the Reigate and Banstead Development Management Plan (2019, a minimum of 20% of the total jobs created by the construction of this development shall be for local residents or apprenticeships.

Reason: To comply with the provisions of Policy EMP5 of the Development Management Plan which seeks to promote the provision of employment opportunities for local residents and help provide local people with the skills necessary to make the most of job opportunities available and fulfil the needs of local businesses.

## Informatives

1. 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).

2. When a temporary access is approved or an access is to be closed as a condition of planning permission an agreement with, or licence issued by, the Highway Authority Local Highways Service will require that the redundant dropped kerb be raised and any verge or footway crossing be reinstated to conform with the existing adjoining surfaces at the developers expense.
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

# Agenda Item 9

Planning Committee  
19<sup>th</sup> February 2020

Agenda Item: 9  
19/01981/F

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

4. 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.
5. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.
6. Your attention is drawn to the comments of Network Rail dated 7.11.19 regarding the safer operation of the adjacent railway and the future protection of Network Rail land.
7. Environmental Health would like to draw the applicants attention to the specifics of the contaminated land conditional wording such as 'prior to commencement', 'prior to occupation' and 'provide a minimum of two weeks notice'.
8. The submission of information not in accordance with the specifics of the planning conditional wording can lead to delays in discharging conditions, potentially result in conditions being unable to be discharged or even enforcement action should the required level of evidence/information be unable to be supplied. All relevant information should be formally submitted to the Local Planning Authority and not direct to Environmental Health.

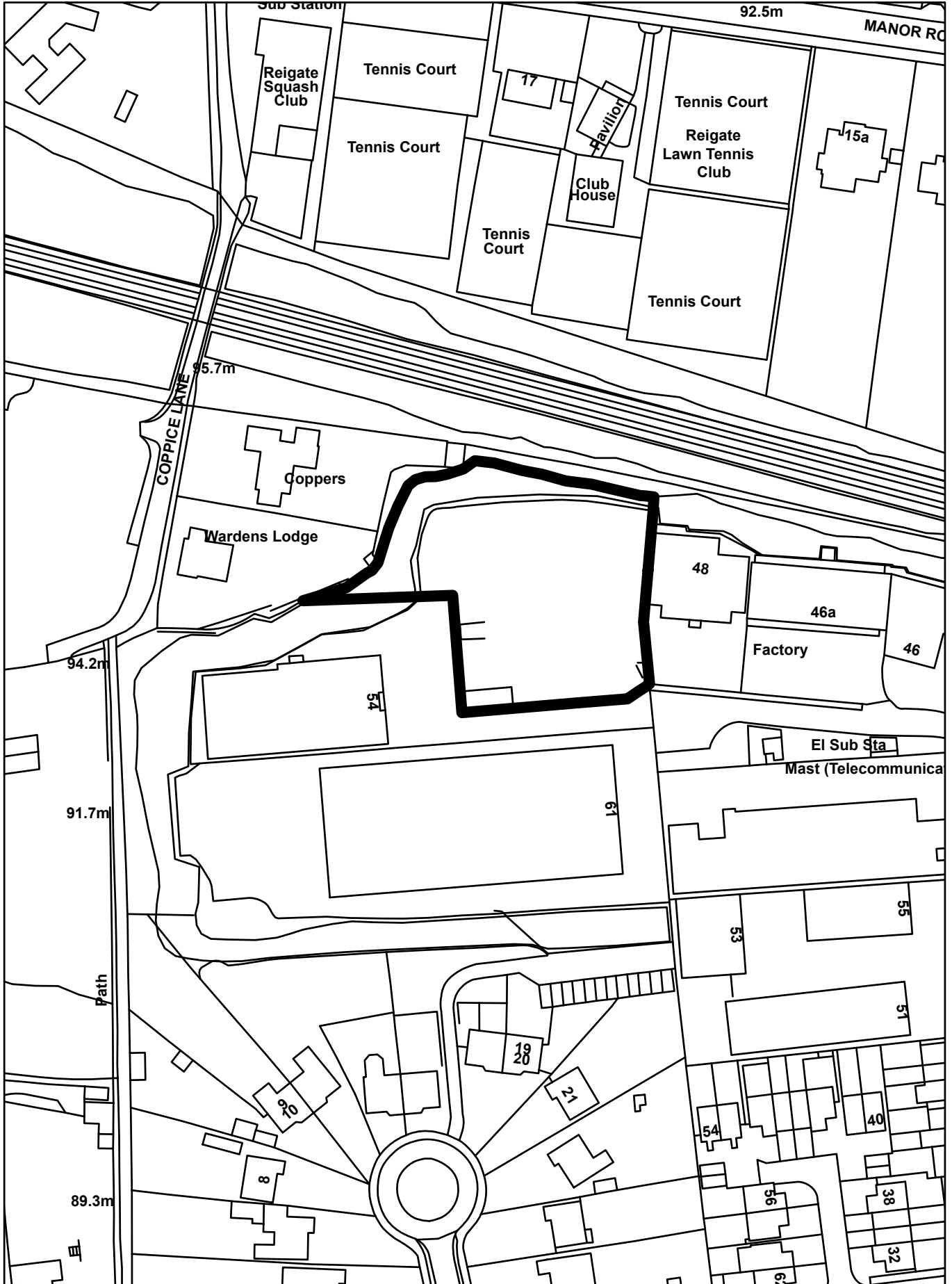
## **REASON FOR PERMISSION**

The development hereby permitted has been assessed against development plan policies CS1,CS5,CS1, CS10, CS11,CS17,EMP3,EMP4, EMP5, DES1, DES8 , TAP1,NHE2,NHE3, RE13 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 Statement**

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.

Agenda Item 9  
19/01981/F - 52 Albert Road North, Reigate



214



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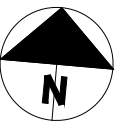
24 Church St. West  
 Woking, Surrey,  
 GU21 6HT  
 01483 494 350  
 info@prc-group.com  
 www.prc-group.com

Revisions:

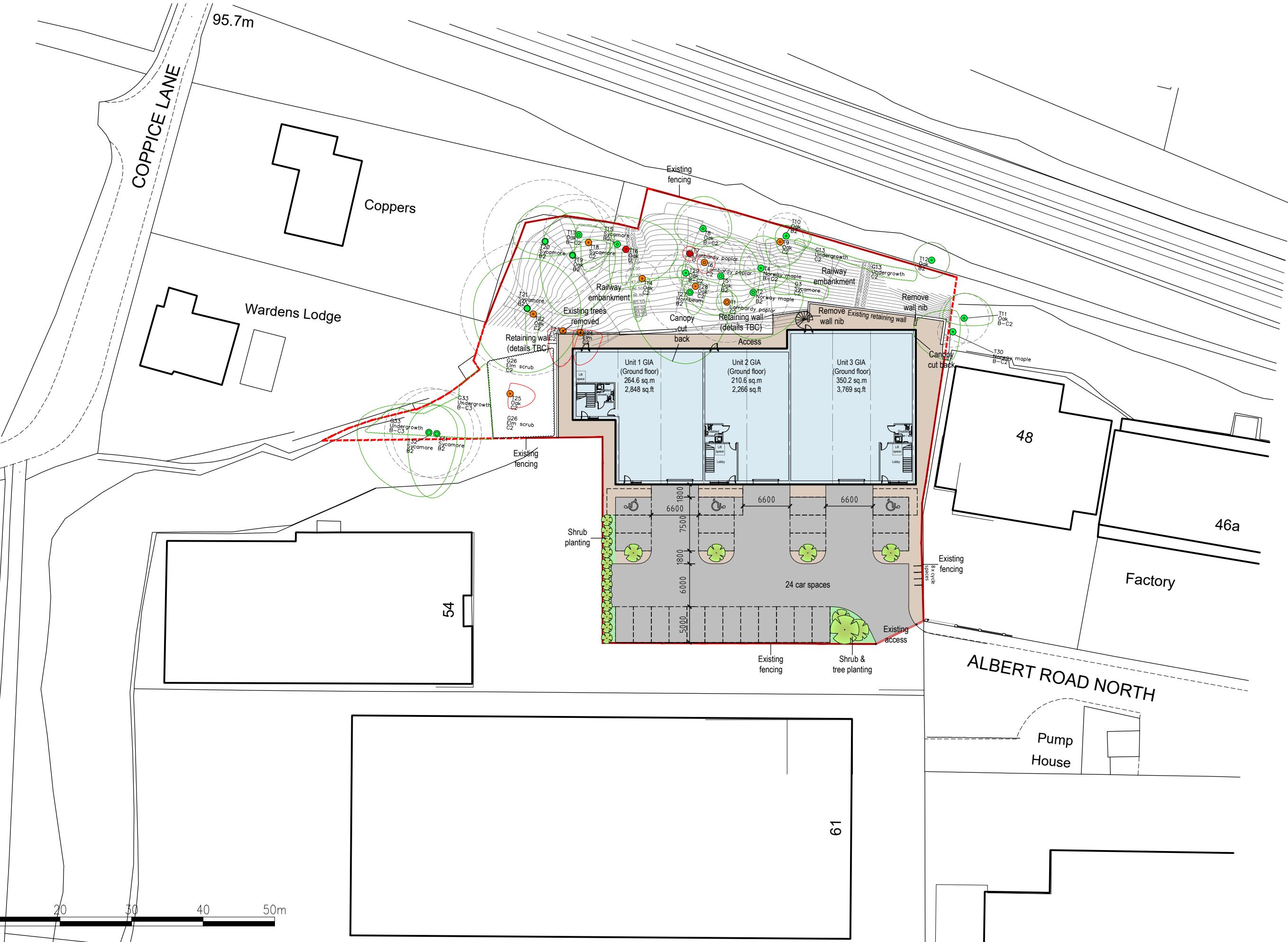
Drawn/Chkd: Date:

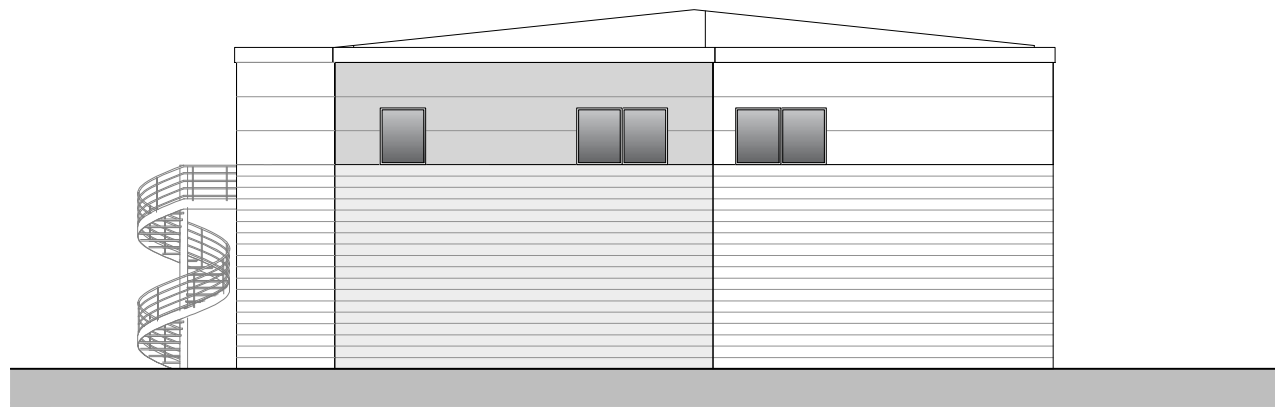
Client:  
 PERMILL LIMITED  
 Project:  
 50-52 Albert Road North REIGATE RH2 9EL  
 Drawing Title:  
 Site Layout

|                                       |                                      |   |
|---------------------------------------|--------------------------------------|---|
| Scale @ A3:<br>1:500                  | Checked by:<br>SC                    | Date:<br>19.06.19                               |
| Job No:<br>11094                      | Stage:<br>PL                         | Drawing No:<br>100                              |
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| Approval <input type="checkbox"/>     | Tender <input type="checkbox"/>      |   |

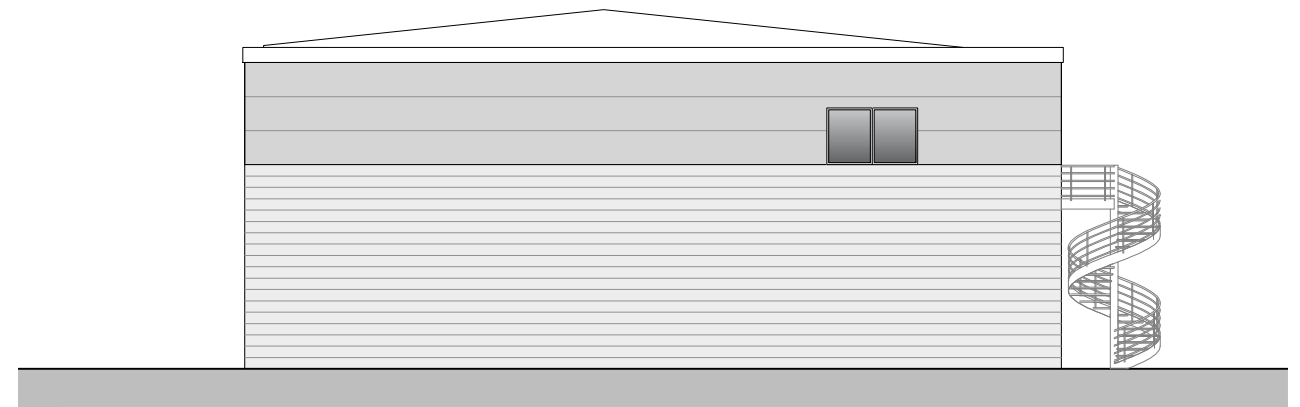


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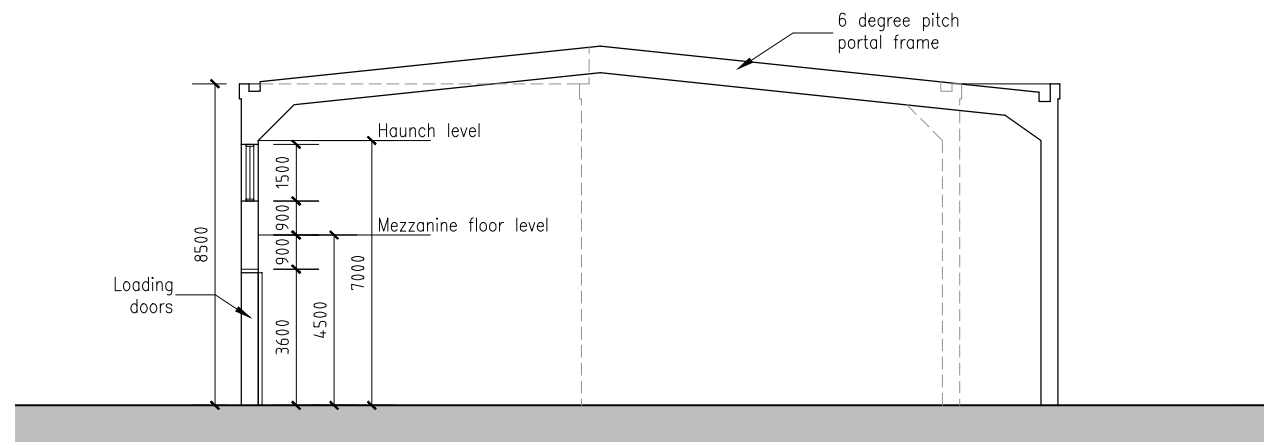




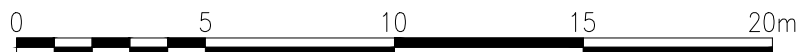
Side Elevation (West)



Side Elevation (East)



Typical Section



Scale 1:200

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 GU21 6HT

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 www.prc-group.com

Revisions:

Drawn/Chkd: Date:

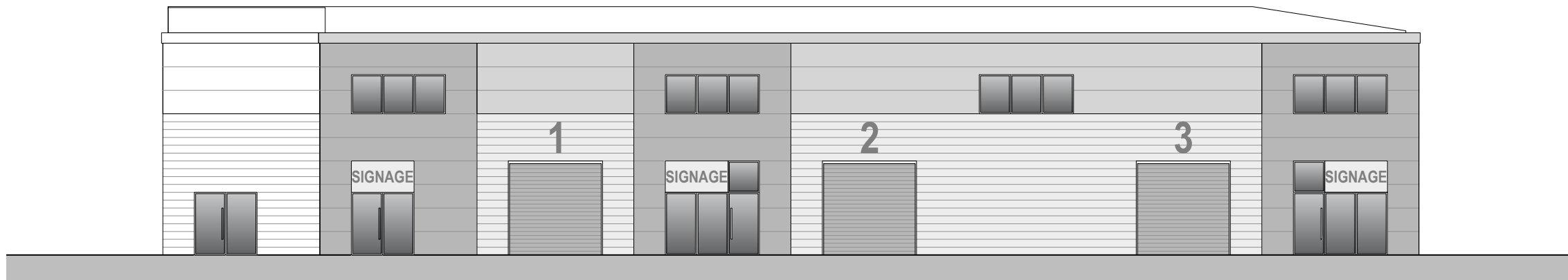
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|   |
|---|
| Client:<br>PERMILL LIMITED                          |
| Project:<br>50-52 Albert Road North REIGATE RH2 9EL |
| Drawing Title:<br>Elevations (2 of 2) & Section     |

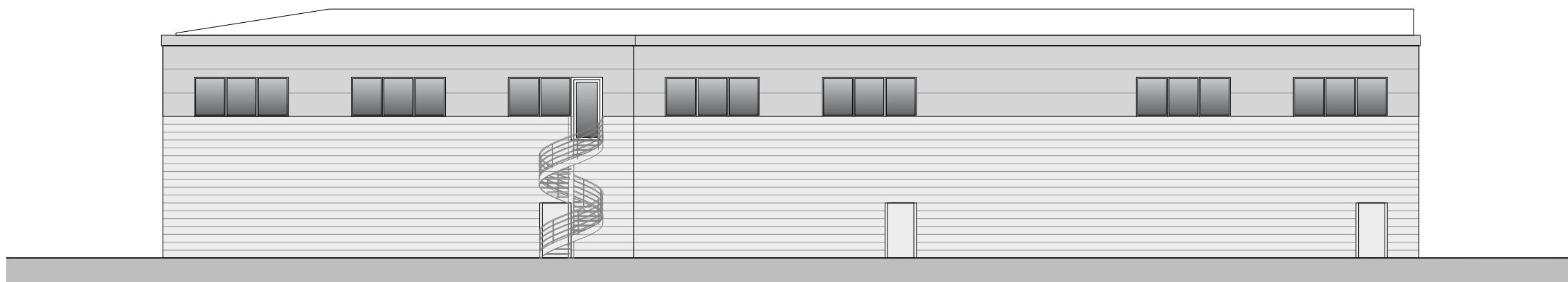
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| Job No:<br>11094                      | Stage :<br>PL                        | Drawing No :<br>104                             |
| Rev :<br>-                            |                                      |   |
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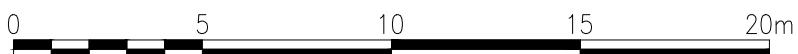
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Front Elevation (South)



Rear Elevation (North)



Scale 1:200

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 GU21 6HT

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Revisions:  
 A Window added to South Elevation, Unit 3

Drawn/Chkd: Date:  
 CG/SC 09.09.19

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|   |
|---|
| Client:<br>PERMILL LIMITED                          |
| Project:<br>50-52 Albert Road North REIGATE RH2 9EL |
| Drawing Title:<br>Elevations (1 of 2)               |

|                      |                    |                    |
|----------------------|--------------------|--------------------|
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|----------------------|--------------------|--------------------|

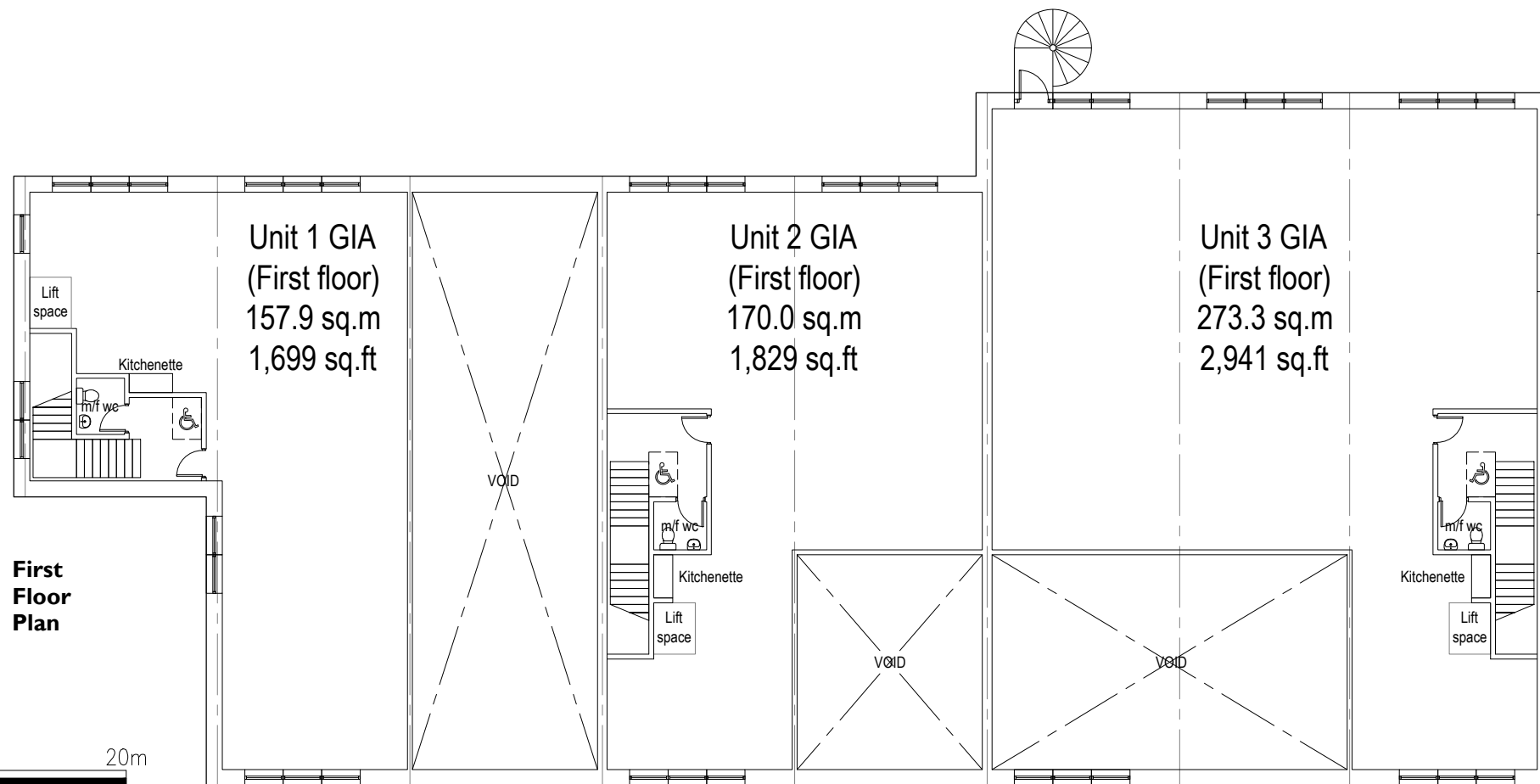
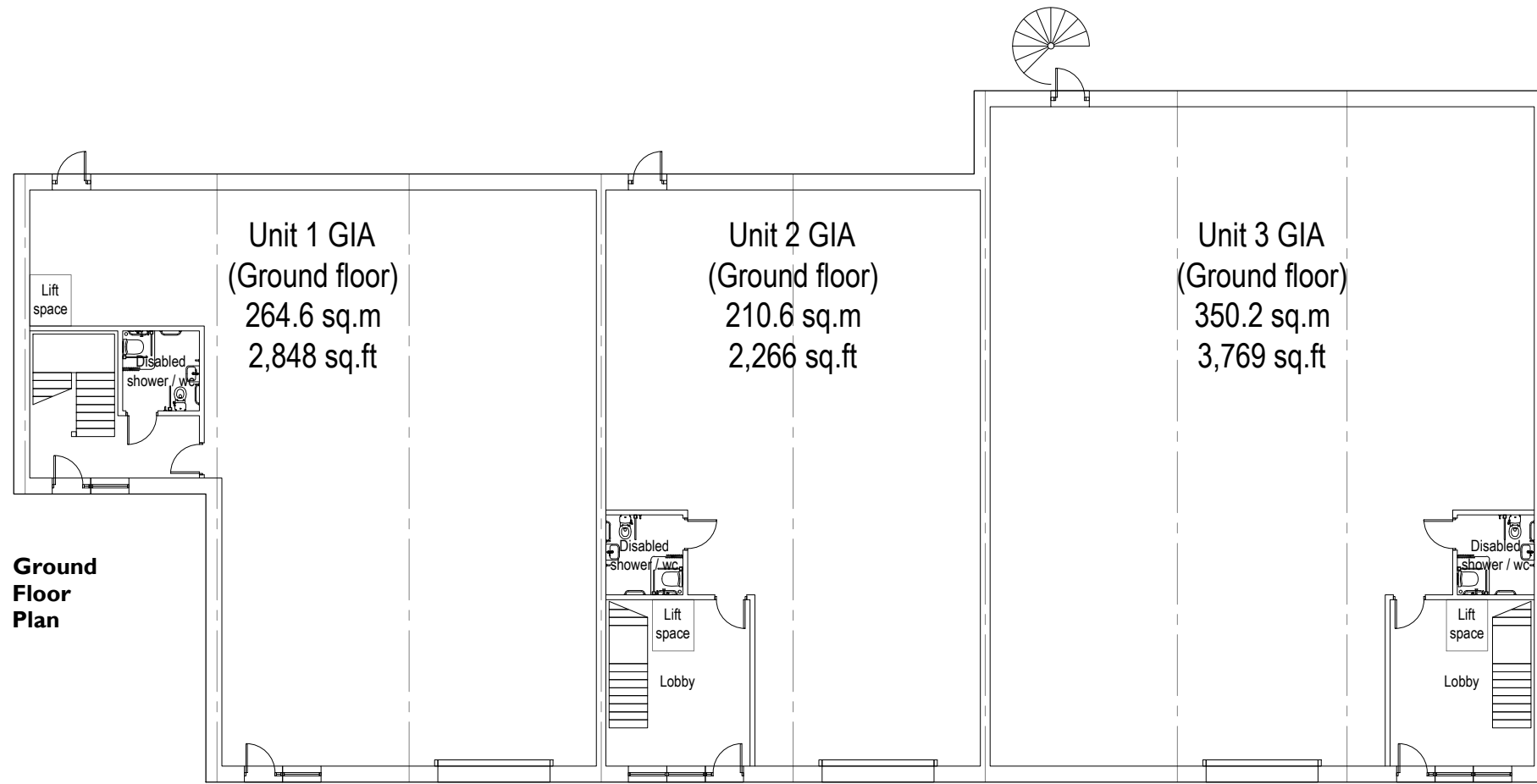
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|------------------|---------------|---------------------|------------|

|                                       |                                      |   |
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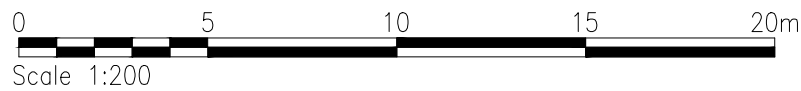
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217



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 Woking, Surrey,  
 GU21 6HT  
 01483 494 350

Revisions:  
 A Window added to First Floor, Unit 3

Drawn/Chkd: Date:  
 CG/SC 09.09.19

Client:  
 PERMILL LIMITED

Project:  
 50-52 Albert Road North REIGATE RH2 9EL

Drawing Title:  
 Floor Plans

Scale @ A3: 1:200  
 Checked by: SC  
 Date: 19.06.19

Job No: 11094  
 Stage: PL  
 Drawing No: 101  
 Rev: A

Construction  Preliminary  Information   
 Approval  Tender

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# Agenda Item 10

Planning Committee  
19 February 2020

Agenda Item: 10  
19/02336/F

|  |                   |                                    |             |
|--|-------------------|------------------------------------|-------------|
| <br><b>Reigate &amp; Banstead</b><br>BOROUGH COUNCIL<br>Banstead   Horley   Redhill   Reigate | <b>TO:</b>        | PLANNING COMMITTEE                 |             |
|  | <b>DATE:</b>      | 19 February 2020                   |             |
|  | <b>REPORT OF:</b> | HEAD OF PLANNING                   |             |
|  | <b>AUTHOR:</b>    | James Amos                         |             |
|  | <b>TELEPHONE:</b> | 01737 276188                       |             |
|  | <b>EMAIL:</b>     | james.amos@reigate-banstead.gov.uk |             |
| <b>AGENDA ITEM:</b>  | 10                | <b>WARD:</b>                       | <i>Nork</i> |

|  |  |               |             |
|--|--|---------------|-------------|
| <b>APPLICATION NUMBER:</b>   | 19/02336/F   | <b>VALID:</b> | 28/11/2019  |
| <b>APPLICANT:</b>  | Denton Homes   | <b>AGENT:</b> | WS Planning |
| <b>LOCATION:</b>   | <b>LAND TO THE REAR OF 17-23, THE DRIVE, BANSTEAD, SM7 1DF</b>       |               |             |
| <b>DESCRIPTION:</b>  | <b>Erection of two detached dwellings. As amended on 28/01/2020.</b> |               |             |
| <b>All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.</b> |  |               |             |

This application is referred to Committee in accordance with the Constitution as the application is for net 2 dwellings.

## SUMMARY

This is a full planning application for the erection of 2 detached two storey dwellings with associated access, parking and hard and soft landscaping.

The site is located to the rear of 17-23 The Drive, with a frontage to Picquets Way to the side. The proposed dwellings would be orientated to face towards Picquets Way, broadly aligned with the existing property to the south. The site is generally flat and is typical garden land, currently occupied by a number of sheds and other domestic structures associated with the existing properties in The Drive.

Each dwelling would contain 4 bedrooms and would be provided with a garage, two off-street car parking spaces and private rear gardens.

The dwellings would generally align with neighbouring properties to the south and would maintain an appropriate frontage to Picquets Way. The proposals would make efficient use of this site for new housing without harming the amenities of neighbouring properties and are considered acceptable.

## RECOMMENDATION

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

# Agenda Item 10

Planning Committee  
19 February 2020

Agenda Item: 10  
19/02336/F

## **Consultations:**

Highway Authority: No objection subject to condition.

The County Highway Authority has assessed the application on safety, capacity and policy grounds and is satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway with respect of access, net additional traffic generation and parking. The County Highway Authority therefore has no highway requirements subject to conditions.

Tree Officer – As initially submitted, the Council tree officer stated that the trees shown to be removed are low quality specimens and therefore will not have a drastic impact on the appearance of the area or canopy cover. However, he stated that he was more concerned about T12 which is an off-site street tree and whether it can reach its full species potential and continue to contribute to the street scene. The proposed driveway will cover 28% of the existing unsurfaced area within its RPA and this exceeds the recommended 20% threshold set out within section 7.4.2.3 of BS5837:2012. The arboricultural report recommends low invasive and permeable hard standing construction method which is likely to be cellular confinement system.

Whilst this may be able to be installed, he stated that he was concerned about the long term impact such as regular movement of vehicles within this area and the effect it will have on the root development of T12. In addition, the canopy overhangs the parking area and falling debris is likely to be a cause of concern to the residents, which may well result pressure to the local authority to undertake pruning works such as a hard lateral reduction of the branches back to the boundary and therefore affecting its natural appearance. Based on the information provided I cannot support this application.

In response to these comments, a revised layout was submitted which reduced the amount of hardstanding within the RPA. The tree officer stated that whilst the revised layout has reduced the proposed driveway from 28% to 18% which is under the threshold set out in section 7.4.2.3 of BS5837:2012, it will be necessary to protect the unsurfaced area from being used as a car parking area as this will result in soil compaction, continuous use will result in compaction which will physically prevent roots from elongating into the soil by lack of oxygen and ultimately have an impact on the long term retention of the highway tree. An updated arboricultural report will identify the relevant measures that need to be implemented to ensure trees are incorporated into the final layout. A landscape condition will secure replacement trees. Conditions on an updated arboricultural report, landscaping and boundary enclosures are suggested.

## **Representations:**

Letters were sent to neighbouring properties on 5<sup>th</sup> December 2019.

2 responses have been received raising the following issues:

# Agenda Item 10

Planning Committee  
19 February 2020

Agenda Item: 10  
19/02336/F

| <b>Issue</b>                           | <b>Response</b>           |
|--|---------------------------|
| Inadequate parking                     | See paragraph 6.14 – 6.15 |
| No need for the development            | See paragraph 6.1         |
| Noise & disturbance                    | See paragraph 6.12        |
| Inconvenience during construction      | See paragraph 6.12        |
| Out of character with surrounding area | See paragraph 6.3 – 6.8   |
| Increase in traffic and congestion     | See paragraph 6.14 – 6.15 |
| Overdevelopment                        | See paragraph 6.3 – 6.5   |
| Loss of/harm to trees                  | See paragraph 6.14 – 6.17 |
| Overlooking and a loss of privacy      | See paragraph 6.9         |
| Overshadowing                          | See paragraph 6.9         |

4 letters of support have been received commenting on the benefit of providing housing in the urban area rather than on open countryside.

## **1.0 Site and Character Appraisal**

- 1.1 The application site is formed from parts of the rear gardens of nos. 17-23, The Drive, detached two storey residential properties located on the southern side of The Drive in Banstead. The site is located at the southern end of these gardens with the side boundary of no 23, located with a frontage to Picquets Way. Immediately to the south of the site is no.1 Picquets Way, a two storey detached house. The relevant parts of each of the gardens are occupied by a mixture of sheds and other domestic structures.
- 1.2 The immediate area surrounding the application site is predominantly residential and comprises a mix of detached and semi-detached houses of individual design, with variations in the form of development within a traditional theme. The Beacon School is located to the south of the site on Picquets Way.

## **2.0 Added Value**

- 2.1 Improvements secured at the pre-application stage: The applicant did not approach the Council for pre-application advice and therefore, the opportunity to secure improvements did not arise.
- 2.2 Improvements secured during the course of the application: Following the receipt of adverse comments relating to the impact of the proposed development on a street tree, a revised site layout has been received which reduces the areas of hardstanding within the RPA of the tree.

# Agenda Item 10

Planning Committee  
19 February 2020

Agenda Item: 10  
19/02336/F

2.3 Further improvements could be secured through the use of conditions relating to materials, tree protection and the removal of permitted development rights.

### 3.0 Relevant Planning and Enforcement History

3.1 The only planning history on the site relates to extensions to existing properties.

### 4.0 Proposal and Design Approach

4.1 This is a full application for the erection of two detached two storey houses on land to the south of the existing dwellings at nos. 17-23, The Drive. The proposed dwellings would broadly align with the existing dwelling to the south which fronts onto Picquets Way. A single new vehicular access would be created onto Picquets Way to serve both new properties leading to garages and 2 off-street parking spaces for each property.

4.2 The proposed dwellings would be two storeys in height and of a traditional design utilising a mixture of brick and render to the elevations and clay tiles to the roof. Each property would also be provided with a private rear garden.

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

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

|             |  |
|-------------|--|
| Assessment  | The character of the surrounding area is assessed as being of residential character with a mixture of detached and semi-detached properties. |
|             | 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 does not explain why the proposal was chosen   |

4.5 Further details of the development are as follows:

|                         |        |
|-------------------------|--------|
| Site area               | 0.09ha |
| Existing parking spaces | 0      |

# Agenda Item 10

Planning Committee  
19 February 2020

Agenda Item: 10  
19/02336/F

|                             |         |
|-----------------------------|---------|
| Proposed parking spaces     | 4       |
| Parking standard            | 4       |
| Number of affordable units  | 0       |
| Net increase in dwellings   | 2       |
| Infrastructure contribution | £35,000 |
| Existing site density       | 0       |

## 5.0 Policy Context

### 5.1 Designation

Urban area

### 5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)  
CS10 (Sustainable Development),  
CS11 (Sustainable Construction),  
CS14 (Housing Needs)  
CS17 (Travel Options and accessibility)

### 5.3 Reigate and Banstead Development Management Plan 2019

DES1 (Design of New development)  
DES8 (Construction Management)  
TAP1 (Access, Parking and Servicing)  
CCF1 (Climate Change Mitigation)  
NHE3 (Protecting trees, woodland areas and natural habitats)  
INF3 (Electronic communication networks)

### 5.4 Other Material Considerations

National Planning Policy Framework  
National Planning Practice Guidance  
Supplementary Planning Guidance

Surrey Design  
Local Distinctiveness Design Guide  
Vehicle and Cycle Parking  
Guidance 2018

Other

Human Rights Act 1998  
Community Infrastructure Levy  
Regulations 2010

## 6.0 Assessment

# Agenda Item 10

Planning Committee  
19 February 2020

Agenda Item: 10  
19/02336/F

- 6.1 The application site is situated within the urban area where there is a presumption in favour of sustainable development and where the principle of such residential development is acceptable in land use terms.
- 6.2 The main issues to consider are:
- Design appraisal
  - Neighbour amenity
  - Impact on trees
  - Highway matters
  - Affordable housing
  - Community Infrastructure Levy

## Design appraisal

- 6.3 The site is located at the rear of 17-23, The Drive with a frontage to Picquets Way. To the north of the site, located approximately 25m from the application site boundaries two storey detached properties facing The Drive. To the south is no.1 Picquets Way, a two storey detached property located a similar distance back from the street frontage. The proposed dwellings in this case would be positioned equally within the site, with gaps of 2.7m to the northern boundary and 1.9m to the southern boundary and a gap of 2m between the two proposed dwellings. The proposed dwellings would be on a slightly staggered building line ranging between 9.4m and 10.6m back from the highway, thus respecting the building line on the eastern side of Picquets Way.
- 6.4 The proposal takes in parts of 4 rear gardens, and in doing so creates two plots of adequate width (approximately 14 metres), similar in scale to the nearest adjoining property and consistent with the principle of development which prevails in the surrounding area. A reasonably spacious feel consistent with the present character would be retained with separation of between 1.9 and 2.7m to side boundaries. The staggered building line and the set back from the road frontage would maintain the spatial characteristics of the area.
- 6.5 The height of the proposed dwellings (max height of 8.875m to the ridge) would be taller than the neighbouring property to the south in Picquets Way, but similar to neighbouring properties to the north in The Drive. The setback from the street frontage, which is similar to the immediately neighbouring property to the south, allows for the provision of car parking at the front of the property with reasonable space left over for landscaping and tree protection. A condition requiring approval of tree protection and landscaping prior to commencement will be attached to ensure this is carried through, together with restrictions on permitted development rights for additional areas of hardstanding.
- 6.6 The design of the dwellings would be a traditional two storey, similar to others in the area. The building incorporates a pitched roof with a ridge height of approximately 7.65 metres and adopts a fully hipped roof form, which serves to reduce the bulk and mass, and which would be appreciated within the



# Agenda Item 10

Planning Committee  
19 February 2020

Agenda Item: 10  
19/02336/F

street scene of Picquets Way. The proposed dwellings would maintain the street scene frontage to the front elevation and would not be prominent in the street scene or adversely impact upon character.

- 6.7 An indication of the materials to be used has been provided including red bricks and render to the main elevations and clay or concrete roof tiles. These materials would be reflective of those in the area and would provide an appropriate finish to the proposed development.
- 6.8 Overall, the proposed development would be of appropriate scale and design and would not be unduly detrimental to the street scene of Picquets Way or the character of the wider locality. It therefore complies with policy DES1 in this respect.

## Neighbour amenity

- 6.9 While the proposed dwellings would be apparent from the rear of properties along The Drive, a significant separation distance of approximately 25metres would be retained. In view of this, it is not considered that loss of light would occur to these properties, or that the dwellings would appear unduly overbearing. The presence of boundary fencing and planting - details of which will be secured by condition - would further soften any visual impact.
- 6.10 The rear elevations would have windows at ground and first floors with bedroom windows facing towards the east. Given the separation distances and the boundary planting, it is not considered that the proposals would give rise to any undue overlooking or loss of privacy to the occupants of neighbouring properties.
- 6.11 Due to the siting of the proposed dwelling, in particular the proposed alignment of the front and rear elevations with the neighbouring property at no. 1 Picquets Way, no loss of light would occur to residents of the nearby property. For this reason, and in view of the design approach discussed above, it is not considered that the proposal would not appear overbearing on properties in Picquets Way, nor would it be unduly harmful to their outlook.
- 6.12 Representations have been received regarding noise and disturbance and inconvenience during the construction period. The addition of one dwelling is not considered to result in an unsatisfactory level of disturbance. Whilst there may be a degree of inconvenience and disturbance during the construction phase, the proposal would not warrant refusal on this basis and statutory nuisance legislation exists to control any significant levels of disturbance.
- 6.13 Overall, whilst giving rise to a degree of change in the relationship between buildings, the proposed development would not adversely affect the amenities of neighbouring properties, and therefore complies with DMP Policy DES1 in this respect

# Agenda Item 10

Planning Committee  
19 February 2020

Agenda Item: 10  
19/02336/F

## Impact on Trees

- 6.14 As initially submitted, the Council tree officer raised objections to the proposals on the grounds of the excessive incursion of hardstanding within the root protection area of an off-site street tree. As originally proposed the proposed driveway would have covered 28% of the existing unsurfaced area within its RPA and this exceeds the recommended 20% threshold set out within section 7.4.2.3 of BS5837:2012. The arboricultural report recommends low invasive and permeable hard standing construction method which is likely to be cellular confinement system.
- 6.15 Whilst this may be able to be installed, the tree officer stated that he was concerned about the long term impact such as regular movement of vehicles within this area and the effect it will have on the root development of T12. In addition, the canopy overhangs the parking area and falling debris is likely to be a cause of concern to the residents, which may well result pressure to the local authority to undertake pruning works such as a hard lateral reduction of the branches back to the boundary and therefore affecting its natural appearance. Based on the information provided he was unable to support this application.
- 6.16 In response to these comments, a revised layout was submitted which reduced the amount of hardstanding within the RPA. The tree officer stated that whilst the revised layout has reduced the proposed driveway from 28% to 18% which is under the threshold set out in section 7.4.2.3 of BS5837:2012, it will be necessary to protect the unsurfaced area from being used as a car parking area as this will result in soil compaction, continuous use will result in compaction which will physically prevent roots from elongating into the soil by lack of oxygen and ultimately have an impact on the long term retention of the highway tree. In order to address these concerns, it is recommended that a condition be imposed requiring an updated arboricultural report will identify the relevant measures that need to be implemented to ensure trees are incorporated into the final layout. A landscape condition will secure replacement trees.
- 6.17 In light of these comments it is considered that the proposals do not conflict with DMP Policy NHE3.

## Highway matters

- 6.18 The proposed dwellings would be accessed from Picquets Way. A new crossover serving both properties would be provided leading to off-street parking for each dwelling. In respect of parking, the proposed development would provide sufficient off-street parking on-site: two spaces would be provided for each dwelling. Overall, it is considered that the proposals offer sufficient and practical parking provision on-site such that the proposed development should not exacerbate existing parking stress or constraint on Picquets Way.

# Agenda Item 10

Planning Committee  
19 February 2020

Agenda Item: 10  
19/02336/F

- 6.19 Whilst concerns have been raised by surrounding residents in respect of parking and highway safety, 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

## Community Infrastructure Levy (CIL)

- 6.20 The Community Infrastructure Levy (CIL) is a fixed charge which the Council will be collecting from some new developments from 1 April 2016. It will raise money to help pay for a wide range of infrastructure including schools, road, public transport and community facilities which are needed to support new development. This development would be CIL liable and, although the exact amount would be determined and collected after the grant of planning permission, an informal calculation shows a CIL liability of around £35,000.

## **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>Drawing title</b> | <b>Drawing number</b> | <b>Revision</b> | <b>Received on</b> |
|----------------------|-----------------------|-----------------|--------------------|
| Location Plan        | 089-02-01             |                 | 20.11.2019         |
| Existing Site layout | 089-02-02             |                 | 28.11.2019         |
| Setting out plan     | 089-02-03             | A               | 04.02.2020         |
| Site layout plan     | 089-02-04             | A               | 04.02.2020         |
| Floor plan           | 089-02-05             |                 | 20.11.2019         |
| Elevation plan       | 089-02-06             |                 | 20.11.2019         |
| Elevation plan       | 089-02-07             |                 | 20.11.2019         |
| Street scene         | 089-02-08             |                 | 20.11.2019         |

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

3. No development shall take place until the developer obtains the Local Planning Authority's written approval of details of both existing and proposed ground levels and the proposed finished ground floor levels of the buildings. The development shall be carried out in accordance with the approved levels.

# Agenda Item 10

Planning Committee  
19 February 2020

Agenda Item: 10  
19/02336/F

Reason: To ensure the Local Planning Authority are satisfied with the details of the proposal and its relationship with adjoining development and to safeguard the visual amenities of the locality with regard to Reigate and Banstead Local Plan Development Management Plan 2019 policy DES1.

4. The development hereby permitted shall not commence until details of the design of a surface water drainage scheme has been submitted to and approved in writing by the local planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDs, NPPF and Ministerial Statement on SuDs. The required drainage details shall include:
- a) Evidence that the proposed final solution will effectively manage the 1 in 30 and 1 in 100 (+40% allowance for climate change) storm events, during all stages of the development (Pre, Post and during), associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 4.9l/s for the 1 in 1 year rainfall event and 7.7 l/s for the 1 in 100 (+cc) rainfall event
  - b) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels and long and cross sections of each element including details of any flow restrictions and maintenance / risk reducing features (silt traps, inspections chambers etc)
  - c) Evidence that the existing surface water sewer within the access road is fit for purpose
  - d) A plan showing exceedance flows (ie during rainfall greater than design events or during blockage) and how property on and offsite will be protected
  - e) Details of drainage management responsibilities and maintenance regimes for the drainage system
  - f) Details of how the final drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational

Reason: To ensure the design meets the technical standards for SuDs and the final drainage design does not increase flood risk on or off site in accordance with Reigate and Banstead Local Plan Development Management Plan 2019 policy CCF2.

5. No development shall commence including demolition and or groundworks preparation until a detailed, scaled Tree Protection Plan (TPP) and the related Arboricultural Method Statement (AMS) is submitted to and approved in writing by the Local Planning Authority (LPA). These shall include details of the specification and location of exclusion fencing, ground protection and any construction activity that may take place within the Root Protection Areas of trees (RPA) shown to scale on the TPP, including the installation of service routings. The AMS shall also include a pre-start meeting, supervisory regime for their implementation & monitoring with an agreed reporting process to the

# Agenda Item 10

Planning Committee  
19 February 2020

Agenda Item: 10  
19/02336/F

LPA. All works shall be carried out in strict accordance with these details when approved.

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 DES1 and NHE3 of the Reigate and Banstead Development Management Plan 2019.

6. No development shall commence until a Construction Transport Management Plan, to include details of:
- (a) parking for vehicles of site personnel, operatives and visitors
  - (b) loading and unloading of plant and materials
  - (c) storage of plant and materials
  - (d) programme of works (including measures for traffic management)
  - (e) measures to prevent the deposit of materials on the highway
  - (f) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
  - (g) 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 Reigate and Banstead Local Plan Development Management Plan 2019 policy DES8 and the objectives of the NPPF 2019.

7. No development shall take place above slab level until written details of the materials to be used in the construction of the external surfaces, including fenestration and roof, have been submitted to and approved in writing by the Local Planning Authority, and on development shall be carried out in accordance with the approved details.

Reason: To ensure that a satisfactory external appearance is achieved of the development with regard to Reigate and Banstead Local Plan Development Management Plan 2019 policy DES1.

8. No development above slab level 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. The details shall also include measures to prevent the further encroachment of parked vehicles beyond the identified areas of hardstanding beneath the canopy of the trees adjacent to the site.

# Agenda Item 10

Planning Committee  
19 February 2020

Agenda Item: 10  
19/02336/F

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

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

Reason: To ensure good arboricultural and landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with Reigate and Banstead Local Plan Development Management Plan 2019 policy DES1.

9. 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 Local Plan Development Management Plan 2019 policy DES1.

10. No part of the development shall be first occupied unless and until the proposed vehicular dropped kerb access to Picquets Way has been constructed and provided with a means within the private land of preventing private water from entering the highway and visibility zones in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6m high.

Reason: To ensure that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy TAP1 of the Reigate and Banstead Core Strategy and Development Management Plan 2019.

11. 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

# Agenda Item 10

Planning Committee  
19 February 2020

Agenda Item: 10  
19/02336/F

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.

12. All dwellings within the development hereby approved shall be provided with the necessary infrastructure to facilitate connection to a high speed broadband. Unless otherwise agreed in writing with the Local Planning Authority, this shall include as a minimum:
- a) A broadband connection accessed directly from the nearest exchange or cabinet
  - b) Cabling and associated installations which enable easy access for future repair, replacement or upgrading.

Reason: To ensure that the development promotes access to, and the expansion of, a high quality electronic communications network in accordance with Policy INF3 of the Reigate & Banstead Development Management Plan 2019.

13. The development hereby approved shall not be occupied unless and until at least 1 of the available parking spaces for each dwelling are provided with a fast charge socket (current minimum requirement 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason: The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users in order to meet the objectives of the NPPF (2018), and to satisfy policy Mo5, Mo6 and Mo7 of the Reigate and Banstead Local Plan.

14. The development hereby approved shall not be first occupied unless and until facilities for the secure parking of bicycles within the development site have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority, and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

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

15. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, (or any Order revoking and re-enacting that Order with or without modification), no first floor windows, dormer

# Agenda Item 10

Planning Committee  
19 February 2020

Agenda Item: 10  
19/02336/F

windows or rooflights other than those expressly authorised by this permission shall be constructed.

Reason: To ensure that the development does not affect the amenity of the neighbouring property by overlooking and to protect the visual amenities of the area in accordance with Reigate and Banstead Local Plan Development Management Plan 2019 policy DES1.

16. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no extensions permitted by Classes A B and C of Part 1 of the Second Schedule of the 2015 Order shall be constructed.

Reason: To control any subsequent enlargements in the interests of the visual and residential amenities of the locality with regard to Reigate and Banstead Local Plan Development Management Plan 2019 policy DES1.

17. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no hard surfaces permitted by Class F of Part 1 of the Second Schedule of the 2015 Order shall be constructed.

Reason: To control any subsequent areas of hard standing in the interests of the health and vitality of trees on and close to the site with regard to Reigate and Banstead Local Plan Development Management Plan 2019 policy NHE3.

## 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, to contact the Council's Neighbourhood Services team to confirm the number and specification of recycling and refuse bins that are required to be supplied by the developer. The Council's Neighbourhood Services team can be contacted on 01737 276292 or via the Council's website at [http://www.reigate-banstead.gov.uk/info/20085/planning\\_applications/147/recycling\\_and\\_waste\\_developers\\_guidance](http://www.reigate-banstead.gov.uk/info/20085/planning_applications/147/recycling_and_waste_developers_guidance)
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



# Agenda Item 10

Planning Committee  
19 February 2020

Agenda Item: 10  
19/02336/F

- 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 applicant is advised that the Borough Council is the street naming and numbering authority and you will need to apply for addresses. This can be done by contacting the Address and Gazetteer Officer prior to construction commencing. You will need to complete the relevant application form and upload supporting documents such as site and floor layout plans in order that official street naming and numbering can be allocated as appropriate. If no application is received the Council has the authority to allocate an address. This also applies to replacement dwellings. If you are building a scheme of more than 5 units please also supply a CAD file (back saved to 2010) of the development based on OS Grid References. Full details of how to apply for

# Agenda Item 10

Planning Committee  
19 February 2020

Agenda Item: 10  
19/02336/F

addresses can be found  
[http://www.reigatebanstead.gov.uk/info/20277/street\\_naming\\_and\\_numbering](http://www.reigatebanstead.gov.uk/info/20277/street_naming_and_numbering)

7. 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).
8. 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.
9. 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.
10. 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).
11. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.
12. The use of a landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above relevant condition. The planting of trees and shrubs shall be in keeping with the character and appearance of the locality.

## REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies CS1, CS10, CS11, CS14, CS17, DES,1 DES2, DES5, TAP1, CCF1, INF3 and material considerations, including third party representations. It has been

# Agenda Item 10

Planning Committee  
19 February 2020

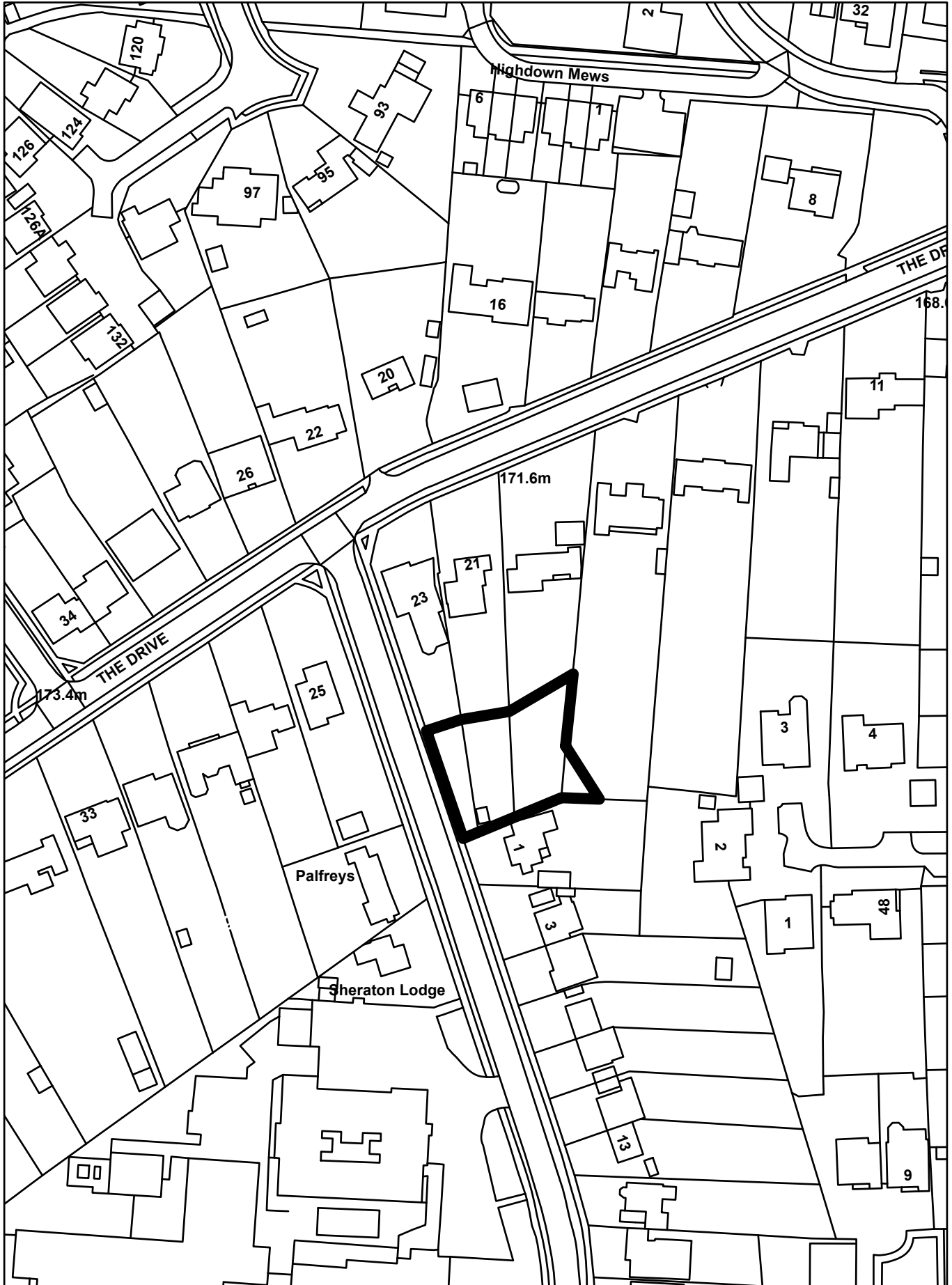
Agenda Item: 10  
19/02336/F

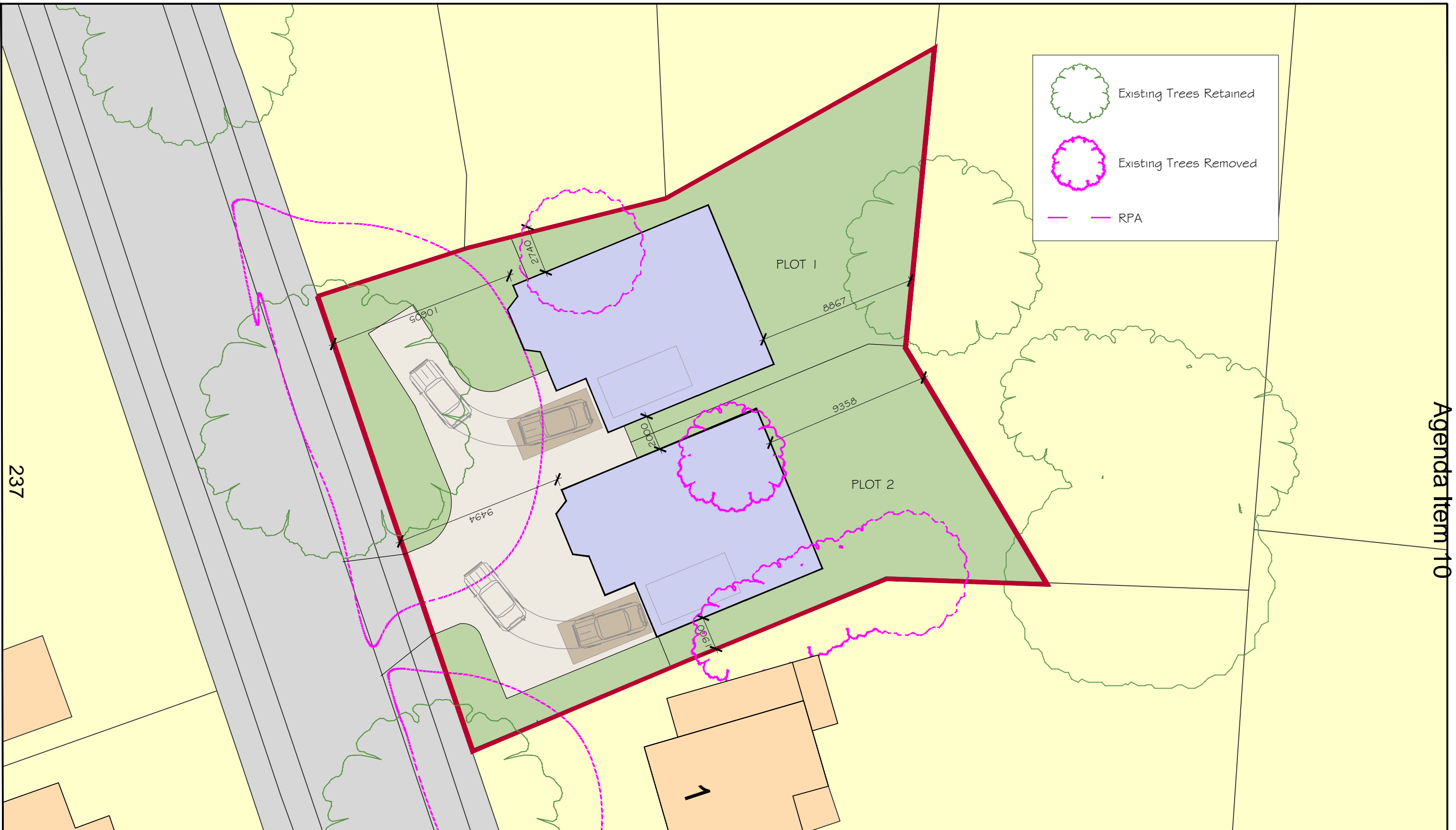
concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

## **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.

Agenda Item 10  
19/02336/F - Land Rear Of 17-23 The Drive, Banstead

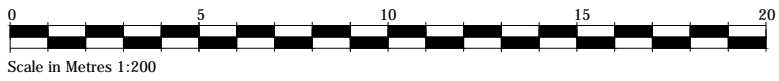




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|--|-------------------------|
|  | Existing Trees Retained |
|  | Existing Trees Removed  |
|  | RPA                     |

237

Agenda Item 10



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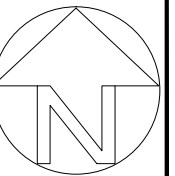
Project  
**THE DRIVE, BANSTEAD**

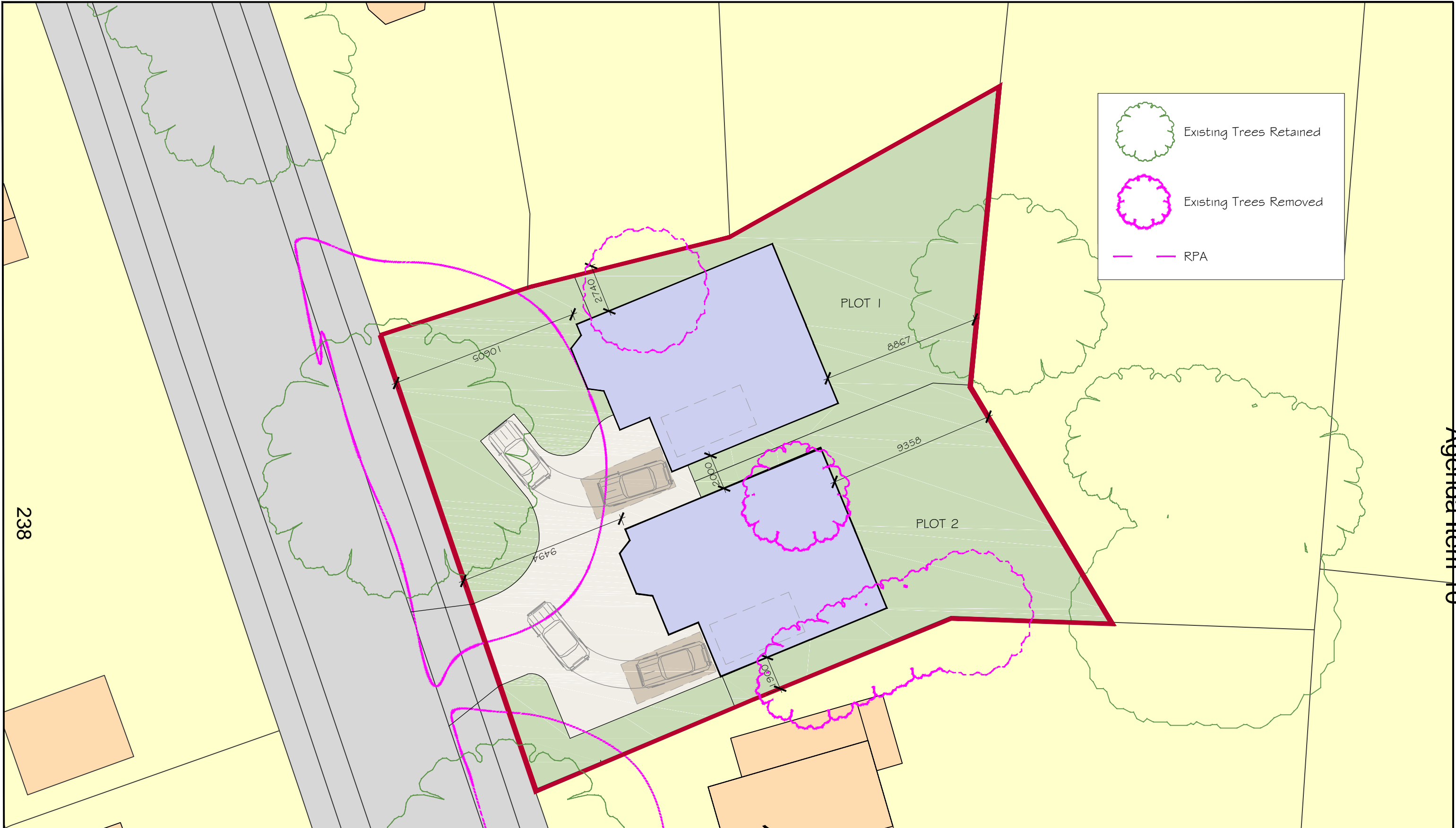
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| Sept 2019 | 1:200@A3 |        | 089-02-03      |     |

**DENTON HOMES LTD**  
THE REAR BARN, THE MANOR FARM, 124 MANOR ROAD NORTH  
THAMES DITTON, SURREY, KT7 0BH

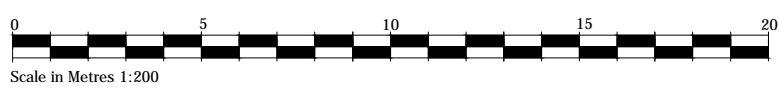




238

|  |                         |
|--|-------------------------|
|  | Existing Trees Retained |
|  | Existing Trees Removed  |
|  | RPA                     |

|  |  |          |        |                |     |
|--|--|----------|--------|----------------|-----|
|  | Project<br><b>THE DRIVE, BANSTEAD</b>        |          |        |                |     |
|  | Drawing Title<br><b>PROPOSED SETTING OUT</b> |          |        |                |     |
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|  | Sept 2019                                    | 1:200@A3 |        | 089-02-03      |     |
| <b>DENTON HOMES LTD</b><br>THE REAR BARN, THE MANOR FARM, 124 MANOR ROAD NORTH<br>THAMES DITTON, SURREY, KT7 0BH   |  |          |        |                |     |



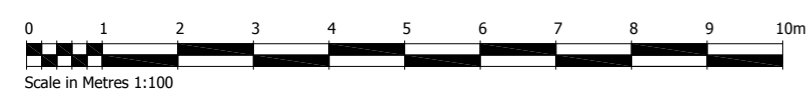



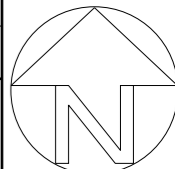
239

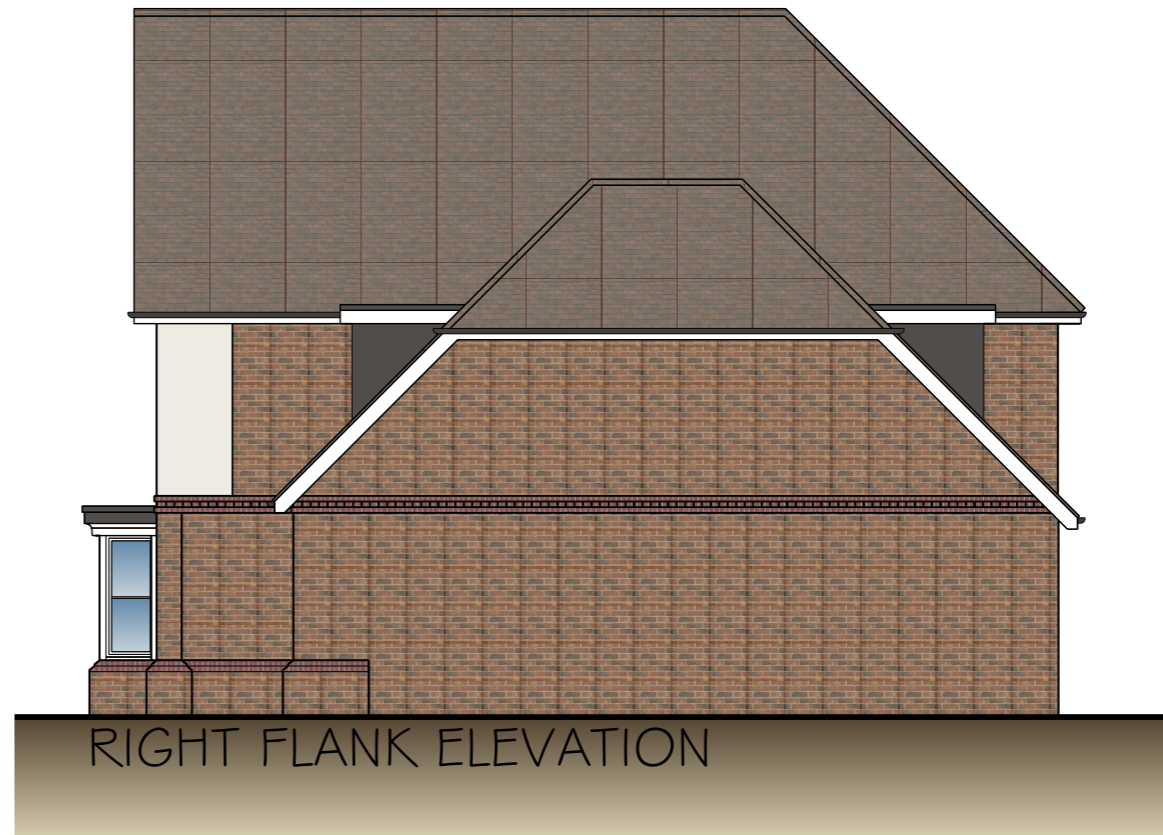
PLOT 1  
STREET SCENE

PLOT 2

1 PICQUETS WAY



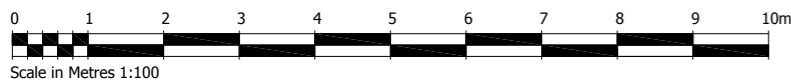
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|---|---|----------|--------|----------------|---|
|    | Project<br><b>THE DRIVE, BANSTEAD</b>         |          |        |                |   |
|   | Drawing Title<br><b>PROPOSED STREET SCENE</b> |          |        |                |   |
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|   | Sept 2019                                     | 1:100@A3 |        | 089-02-08      |   |
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240



Agenda Item 10



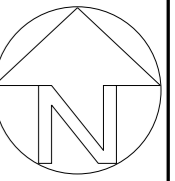
Project  
**THE DRIVE, BANSTEAD**

Drawing Title  
**PROPOSED ELEVATIONS - Plot 1**

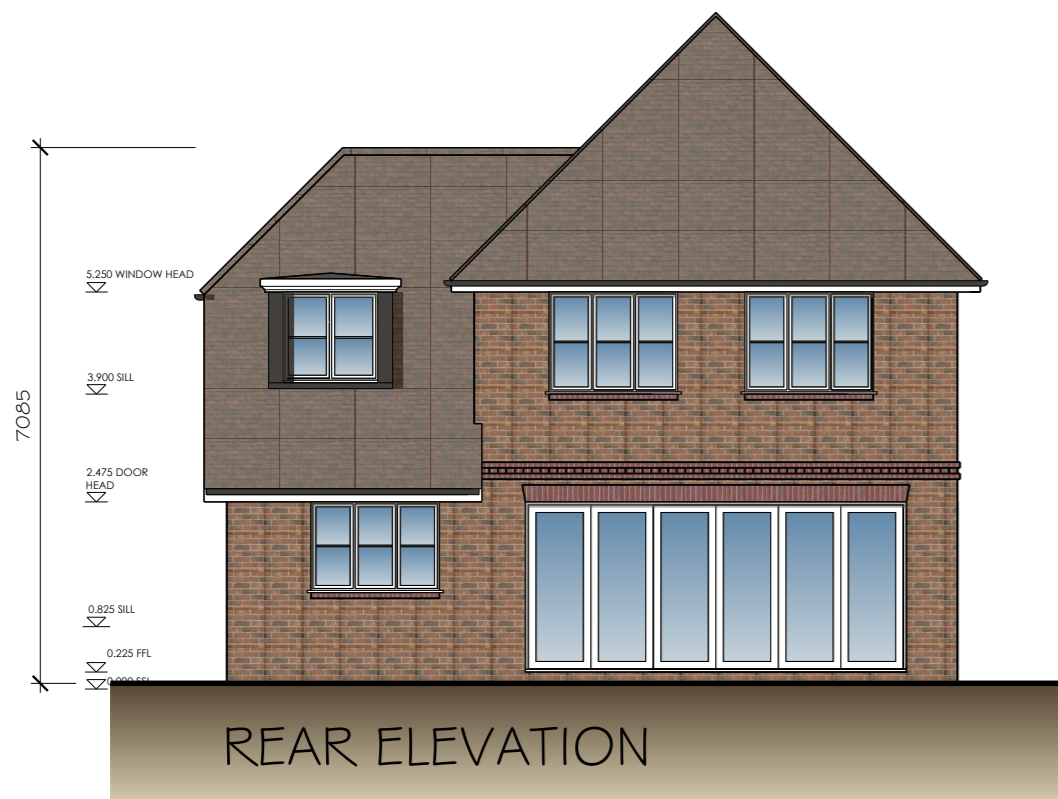
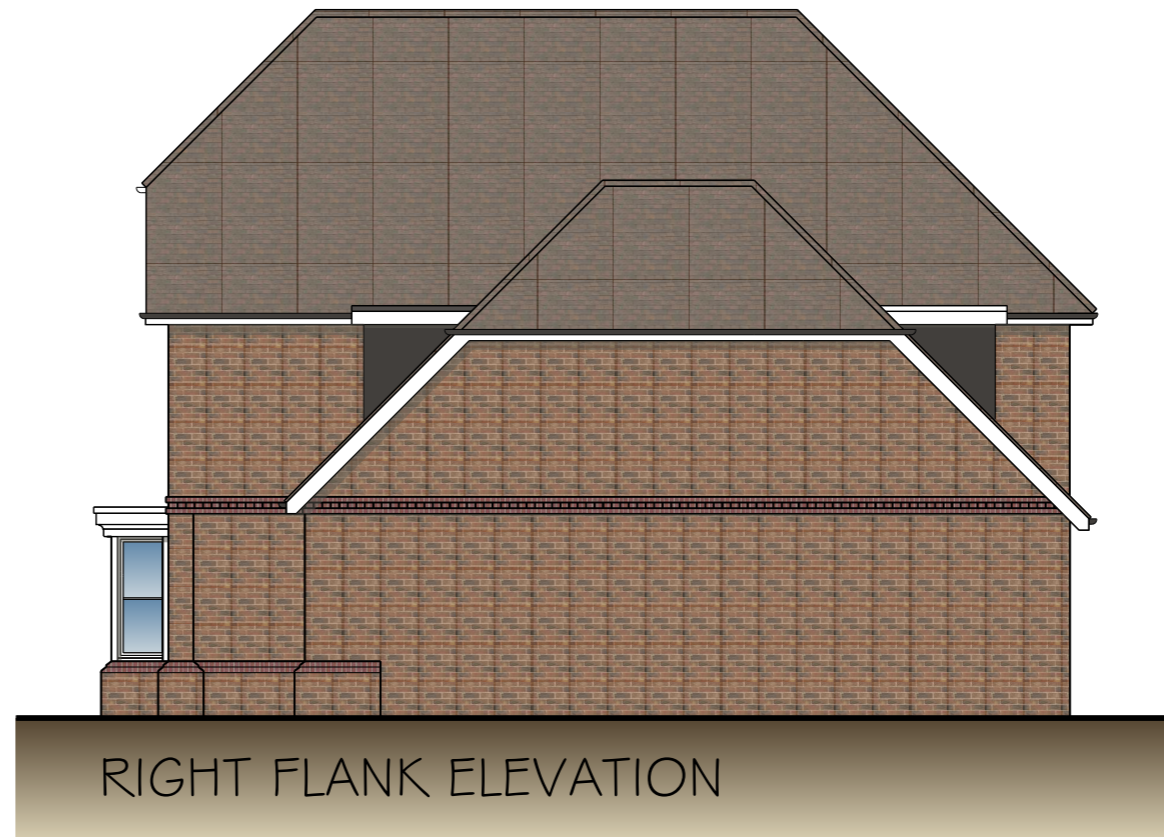
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|-----------|----------|--------|----------------|-----|
| Sept 2019 | 1:100@A3 |        | 089-02-06      |     |

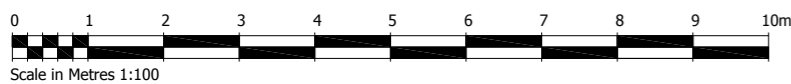
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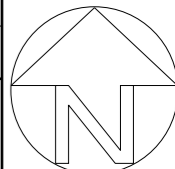






241




|   |  |          |        |                |   |
|---|--|----------|--------|----------------|---|
|    | Project<br><b>THE DRIVE, BANSTEAD</b>                |          |        |                |   |
|   | Drawing Title<br><b>PROPOSED ELEVATIONS - Plot 2</b> |          |        |                |   |
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# Agenda Item 11

Planning Committee  
19 February 2020

Agenda Item: 11  
DM Performance Q3 2019/20

|  |            |  |
|--|------------|--|
|  <p><b>Reigate &amp; Banstead</b><br/>BOROUGH COUNCIL<br/>Banstead   Horley   Redhill   Reigate</p> | TO:        | PLANNING COMMITTEE   |
|  | DATE:      | 19 February 2020   |
|  | REPORT OF: | HEAD OF PLANNING   |
|  | AUTHORS:   | Andrew Benson  |
|  | TELEPHONE: | 01737 276175   |
|  | EMAIL:     | <a href="mailto:Andrew.benson@reigate-banstead.gov.uk">Andrew.benson@reigate-banstead.gov.uk</a> |
| <b>AGENDA ITEM:</b>  | 11         | WARD: All  |

|                           |  |
|---------------------------|--|
| <b>SUBJECT:</b>           | <b>DEVELOPMENT MANAGEMENT Q3 PERFORMANCE</b>   |
| <b>PURPOSE OF REPORT:</b> | To inform members of the 2019/20 Q3 Development Management performance against a range of indicators |
| <b>RECOMMENDATION:</b>    | <b>To note the performance of Q3 of 2019/20</b>  |

|   |
|---|
| Planning Committee has authority to note the above recommendation |
|---|

## BACKGROUND

1. Development Management encompasses a wide range of planning activities including pre-application negotiations and engagement; decision making on planning applications through to compliance and enforcement.
2. It puts the Council's locally adopted development plan policies into action and seeks to achieve sustainable development.
3. It is a non-political, legislative system with all Development Management functions falling under the responsibility of the Planning Committee in the Council's Constitution. As such it is a non-Executive function falling outside the scope of the quarterly corporate performance reports that are presented to the Executive and Overview and Scrutiny Committee.
4. Development Management performance has always been monitored and reviewed in line with statutory and local targets with quarterly reports sent to the Department for Communities and Local Government. However, given that all functions of the Council as Local Planning Authority fall under the responsibility of the Planning Committee, the performance information has also been shared with the Planning Committee Chairman. This report enables the performance indicators to be noted by the Planning Committee itself.
5. This report is the third quarterly report of the 2019/20 municipal year and provides the quarterly performance at Table 1. Also provided at Table 2 is the requested performance measure, relating to the time taken in total days from receipt of a valid application to its registration and at Table 3, a breakdown on the reasons for each of the over-6 month enforcement cases.

# Agenda Item 11

Planning Committee  
19 February 2020

Agenda Item: 11  
DM Performance Q3 2019/20

## PERFORMANCE

|    | Applications determined (in 8/13 weeks or agreed ext of time) | Target | 18/19       | Q1         | Q2          | Q3          |
|----|---|--------|-------------|------------|-------------|-------------|
| 1  | Major applications  | 60%    | 98%         | 100%       | 93%         | 75%         |
| 2  | Non-major applications  | 70%    | 90%         | 86%        | 88%         | 91%         |
| 3  | Average days to decision                                      | 73     | 77          | 73         | 95          | 73          |
|    |   |        |             |            |             |             |
|    | <b>Appeals</b>  |        |             |            |             |             |
| 4  | Appeals Received  | -      | 81          | 31         | 21          | 18          |
| 5  | Major Appeals Decided   | -      | 8           | 0          | 2           | 2           |
| 6  | Major Appeals Dismissed                                       | 70%    | 4<br>(50%)  | -          | 1<br>(50%)  | 1<br>(50%)  |
| 7  | Non-major appeals Decided                                     | -      | 52          | 16         | 18          | 21          |
| 8  | Non-major appeals Dismissed                                   | 70%    | 34<br>(65%) | 9<br>(56%) | 16<br>(88%) | 15<br>(71%) |
|    |   |        |             |            |             |             |
|    | <b>Enforcement</b>  |        |             |            |             |             |
| 9  | Reported Breaches Received                                    |        | 406         | 87         | 102         | 68          |
| 10 | Cases Closed  |        | 451         | 76         | 120         | 90          |
| 11 | On hand at end of period                                      |        | 128         | 139        | 120         | 116         |
| 12 | Cases over 6 months old (no notice)                           |        | 28          | 32         | 26          | 28          |
| 13 | Priority 1 Enforcement cases investigated within 24 hours     | 100%   | 100%        | 100%       | 100%        | 100%        |
|    |   |        |             |            |             |             |
|    | <b>Application Workload</b>                                   |        |             |            |             |             |
| 14 | On hand at beginning  |        | 345         | 369        | 358         | 340         |
| 15 | Received  |        | 1366        | 343        | 309         | 330         |
| 16 | Determined  |        | 1302        | 335        | 348 314     | 315         |
| 17 | On hand at end of period                                      |        | 372         | 366        | 343         | 335         |

Table 1 - Development Management performance

| Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 2.9 | 2.6 | 3.8 | 5.3 | 7.1 | 10  | 3.2 | 2.4 | 4.2 | 3.9 | 4.2 | 3   | 5.3 | 8   | 6.7 | 5.9 | 4.2 |

Table 2 – Time taken from receipt to registration (days)

| Reason for delay   | Number |
|--|--------|
| Awaiting submission of application                                   | 5      |
| Awaiting outcome of application                                      | 4      |
| Written in past month chasing information/regularisation             | 3      |
| Open/ongoing prosecution   | 2      |
| Awaiting Appeal  | 3      |
| Expediency of harm be concluded with input from statutory consultees | 1      |
| Regularising works commenced but not yet complete                    | 2      |
| Chasing up of costs  | 2      |
| Temporary Stop Notice Served   | 2      |
| Awaiting planting of replacement tree                                | 1      |
| Delayed by probate   | 1      |
| Awaiting compliance check  | 1      |
| Service of Article 4 Direction awaited from Solicitors               | 1      |

Table 3 – Reason for enforcement investigation over 6 months

## Planning applications

6. The Town and Country Planning Development Management Procedure Order

# Agenda Item 11

Planning Committee  
19 February 2020

Agenda Item: 11  
DM Performance Q3 2019/20

2015 sets the statutory period for the determination of planning applications at 8 weeks for non-major applications and 13 weeks for major applications (10+ dwellings or 1,000+ sqm floorspace). This statutory period is relaxed where an extension of time is agreed between the applicant and local planning authority. In order to monitor the performance of local planning authorities, the Government sets targets for the determination of major and non-major planning applications within the statutory period or agreed extension of time. For major developments, this target is 60% and for non-major developments it is 70%.

7. In this Quarter 75% of major applications were determined within the statutory period or within agreed extension of time and 91% of non-major applications. Whilst both represent a comfortable exceedance of Government and local performance targets and also the national average, the result of 75% major applications is lower than achieved in most quarters. However, it should be borne in mind that this represents 2 out of 8 applications determined outside the target period.
8. The average days to decision for Q2 was 95 days, missing the target of 73 days as reported at the time, due to being largely down to the higher than normal number of major (13 week) applications and the determination of several old cases. As expected the indicator has come back down to 73 days in this quarter, in line with the target.

## Planning appeals

9. 18 appeals were received in the quarter, and 23 major/non-major appeals determined.
10. Alongside the Government performance measure based on speed of determination of planning applications, is the other performance criteria set for local planning authorities aimed at assessing the 'quality' of decision making. This is measured as a percentage of total applications which result in an appeal allowed, broken down between major and non-major development proposals. The relevant target for both types of application is that not more than 10% of applications should be allowed at appeal.

For example –

If 100 major applications are determined by the authority over the qualifying two-year period and 9 are allowed at appeal that would result in a figure of 9% which is acceptable. However, if 100 major applications were determined and 11 of these ended up being appealed and the appeals allowed, this would result in a figure of 11% which fails the 10% target.

The assessment considers appeals allowed against applications refused by each authority across a two year period. Over this latestt period 73 applications were determined meaning 8 or more appeals allowed in the two year period to 31<sup>st</sup> December 2019 will lead to the target being missed and likely poorly performing designation together with the loss of control by virtue of the ability to submit applications directly to the Secretary of State.

11. In this last quarter another major appeal has been allowed – Winscombe House in Kingswood which was a decision by Committee against Officer recommendation subsequently dismissed at appeal. However, the appellants

# Agenda Item 11

Planning Committee  
19 February 2020

Agenda Item: 11  
DM Performance Q3 2019/20

successfully challenged the decision of the Planning Inspectorate to dismiss the appeal which resulted in it being quashed. The appeal was re-determined and allowed, therefore still counting as an appeal overturn for performance measuring purposes.

12. The critical number of eight appeals allowed across the two years has not therefore been triggered but the situation remains under careful review. Given the larger number of non-major applications determined and their nature, the risk of designation on this basis is low.

## **Planning Enforcement**

13. The enforcement performance statistics for Quarter 2 show a decrease in the number of reported breaches with a corresponding decrease in the number of cases closed.
14. Table 3 is intended to give a picture as to the reason for each of the 26 cases which remain open after 6 months. Many of these cases will have had action taken which is yet to take effect, such as temporary stop notices having been served or prosecution awaiting court proceedings.

## **Registration/Other**

15. Table 2 shows that performance in the time taken from receipt to registration of new applications has remained relatively steady. Whilst the application workload (Table 1) shows a reduction in the number of applications on hand, with the number determined in Q2 corrected and this can be confirmed as the reason for the failure for the statistics to match up when last reviewed. This was due to a reporting error.