

# Planning Committee Agenda

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12 May 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

R. Absalom

## Substitutes

### Councillors:

**Conservatives:**

**Residents' Group:**

**Green Party:**

**Liberal Democrats**

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

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

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

D. A. Ross

For a meeting of the **PLANNING COMMITTEE** to be held on **WEDNESDAY, 20 MAY 2020** at **7.30 pm** virtually using Webex.

John Jory  
Chief Executive

**1. MINUTES** (Pages 7 - 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. 19/01176/F KINGSWOOD FIELDS, MILLFIELD LANE, LOWER KINGSWOOD, SURREY, KT20 6RP** (Pages 11 - 64)

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.

6. **19/01184/F KINGSWOOD FIELDS, MILLFIELD LANE, LOWER KINGSWOOD, SURREY, KT20 6RP** (Pages 65 - 106)

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.

7. **19/01177/F KINGSWOOD FIELDS, MILLFIELD LANE, LOWER KINGSWOOD, SURREY, KT20 6RP** (Pages 107 - 128)

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

8. **19/01488/F LAND BOUNDED BY CHEQUERS LANE AND HURST DRIVE, WALTON ON THE HILL, SURREY** (Pages 129 - 206)

Creation of vehicular access from Chequers Lane, erection of a two storey mansion block of 10 apartments and erection of four houses and associated landscaping and car parking. As amended on 19/12/2019, 22/01/2020 and on 03/02/2020.

9. **19/2020/F REAR OF 36-38 REIGATE ROAD, REIGATE, SURREY** (Pages 207 - 238)

Construction of one pair of semi detached houses with associated parking and landscaping as amended on 09.3.20 and 22.4.20.

10. **20/00503/F 94 BRIGHTON ROAD, HORLEY, SURREY, RH6 7JQ** (Pages 239 - 260)

The proposal consists of the extension, alteration and addition of residential accommodation to the existing building on 94 Brighton Road. The proposal would provide an additional 5 No. flats. This includes 2 No. one-bedroom flats and 3 No. studio flats (2 x 1b2p and 3 x 1b1p). The existing flat at first floor and retail unit at ground floor will be retained. The existing car park at the rear is also retained and this will provide space for parking, refuse and recycling which are all accessed from Lumley Road. As amended on 13/03/2020 and on 30/03/2020.

11. **19/02386/F ROMANS GARAGE, BRIGHTON ROAD, BANSTEAD, SURREY, SM7 1AT** (Pages 261 - 284)

Single storey side and rear extension to existing car showroom and erection of a row of garages to rear of site.

**12. 20/00728/F THE RING PAVILION, HORLEY ROAD, REDHILL** (Pages 285 - 296)

Proposed extension to building to replace existing container  
(24.725sq m)

**13. 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  
29 April 2020

Minutes

## BOROUGH OF REIGATE AND BANSTEAD

### PLANNING COMMITTEE

Minutes of a meeting of the Planning Committee held as a Virtual Meeting on 29 April 2020 at 3.00 pm.

Present: Councillors D. Allcard (Chairman), M. S. Blacker (Vice-Chair), J. S. Bray, J. Hudson, F. Kelly, S. A. Kulka, S. McKenna, R. Michalowski, S. T. Walsh, R. Absalom, J. C. S. Essex (Substitute) and N. D. Harrison (Substitute).

#### 119. MINUTES

**RESOLVED** that the minutes of the meeting held on 15 April 2020 be approved and signed as a correct record.

#### 120. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Harp (substituted by Councillor Harrison), Councillor Brown (substituted by Councillor Essex); and Councillors Stevens and Turner.

#### 121. DECLARATIONS OF INTEREST

There were none.

#### 122. ADDENDUM TO THE AGENDA

**RESOLVED** that the addendum be noted.

#### 123. 19/02591/F SITE OF THE FORMER DE BURGH SCHOOL, CHETWODE ROAD, TADWORTH

The Committee considered an application at the site of the former De Burgh School, Chetwode Road, Tadworth for the reconfiguration of Area F to deliver net additional homes and associated car and cycle parking, refuse and recycling storage and landscaping provision.

**RESOLVED** that planning permission be **GRANTED** with conditions, as per the recommendation and addendum, **subject to** condition 9 being revised as follows:

The development hereby approved shall not be occupied unless and until a minimum of 5 of the car parking spaces have been provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) and a further 5 of available spaces to be provided with power supply to provide additional fast charge socket, *all to be spread evenly across the affordable, non-affordable and visitor spaces*, 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.

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**124. 19/01488/F LAND BOUNDED BY CHEQUERS LANE AND HURST DRIVE, WALTON ON THE HILL, SURREY**

The Committee considered an application at the land bounded by Chequers Lane and Hurst Drive, Walton on the Hill, for the creation of vehicular access from Chequers Lane, erection of a two-storey mansion block of 10 apartments and erection of four houses and associated landscaping and car parking.

**RESOLVED** that planning permission be **DEFERRED** for clarification of the tree removal proposals, and consideration at North Forum.

*Clerk's note: Councillor Kelly left the meeting upon the conclusion of this item at 16:02.*

**125. 19/02536/F LAND TO THE REAR OF 31-41 SHELVERS WAY, TADWORTH, SURREY**

The Committee considered an application at the land to the rear of 31-41 Shelveys Way, Tadworth, for the erection of 8 dwellings comprising 3 x pair of 3-bed semi-detached dwellings, and single pair of 2-bed semi-detached dwellings along with access to Shelveys Way utilising the approved access.

**RESOLVED** that planning permission be **GRANTED** with conditions, as per the recommendation and the additional informative included in the addendum; **subject to** an additional condition requiring submission of boundary treatment details, to include wildlife friendly access.

**126. 20/00162/F DEVELOPMENT SITE AT FORMER 18 BRIGHTON ROAD, SALFORDS, SURREY**

The Committee considered an application at the development site at the former 18 Brighton Road, Salfords for the erection of a Class B1(a) office building, with associated landscaping and parking.

**RESOLVED** that planning permission be **GRANTED** with conditions as per the recommendation, **subject to** an additional condition specifying the use as B1(a) offices only and removing permitted development rights for conversion to any other use.

**127. 19/02598/OUT 76, SHELVERS WAY, TADWORTH, KT20 5QF**

The Committee considered an outline planning application at 76 Shelveys Way, Tadworth for residential development of 4 no. 4-bed detached houses.

**RESOLVED** that outline planning permission be **GRANTED** with conditions, as per the recommendation and addendum.

**128. 19/02553/F LAND ADJACENT TO THE FORMER ROYAL MAIL DELIVERY OFFICE, REAR OF 28 HIGH STREET, BANSTEAD, SURREY**

The Committee considered an application at land adjacent to the former Royal Mail Delivery Office, Rear of 28 High Street, Banstead, for the erection of a block comprising 2 new apartments.

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**RESOLVED** that planning permission be **GRANTED** with conditions, as per the recommendation and addendum, **subject to** an additional condition to require that 2 electric vehicle charging points be provided.

## **129. ANY OTHER URGENT BUSINESS**

There was none.


The Meeting closed at 5.15 pm

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# Agenda Item 5

Planning Committee  
20<sup>th</sup> May 2020

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19/01176/F

 <b>Reigate &amp; Banstead</b> <b>BOROUGH COUNCIL</b> Banstead   Horley   Redhill   Reigate	<b>TO:</b>		PLANNING COMMITTEE
	<b>DATE:</b>		20 <sup>th</sup> May 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>	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>		
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## 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 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

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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 only marginally increase 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 108 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.



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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. Highways England were also consulted upon the proposal recommend that conditions should be attached to any permission that may be granted. 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 existing 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 19 July 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.

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## 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 6.17.

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: recommend that conditions should be attached to any planning permission that may be granted – Full comments at paragraph 6.19

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*

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*Government Guidance at paragraph 020 elaborates upon this. It promotes the 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*

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*19/01184/F incurs to a limited extent within the 15m minimum recommended semi-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.”*

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*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 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

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## 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:

Issue	Response
Loss of/harm to trees	See paragraph 6.26 – 6.42 and conditions 14, 16, 18 and 19
Increase in traffic and congestion	See paragraph 6.17 - 6.20 and conditions 5 – 15 and
Light pollution	See paragraph 6.14, 6.24, 6.25 6.32, 6.33, 6.35, 6.42 and condition 17
Harm to Green Belt/countryside	See paragraph 6.2 – 6.16 and condition 22
Hazard to highway safety	See paragraph 6.17 - 6.20 and conditions 5 - 15
Harm to wildlife habitat	See paragraph 6.26 – 6.35 and conditions 16 - 19
No need for the development	See paragraph 6.2 – 6.14
Noise and disturbance	See paragraph 6.24
Drainage/sewage capacity	See paragraph 6.47 and condition 23
Harm to Conservation Area	See paragraph 6.44
Health fears	See paragraph 6.45
Inconvenience during construction	See paragraph 6.45 and condition 10
Out of character with surrounding area	See paragraphs 6.21 – 6.23 and condition 4
Overdevelopment	See paragraph 6.2 – 6.16
Overshadowing	See paragraph 6.24
No community use	See paragraph 6.48
Inadequate parking	See paragraphs 6.17 – 6.20
Flooding	See paragraph 6.47
Overbearing relationship	See paragraph 6.24
Air quality	See paragraph 6.43
Human rights	See paragraph 6.45
Property devaluation	See paragraph 6.46

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## 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. 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.
- 1.4 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 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.

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- 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	20/00654/F	Erection of temporary pre-fabricated kitchen units for up to six months	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
3.3	19/01177/F	Provision of new landscaping in-between the existing three office buildings.	Pending decision
3.4	97/12130/F	Temporary surface car parking for 350 cars	Approved with conditions 8 <sup>th</sup> June 1998
3.5	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
3.6	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
3.7	96/10640/RET	Temporary Surface Car Parking for 150 Cars	Approved with conditions 10 <sup>th</sup> October 1996



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- |     |              |   |   |
|-----|--------------|---|---|
| 3.8 | 87/12450/F   | Removal of condition 11 attached to planning permission 86p/1398 dated 24-6-87 to allow the whole development to be used as business/office accommodation   | Approved 19th November 1987                         |
| 3.9 | 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.

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- 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 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 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 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.

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4.9 Further details of the development are as follows:

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

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## Community Infrastructure Levy Regulations 2010

### 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.

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	Existing multi storey car park	Proposed multi storey car park	Increase
Parking spaces	399	725	326
Gross internal area	8850.6 m2	17194.9 m2	8344.3 m2 (116%)
Volume	16975 m3	37250.3 m3	20272.2 m3 (119%)
Footprint	3239 m2	4769 m2	1526 m2 (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.

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- 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 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

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parking spaces would, in practice, likely accommodate the increased parking demand and avoid off site parking demand on nearby streets.

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 can 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.*

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*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 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 relatively minor 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



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- 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 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, Chipstread 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 shouldnot 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*

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*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.*

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:*

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- (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*
- 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*

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*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.*

*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.*

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## 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 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*

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*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 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 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 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*

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*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.*

*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*

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*development. The traffic flows have been grown again to shows 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 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, which have been scrutinised by external parties, are not disputed by local planning authority Officers. Subject to the recommended conditions as detailed above and a S106 secured to provide the three requirements outlined, the proposal is considered acceptable in terms of highway matters.
- 6.19 Consultation with Highways England has also been undertaken. Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). In this instance Highways England are interested in the potential impact that the development might have on the M25, in particular Junction 8 at Reigate Hill. The following comments have been received:

*'Further to our email to you dated 27 November 2019, Highways England have been in discussion with the applicants and their agents and have reviewed various additional information that has been received from RGP, the latest on 10<sup>th</sup> April 2020, to understand the impact of this planning application on the strategic road network (SRN). The first imperative for Highways England is to ensure that our network is safe and reliable for all who use it.*



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*Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the SRN. The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.*

*Highways England are concerned with proposals that have the potential to impact on the safe and efficient operation of the SRN. In the case of this proposed development, Highways England are interested in the potential impact that the development might have on the M25, in particular Junction 8 at Reigate Hill.*

*You will be aware that Highways England had requested an assessment of the potential impacts of the additional car parking capacity upon the operation of M25 at Junction 8. To expedite the process, Highways England provided the applicant with a suitable transport model for this purpose. We have provided further advice and details of our modelling requirements to the applicant's consultant, RGP via a number of progress meetings and email correspondence. After several iterations, on 10<sup>th</sup> April 2020, Highways England were provided with a set of valid results for review (as detailed in the RGP Technical Note 10).*

*We are now content that the latest set of modelling results outlined in Technical Note 10 show various demand scenarios at M25 Junction 8, compared on a like for like basis. The results show the queue and delay effects of a number of flow scenarios associated with the development. The modelling adequately demonstrates that the additional traffic associated with the different scenarios will not in itself lead to additional safety or operational concerns for the M25 eastbound off-slip. However, the modelled results indicate potential increases in delays for the M25 westbound off-slip, ranging from an additional 12 seconds (Scenario 3) to approximately 50 seconds (Scenario 5) in the morning peak hour, when compared to a scenario without any additional development traffic.*

*It should be stressed that the modelling was not able to take into account habitual queuing and delay associated with the operation of the level crossing at Reigate Train Station, especially during the morning peak periods. This was beyond the capability of the modelling software. The modelling results are therefore relevant only to scenarios without any queuing back along the A217 southbound from Reigate to and through the junction.*

*We have considered the likelihood of each of the modelled flow scenarios in the assessment and any additional impacts from the A217(south, Reigate Hill) queues back into the junction. Our view is that with queuing back from the A217 (Reigate Hill) to or through the junction impedes the operation of the junction. When it does occur, any additional development traffic would have additional queue and delay impacts above those modelled, although without*

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*further evidence we are currently unable to apply significant weight to this argument.*

*Highways England acknowledge that a Travel Plan has been provided by the applicant. In order to minimise the impact of the proposals on the M25 at Junction 8, which is already experiences heavy congestion during the peak hours, it is essential that the measures outlined within the Travel Plan are implemented and monitored by the nominated Travel Plan Coordinator, as set out in Section 8 of the document. The measures that are most likely to have an impact on the operation of the SRN are those associated with flexible working, home working, the provision of shuttle bus services and the complimentary bus service between Tonbridge station and the Kingswood site. Highways England therefore recommend that adequate on-going bus services are provided, with regular monitoring through staff travel surveys. Highways England expect to be an audit partner through the specified submission of the Travel Plan Monitoring Report, as set out in Section 8 of the Travel Plan. This is reflected in the recommended conditions within our formal response (attached). Highways England would expect this document to provide details on the complimentary buses between Tonbridge and Kingswood (including the frequency and the utilisation of the services) and updates on the flexible and home working polices. Should the applicant cease operation of the bus services, Highways England would expect to be consulted, with justification as to why they may no longer be required and the potential impact on the SRN.*

*Referring to the notification of a planning application dated 6th November 2019 referenced above, in the vicinity of the M25 that forms part of the Strategic Road Network, notice is hereby given that Highways England's formal recommendation is that we:*

*b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – Highways England recommended Planning Conditions)*

*The response should be considered alongside Highways England's covering letter, dated 5th May 2020.*

*This represents Highways England's formal recommendation and is copied to the Department for Transport as per the terms of our Licence.*

## *Annex A Highways England recommended Planning Conditions*

*HIGHWAYS ENGLAND ("we") has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and*

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*integrity. This response represents our formal recommendations with regard to 19/01176/F and has been prepared by the Area 5 Spatial Planning Team.*

## *Condition 1*

*Adequate staff bus services as set out in the Travel Plan, and in particular the complimentary bus service between Tonbridge station and the Kingswood site (s 7.2.4 of Travel Plan) shall remain in operation for as long as required. This will be determined by implementation of the staff travel monitoring within the Travel Plan and the Monitoring timeline at s 8.3.3.*

*Reason: To mitigate any adverse impact from the development on the M25 junction 8 Reigate Hill. To ensure that the M25 continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.*

## *Condition 2*

*In accordance with s 8.3.6 of the Travel Plan Highways England shall be an additional party to which the Travel Plan will be submitted for audit. That is at the end of year 1, year 3 and year 5 or whatever dates are agreed between the parties. Highways England will not charge an audit fee.*

*Reason: To ensure that the Travel Plan targets are being monitored and met or enhanced as stated at s 8.3.2 of the Travel Plan to manage demand on the M25 junction 8 at Reigate Hill. To ensure that the M25 continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.*

- 6.20 The proposed conditions are recommended to be attached to a grant of planning permission.

## Design appraisal

- 6.21 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.
- 6.22 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.
- 6.23 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

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- 6.24 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.
- 6.25 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

- 6.26 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.
- 6.27 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.
- 6.28 Natural England were consulted upon the proposal and raised no objection, stating "Based on the plans submitted, Natural England considers that the

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

- 6.29 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 brought 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.
- 6.30 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.
- 6.31 Turning to mitigation methods, SWT have commented
- 6.32 *‘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

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*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.*

- 6.33 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.*

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*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.'*

- 6.34 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.
- 6.35 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

- 6.36 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.
- 6.37 A total of 43 trees would be removed as part of this proposal. This number comprises of 16 category B trees and 27 category C trees, 13 of which are within the 15m Ancient Woodland buffer zone.
- 6.38 There are three applications at the site. The proposed replacement pavilion application (19/01184/F) would see the removal of 7 trees, and the proposed landscaping application (19/01177/F) would see the removal of 12 trees. Over the three applications this would result in the loss of 62 trees in total.
- 6.39 The application includes the provision of planting of a total of 70 semi-mature trees, and 100 standard trees of mixed species and sizes. This results in a net gain of 108 trees.
- 6.40 The biodiversity and habitat enhancement plan (BD 021 SD 031 R) demonstrates a detailed planting scheme which includes diverse selection of specimen tree species, woodland planting and the creation of various habitats that will benefit the whole site. For example the woodland tree planting comprises twelve forest type trees ranging from heavy standards (3-3.5 m), extra heavy standards (4 metres) up to semi mature specimens (7 metres) once in place will provide immediate screening to the extended multi decked

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car park and strengthen parts of the line of trees adjacent to the temporary car park creating a habitat corridor.

- 6.41 An amended site wide biodiversity and habitat enhancement plan and site wide outline planting plan have been submitted to provide the proposed tree planting and condition 2 (approved plans) includes these plans to secure the implementation.
- 6.42 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

- 6.43 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.
- 6.44 The site is not within nor adjacent to a Conservation Area and is not considered to result in a harmful impact in this regard.
- 6.45 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.
- 6.46 Property devaluation is not a material planning consideration.
- 6.47 The site is located within Flood Zone 1 and a condition is recommended to secure details of surface water drainage
- 6.48 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.



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## 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
Other Plan	BD 0210 SD 030	R03	31.01.2020
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
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
Other Plan	BD 0210 SD 031	R00	31.01.2020

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

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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 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

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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
- (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.

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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.

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.

14. Adequate staff bus services as set out in the Travel Plan, and in particular the complimentary bus service between Tonbridge station and the Kingswood site (s 7.2.4 of Travel Plan) shall remain in operation for as long as required. This will be determined by implementation of the staff travel monitoring within the Travel Plan and the Monitoring timeline at s 8.3.3.

Reason:

To mitigate any adverse impact from the development on the M25 junction 8 Reigate Hill. To ensure that the M25 continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

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15. In accordance with s 8.3.6 of the Travel Plan Highways England shall be an additional party to which the Travel Plan will be submitted for audit. That is at the end of year 1, year 3 and year 5 or whatever dates are agreed between the parties. Highways England will not charge an audit fee.

Reason:

To ensure that the Travel Plan targets are being monitored and met or enhanced as stated at s 8.3.2 of the Travel Plan to manage demand on the M25 junction 8 at Reigate Hill. To ensure that the M25 continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

16. 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.

17. 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).

18. 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 R03', 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

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Strategy 2014 policy CS2, the NPPF and the Natural Environment and Rural Communities Act (2006).

19. 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 p2019 policy NHE2 and Reigate and Banstead Core Strategy 2014 policy CS2, the NPPF and the Natural Environment and Rural Communities Act (2006).

20. 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.

21. 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

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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.

22. 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.

23. 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

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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 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 bowzers 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.



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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 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.

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## **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.

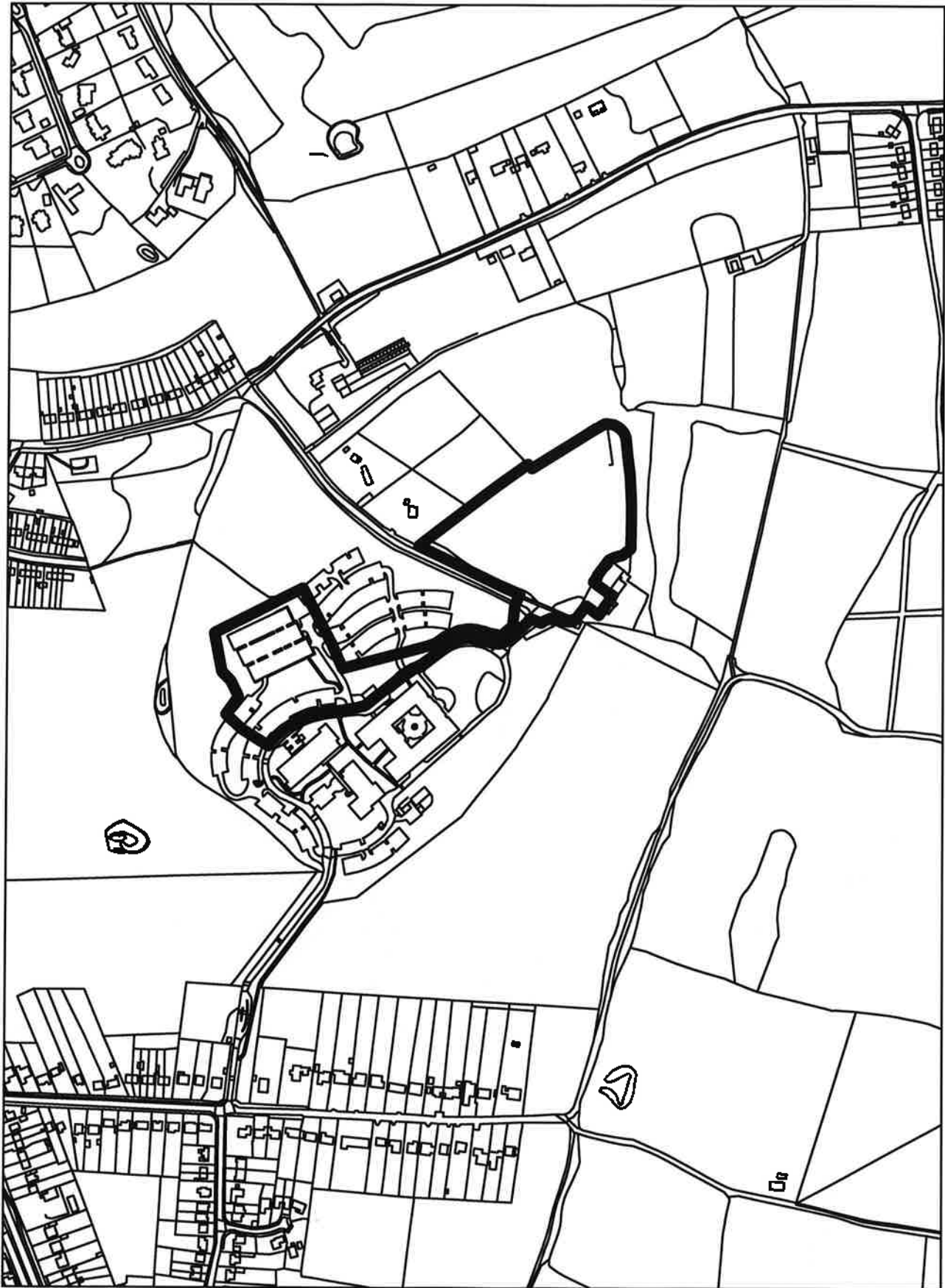
## **Proactive and Positive Statements**

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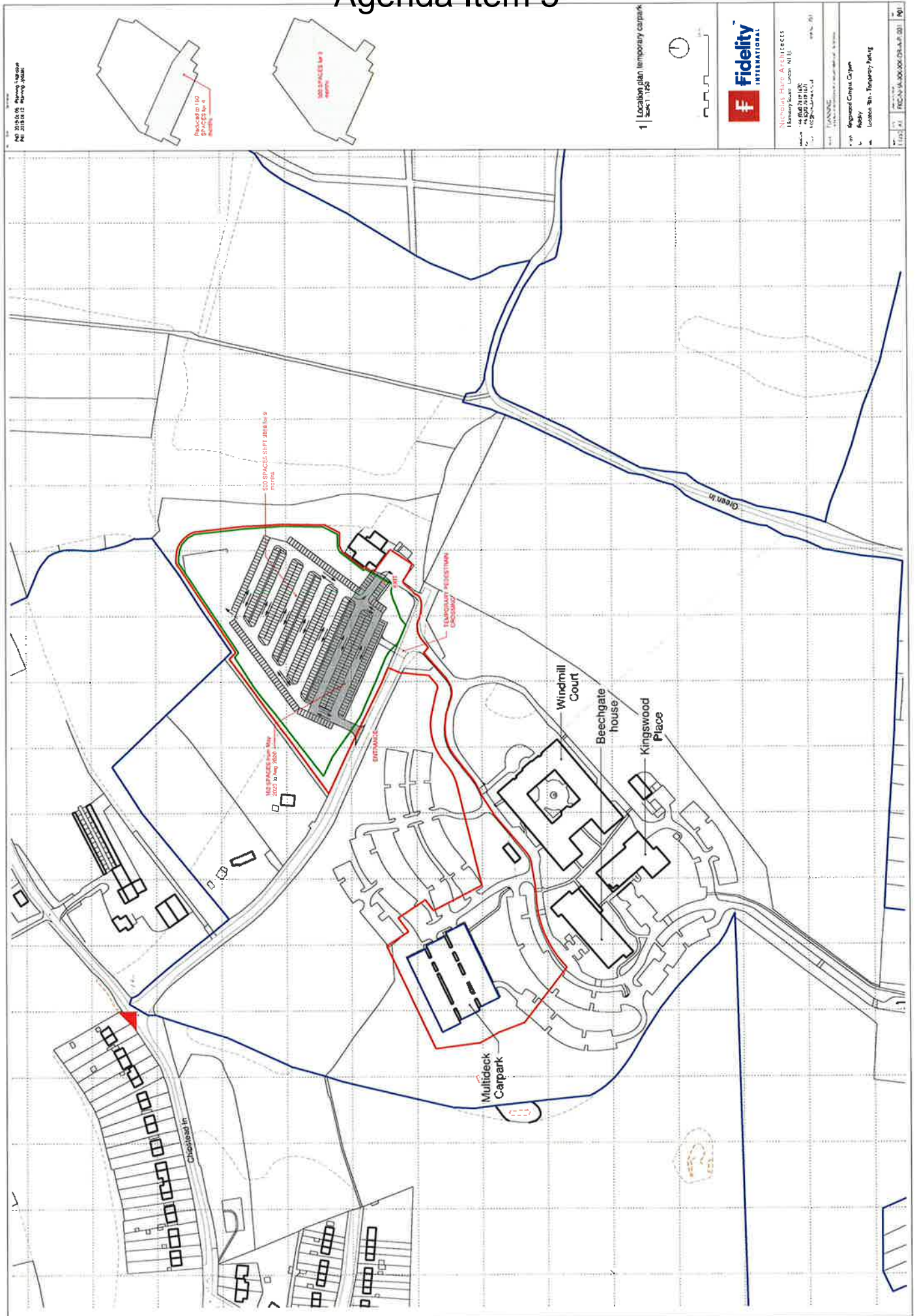
19/01176/F - Kingswood Fields, Millfield Lane,  
Lower Kingswood



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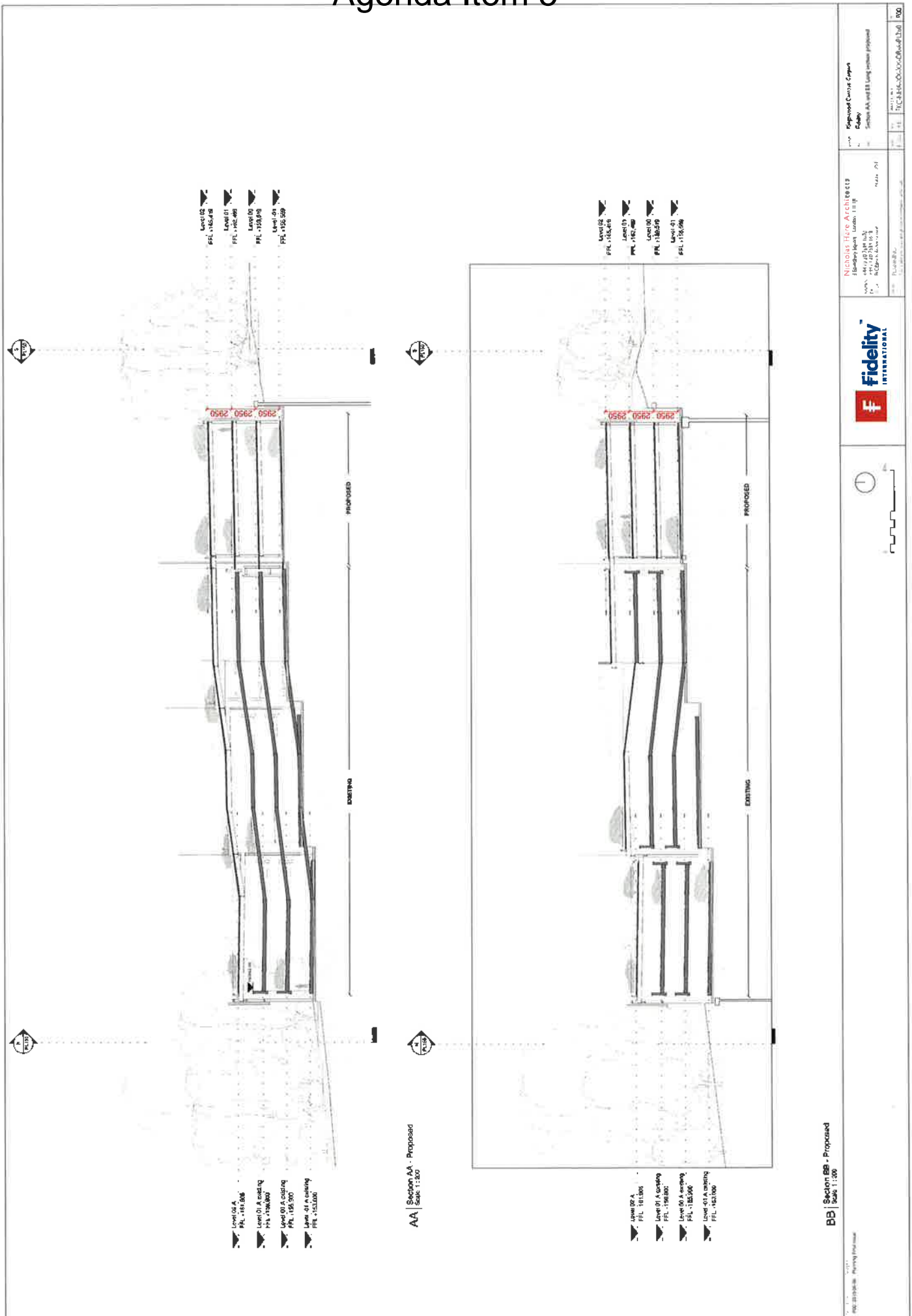




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<p><b>Fidelity International</b></p> <p>Nicholas Hare Architects 10000 14th Street, Suite 100 San Diego, CA 92161 Tel: 619.594.1100 Fax: 619.594.1101 www.nicholashare.com</p>		<p>Project: 10000 14th Street, Suite 100 Client: Fidelity International Architect: Nicholas Hare Architects Scale: 1:300 Date: 10/10/2010</p>	<p>Project: 10000 14th Street, Suite 100 Client: Fidelity International Architect: Nicholas Hare Architects Scale: 1:300 Date: 10/10/2010</p>
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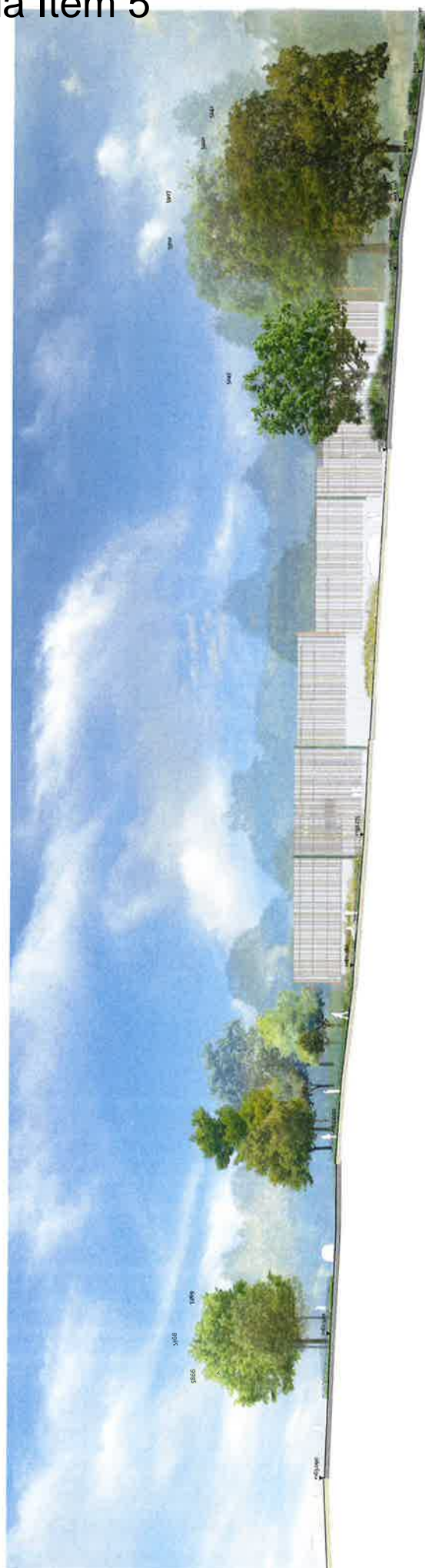
Kingwood Fields - MSCP  
Section A-A  
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Kingwood Fields - MSCP  
Section A-A  
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Kingwood Fields - MSCP  
Section A-A  
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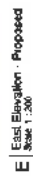


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**Kagame's Campaign Goals**  
**Reality**  
**Swatara East and West - Proposed**

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# Agenda Item 6

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 <b>Reigate &amp; Banstead</b> <b>BOROUGH COUNCIL</b> Banstead   Horley   Redhill   Reigate	<b>TO:</b>		PLANNING COMMITTEE
	<b>DATE:</b>		20 <sup>th</sup> May 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>	6	<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

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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.

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## 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 subject to recommended conditions.

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:

Issue	Response
Loss of/harm to trees	See paragraph 6.20 – 6.25 and conditions 5, 8,9 and 10
Increase in traffic and congestion	See paragraph 6.29 and condition 11
Light pollution	See paragraph 6.30 and condition 6
Harm to Green Belt/countryside	See paragraph 6.2 – 6.13
Hazard to highway safety	See paragraph 6.29 and condition 11



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Harm to wildlife habitat	See paragraph 6.26 – 6.28 and conditions 5 - 8
No need for the development	See paragraph 6.2 – 6.13
Noise and disturbance	See paragraph 6.30
Drainage/sewage capacity	See paragraph 6.31 and condition 13
Harm to Conservation Area	See paragraph 6.31
Health fears	See paragraph 6.33
Inconvenience during construction	See paragraph 6.32 and condition 11
Out of character with surrounding area	See paragraph 6.14 – 6.18
Overdevelopment	See paragraph 6.2 – 6.13
Overshadowing	See paragraph 6.19
No community use	See paragraph 6.12
Inadequate parking	See paragraph 6.29
Flooding	See paragraph 6.31 and condition 13
Overbearing relationship	See paragraph 6.19
Air quality	See paragraph 6.33
Human rights	See paragraph 6.33
Property devaluation	See paragraph 6.31

## **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



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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 relocate 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 | 20/00654/F | Erection of temporary pre-fabricated kitchen units for up to six months   | Pending decision |
| 3.2 | 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 | Pending decision |

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period of 13 months after which it  
will be reinstated to its existing  
grassland condition

- |     |            |   |   |
|-----|------------|---|---|
| 3.3 | 19/01177/F | Provision of new landscaping in-between the existing three office buildings.  | Pending decision  |
| 3.4 | 99/04950/F | Kingswood Fields (Pavilion House)<br>Millfield Lane Lower Kingswood<br>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

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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	<p>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.</p> <p>No site features worthy of retention were identified.</p>
Involvement	<p>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.</p>
Evaluation	<p>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.</p>
Design	<p>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.</p>

## 4.9 Further details of the development are as follows:

Site area	0.55 hectares
Proposed parking spaces	4

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## 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

### 6.1 The main issues to consider are:

- Impact on the Green Belt
- Design and character

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- Neighbour amenity
- Access and parking
- Impact on trees
- Ecology
- Highway matters
- 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, 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.

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

6.5 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 (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.

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- 6.6 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
- 6.7 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%. (These figures do not include the timber feature to the front elevation of the building).
- 6.8 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.
- 6.9 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 result in a harmful impact in regard to openness and upon the ancient woodland and protected species.

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- 6.10 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.
- 6.11 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.
- 6.12 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.
- 6.13 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

- 6.14 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.
- 6.15 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 point is made in the Surrey Hills AONB Management Plan Policy LU2. This would be secured by way of a suitably worded condition.

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- 6.16 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.
- 6.17 The proposal would include areas for planting that would soften and dapple the appearance of the development, integrating it within the rural setting.
- 6.18 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

- 6.19 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

- 6.20 A total of 7 trees would be removed as part of this proposal. This number comprises of 1 category B trees, 5 category C trees and 1 category U tree.
- 6.21 There are three applications at the site. The proposed car parking application (19/01184/F) would see the removal of 43 trees, and the proposed landscaping application (19/01177/F) would see the removal of 12 trees. Over the three applications this would result in the loss of 62 trees in total.
- 6.22 The application includes the provision of planting of a total of 70 semi-mature trees, and 100 standard trees of mixed species and sizes. This results in a net gain of 108 trees.
- 6.23 The biodiversity and habitat enhancement plan (BD 021 SD 031 R) demonstrates a detailed planting scheme which includes diverse selection of specimen tree species, woodland planting and the creation of various habitats that will benefit the whole site. For example the woodland tree planting comprises twelve forest type trees ranging from heavy standards (3-3.5 m), extra heavy standards (4 metres) up to semi mature specimens (7 metres) once in place will provide immediate screening to the extended multi decked car park and strengthen parts of the line of trees adjacent to the temporary car park creating a habitat corridor.
- 6.24 An amended site wide biodiversity and habitat enhancement plan and site wide outline planting plan have been submitted to provide the proposed tree



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planting and condition 2 (approved plans) include these plans to secure the details be implemented.

- 6.25 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

- 6.26 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.
- 6.27 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 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.
- 6.28 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.

## Highway matters

- 6.29 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 and inadequate parking. This application in isolation is not considered to result in a harmful impact in regard to these issues raised. 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. 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 subject to recommended conditions in regard to the requirement for a construction transport management plan, bicycle parking and the provision of proposed pedestrian footpath, pedestrian crossing points and cycle routes as proposed.

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## Other matters

- 6.30 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.
- 6.31 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.
- 6.32 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.
- 6.33 Objection has been received on the grounds of health fears, 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.

## **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
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	R03	31.01.2020
Location Plan	P000		13.06.2019
Floor Plan	P101		13.06.2019
Floor Plan	P102		13.06.2019
Roof Plan	P103		13.06.2019

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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
Other plan	BD 0210 SD 031	R00	31.01.2020

## 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.

- 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.

- 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.

- 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 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.

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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 R03', 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 p2019 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.

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:

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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)
  - (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 and Reigate and Banstead.

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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.

14. Notwithstanding the submitted plans the development shall not be occupied until the proposed pedestrian footpath, pedestrian crossing points and cycle routes as all shown on the plan titled "Pavilion, Pedestrian, and Cycle links" have been provided in accordance with a detailed scheme to be submitted to and approved in writing with the Local Planning Authority, all to be permanently retained.

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).

15. The development hereby approved shall not be occupied unless and until space has been laid out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for a minimum of 72 bicycles to be parked. Thereafter the bike 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 and

# Agenda Item 6

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

Agenda Item: 6  
19/01184/F

Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

16. The pavilion hereby approved shall not be used between the hours of 22:00 hours and 06:00 hours Monday to Friday, and 18:00 hours and 08:00 hours on Saturdays and Sundays and not at all on Bank Holidays, without the prior approval, in writing, of the Local Planning Authority.

Reason: To control the use in the interests of the amenity of neighbouring property and the openness of the green belt, with regards to policies OSR3 and NHE5 of the Development Management Plan 2019, and the National Planning Policy Framework.

## 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;
  - (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 6

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19<sup>th</sup> February 2020

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19/01184/F

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
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.

## **REASON FOR PERMISSION**

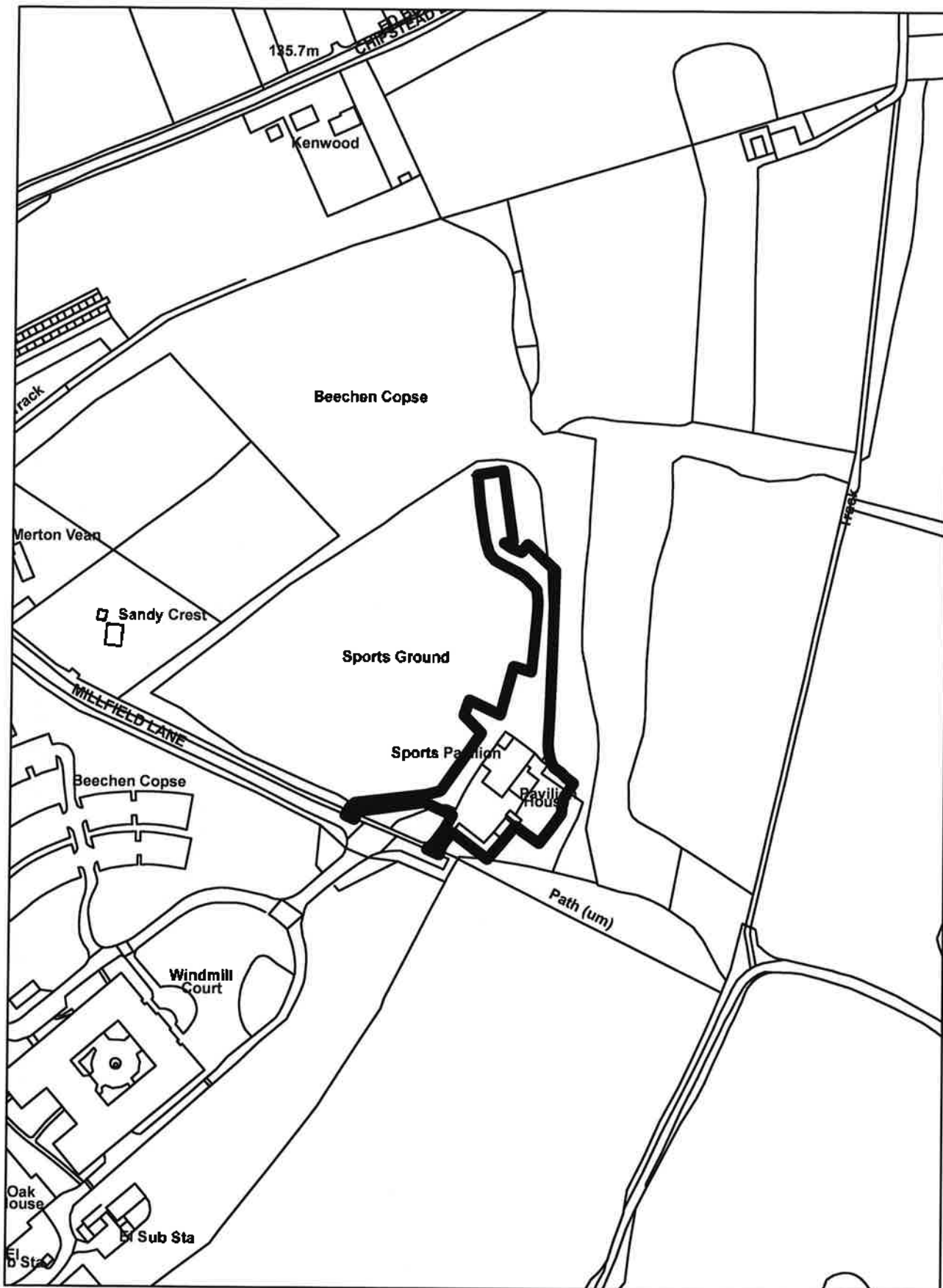
The development hereby permitted has been assessed against development plan policies NHE1, NHE2, NHE3, NHE5, NHE8, DES1, DES8, OSR3 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no 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.



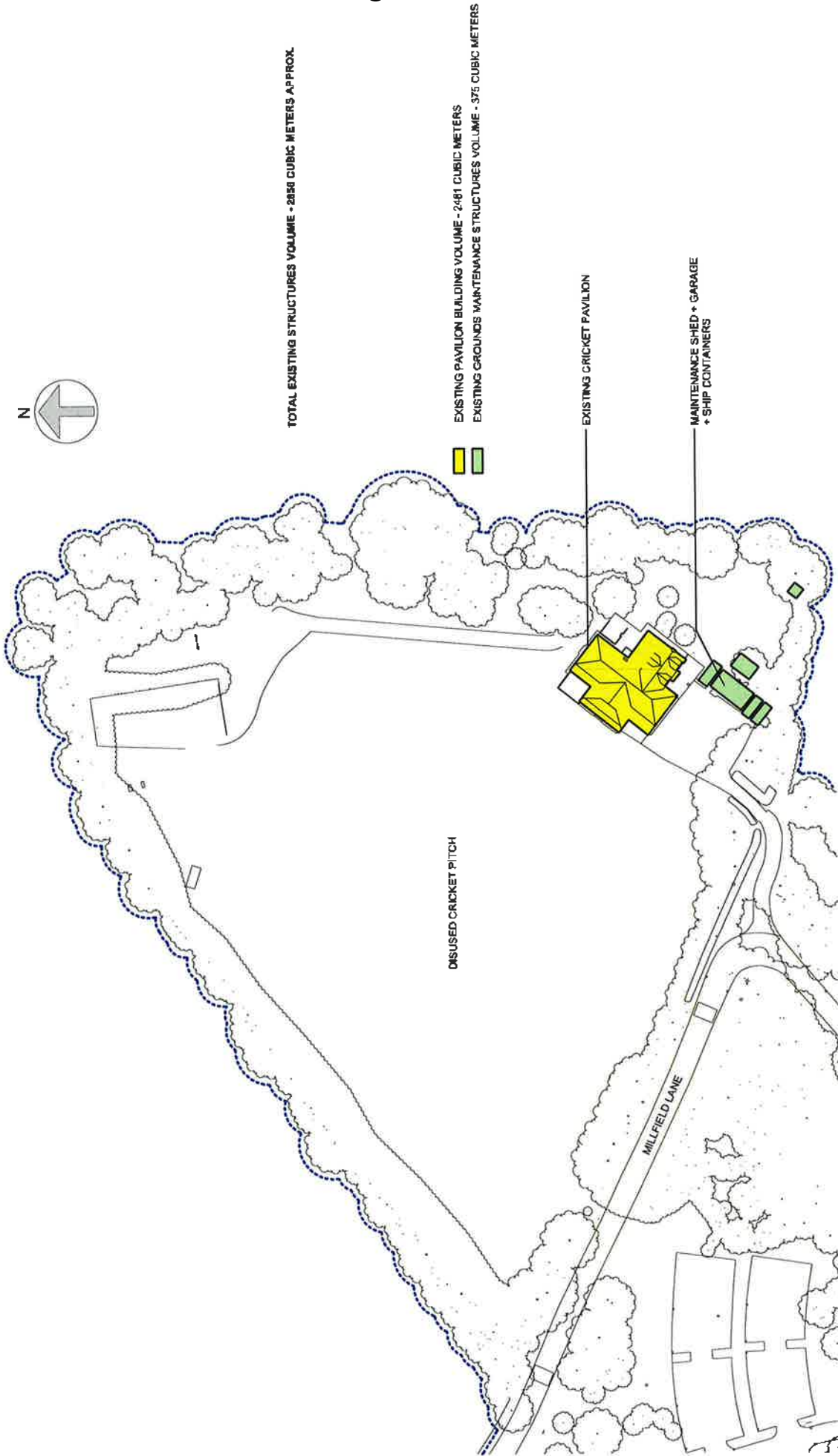
Agenda Item 6  
19/01184/F - Kingswood Fields, Millfield Lane,  
Lower Kingswood

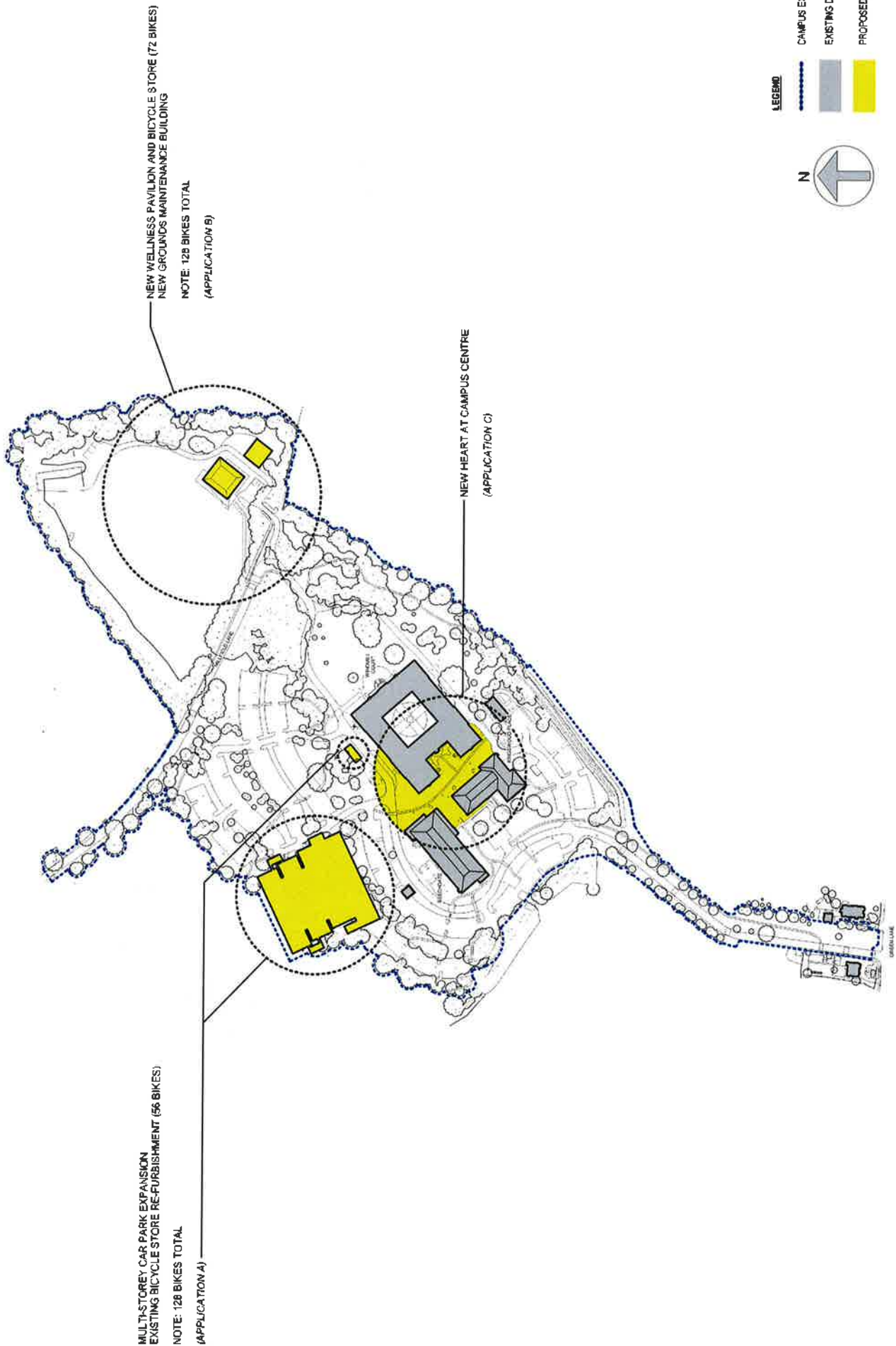


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Scale 1:2,500

# Agenda Item 6





**P002** PROPOSED MASTER PLAN  
 Scale: As indicated

**KINGSWOOD WELLNESS PAVILION**  
 Kingswood Fields (Pavilion House)  
 Millfield Lane  
 Lower Kingswood, Surrey

181840  
 30.08.2019  
 Planning Application Amendment

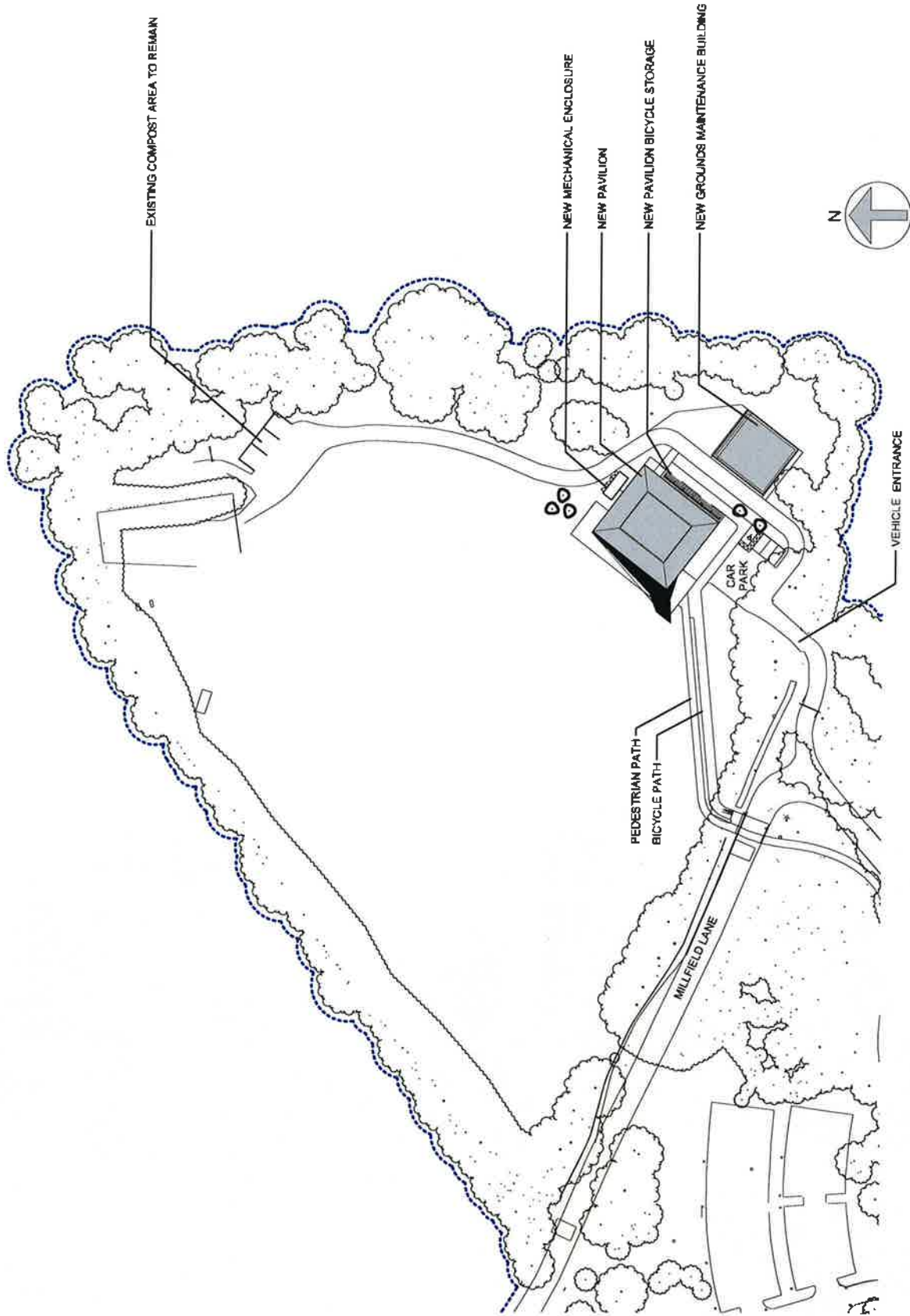
**hlw**  
 1A Lonsdale Square  
 London N1 1EN



# Agenda Item 6



# Agenda Item 6



**P005** PROPOSED SITE PLAN  
Scale: 1:1000

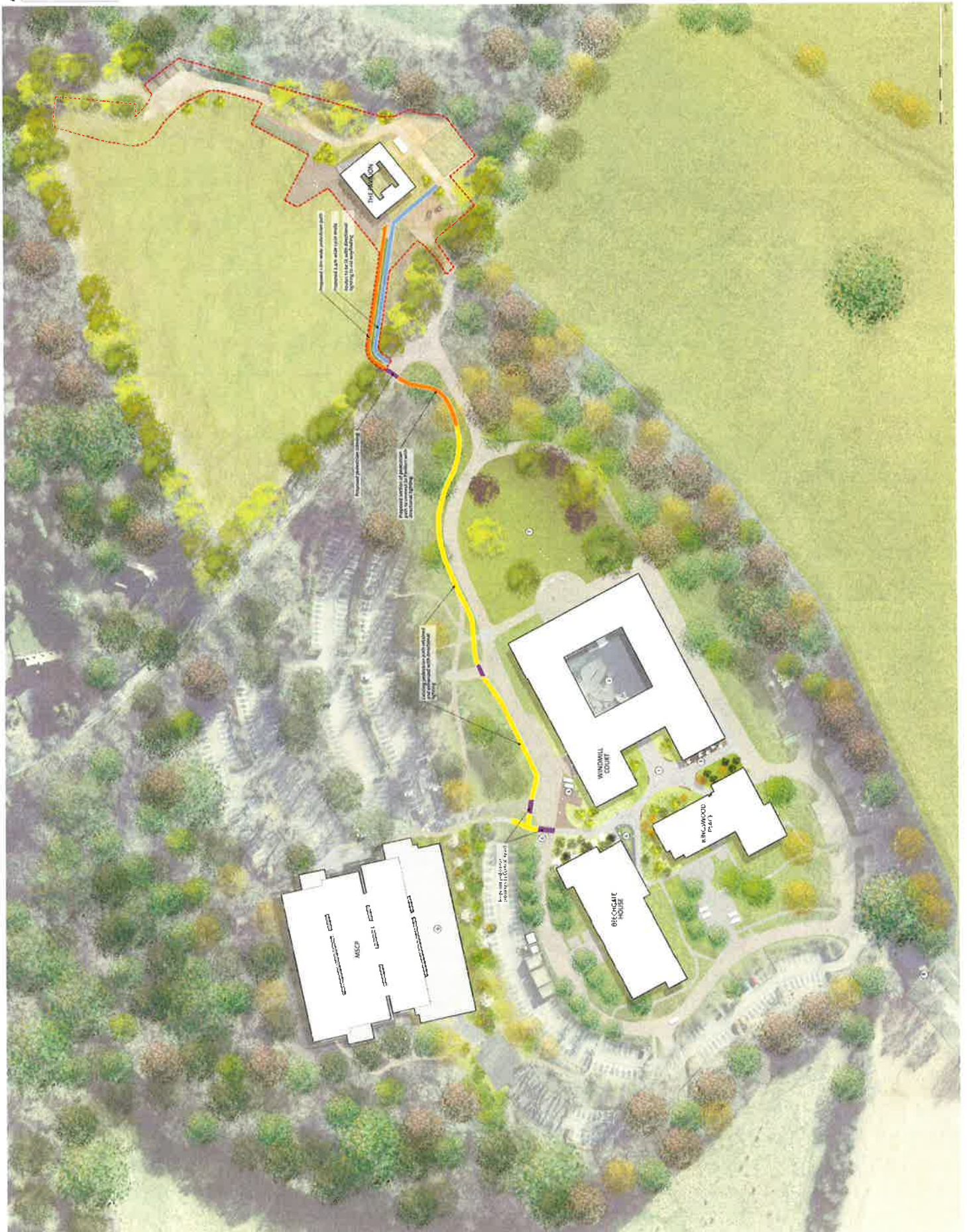
**KINGSWOOD WELLNESS PAVILION**  
Kingswood Fields (Pavilion Houses)  
Millfield Lane  
Lower Kingswood, Surrey

18180  
30.09.2019  
Planning Application Amendment

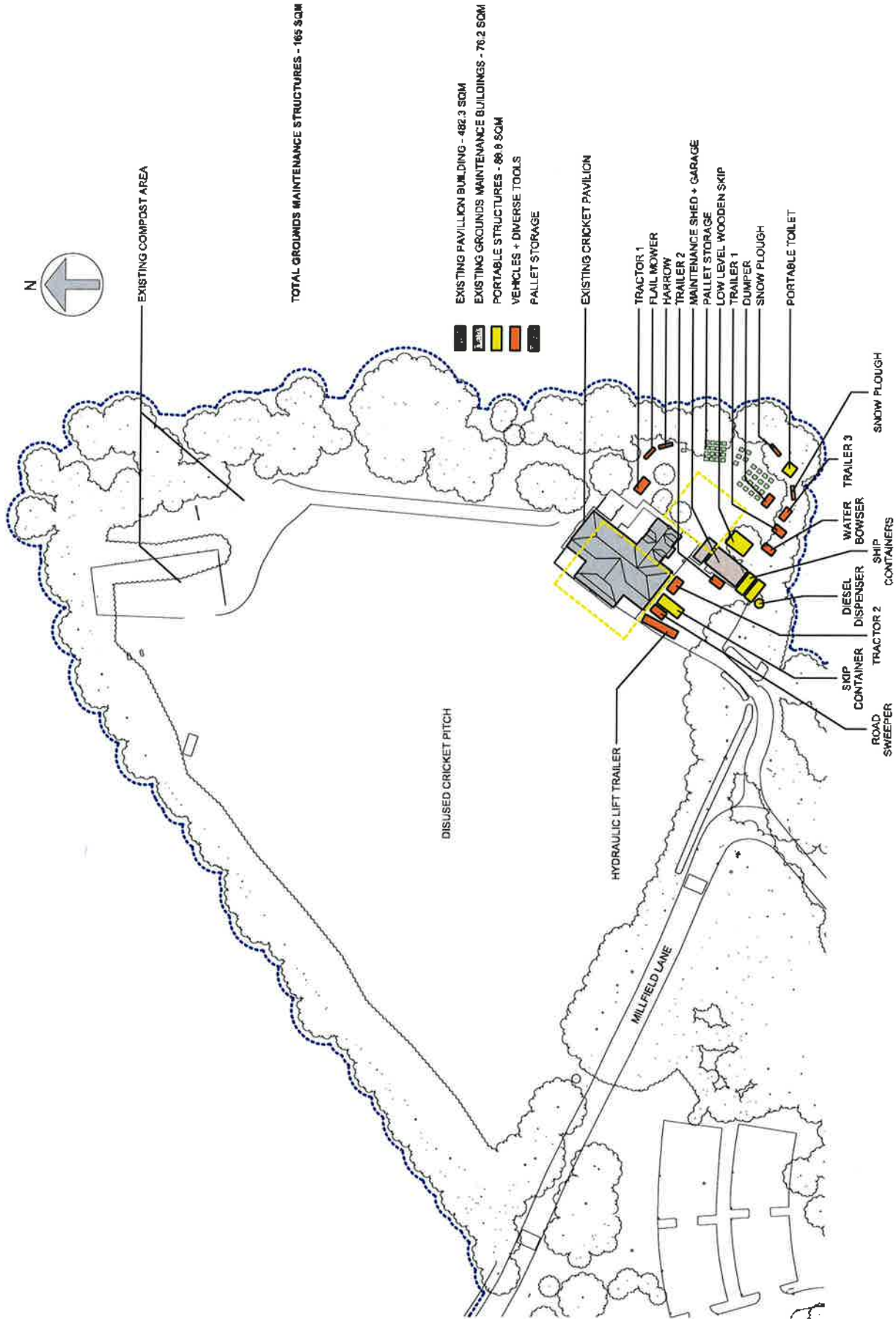
**hlw**  
1A Linsdale Square  
London N1 1EN



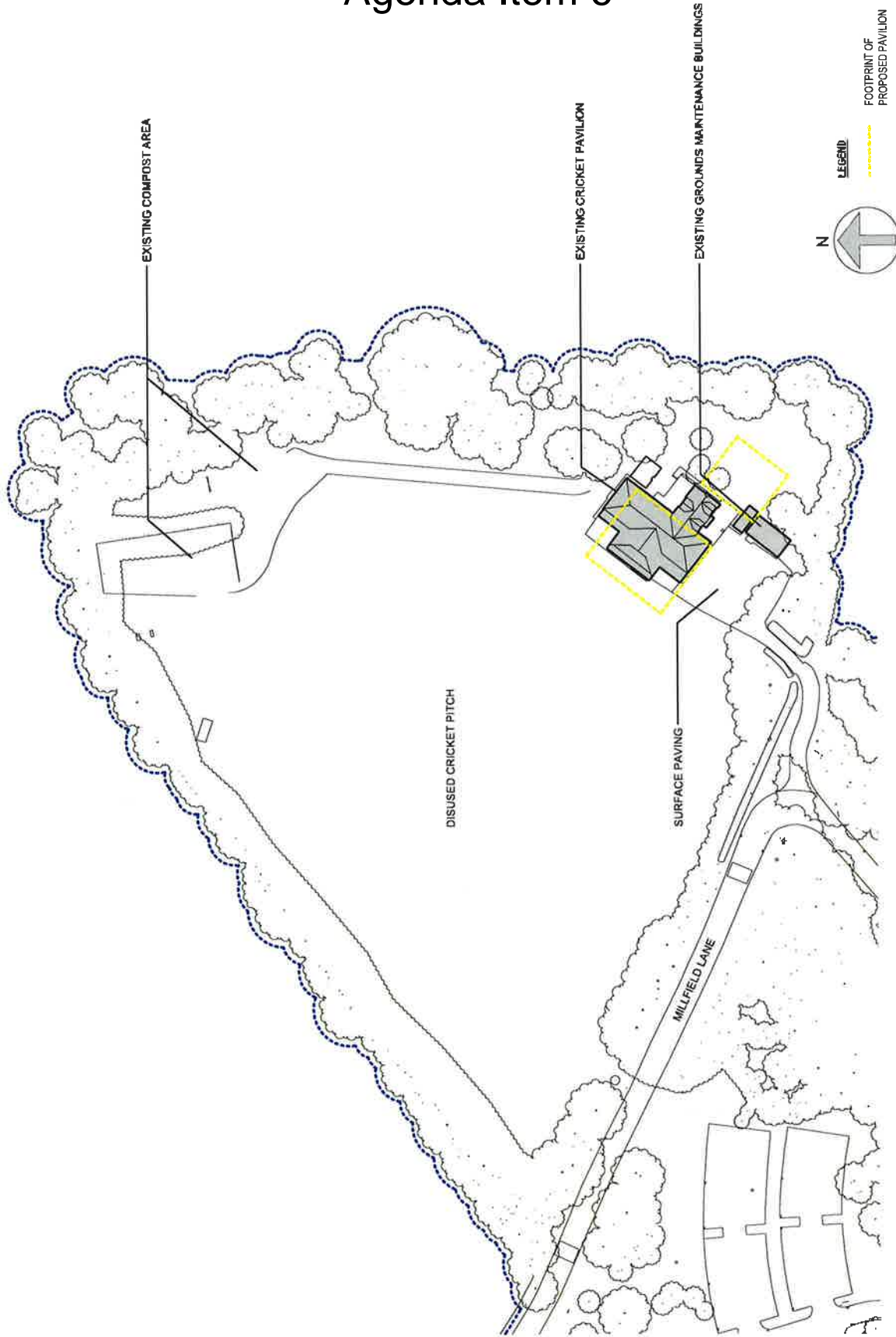
## Agenda Item 6







# Agenda Item 6



## KINGSWOOD WELLNESS PAVILION

Kingswood Fields (Pavilion House)  
Millfield Lane  
Lower Kingswood, Surrey

13180  
07.06.2019  
Planning Application

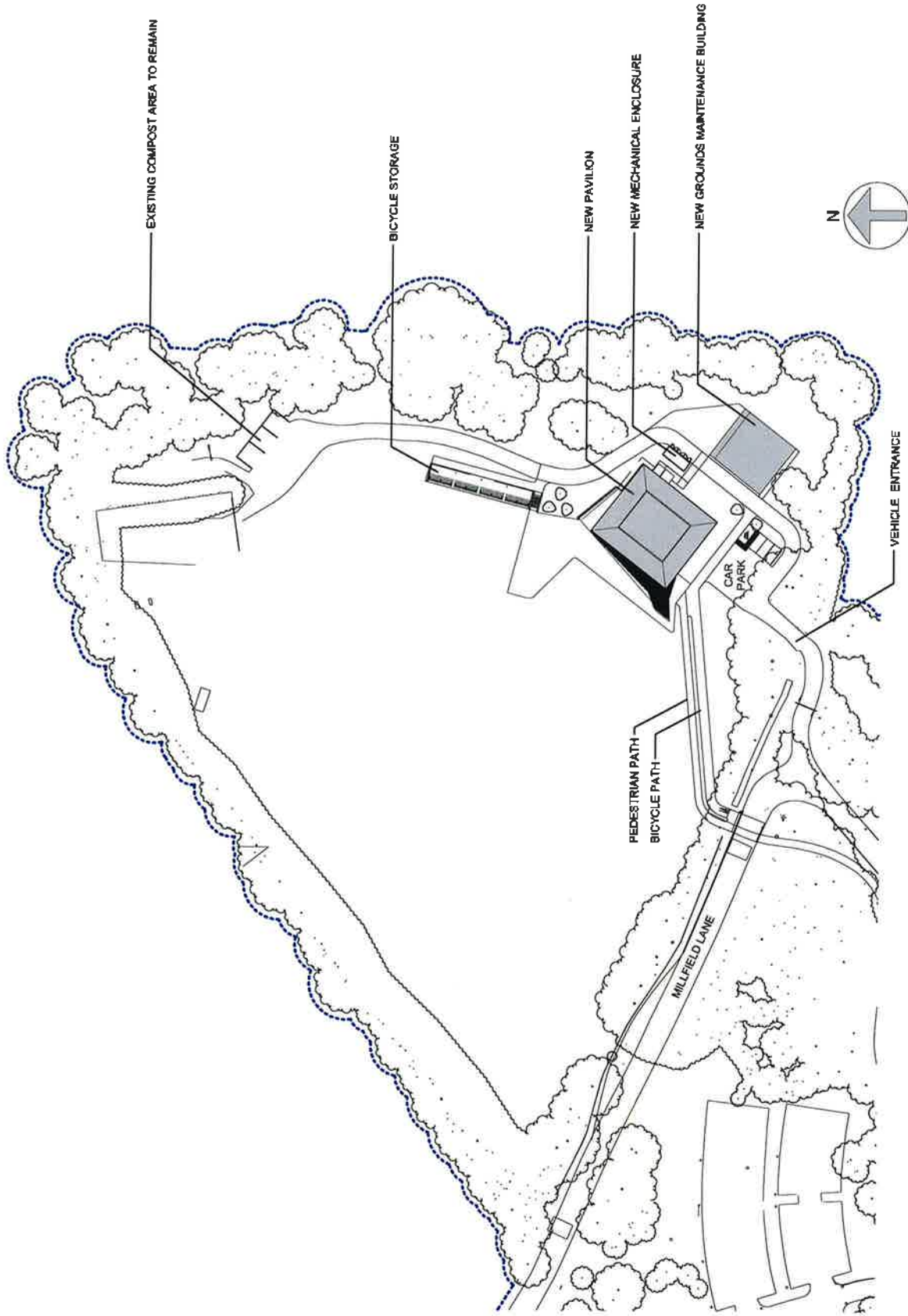
1A Lonsdale Square  
London N1 7EN  
**hlw**

## P004 EXISTING SITE PLAN

Scale: As indicated



# Agenda Item 6



## KINGSWOOD WELLNESS PAVILION

Kingswood Fields (Pavilion House)  
Millfield Lane  
Lower Kingswood, Surrey

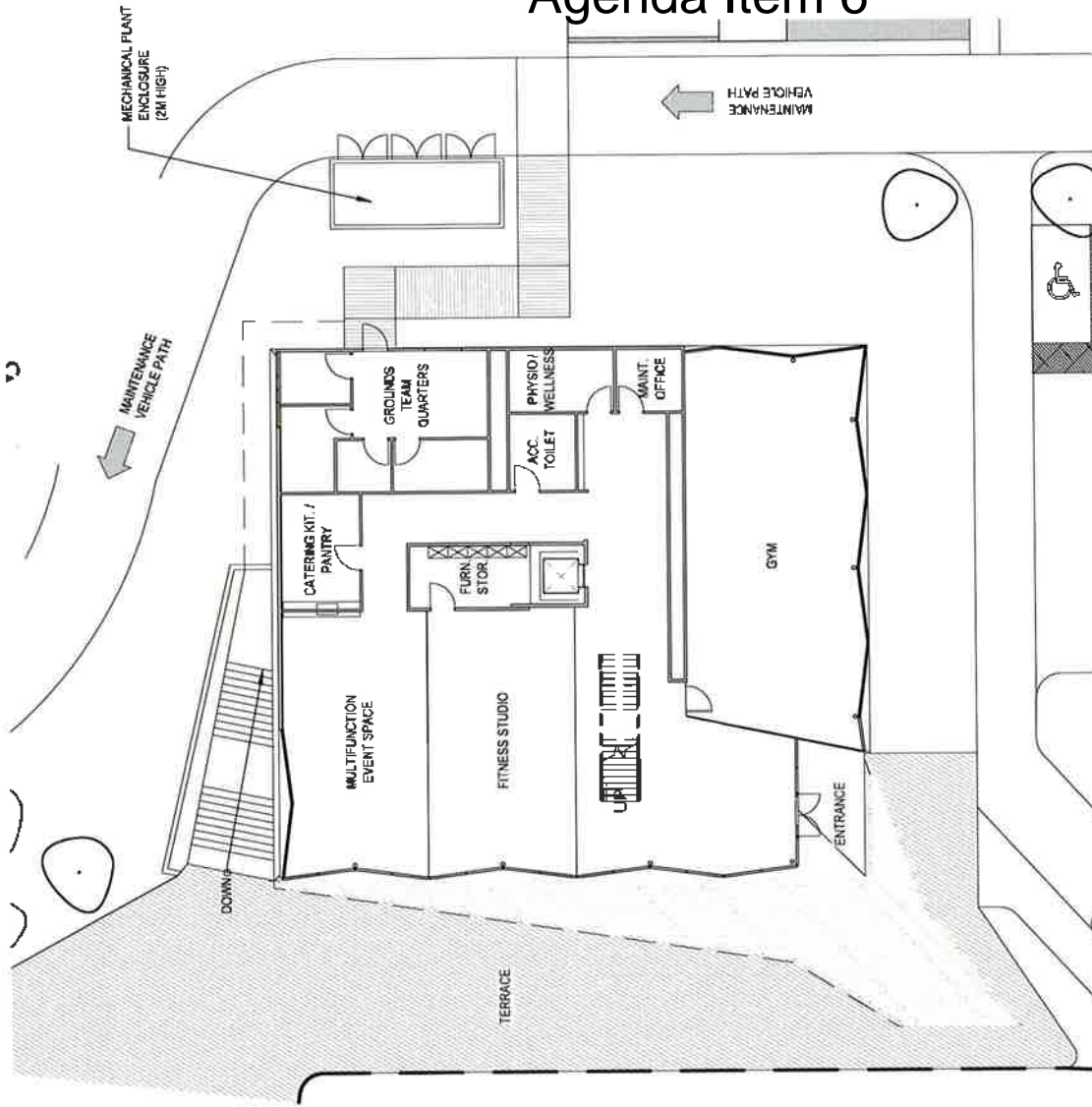
## P005 PROPOSED SITE PLAN

Scale: 1 : 1000

181ED  
07.06.2019  
Planning Application

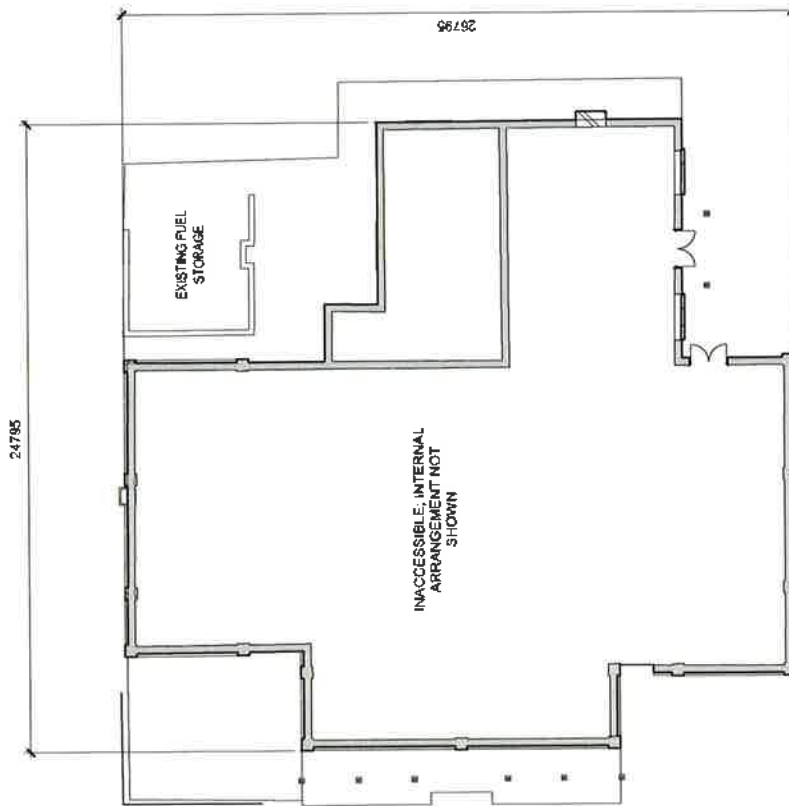
hlw  
1A Lonsdale Square  
London W1 1EN

# Agenda Item 6



520 m<sup>2</sup> (GEA/FOOTPRINT)  
480 m<sup>2</sup> (OIA)

**2 Proposed Ground Floor Plan**  
1:200



480 m<sup>2</sup> (GEA/FOOTPRINT)  
450 m<sup>2</sup> (OIA)

**1 Existing Ground Floor Plan**  
1:200

## P101 GROUND FLOOR PLANS

Scale: 1:200

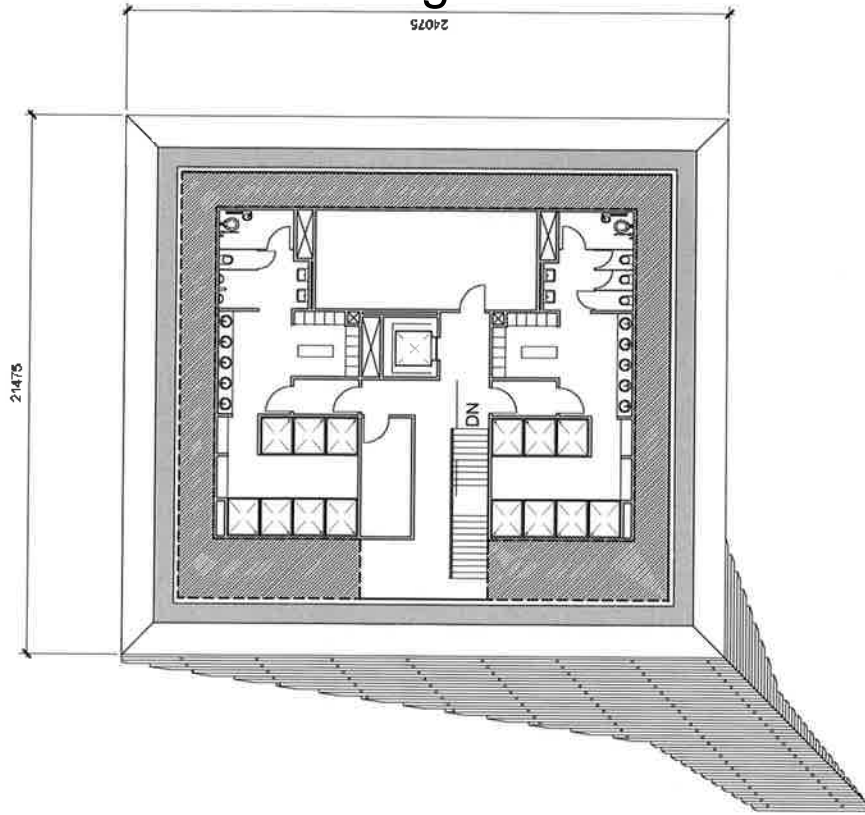
## KINGSWOOD WELLNESS PAVILION

Kingswood Fields (Pavilion House)  
Millfield Lane  
Lower Kingswood, Surrey

1818J  
07.06.2019  
Planning Application

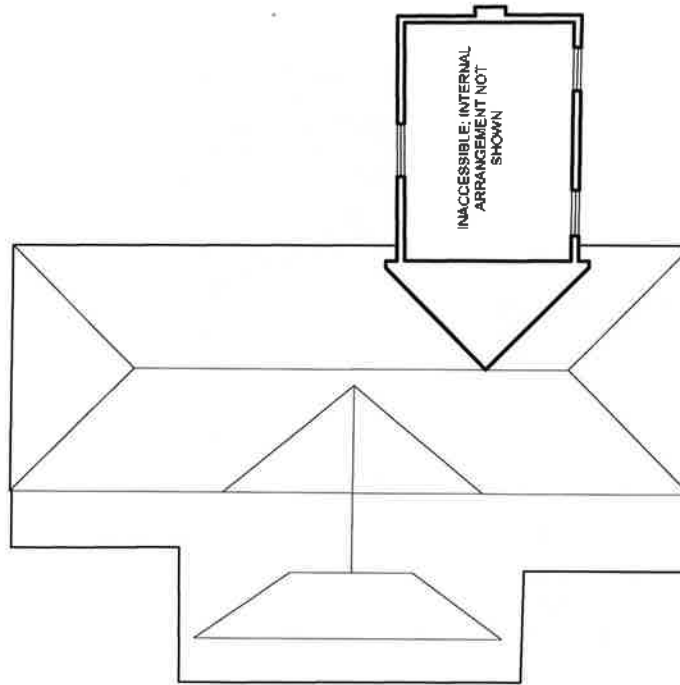
**hlw**  
1A Lonsdale Square  
London N1 1EN

# Agenda Item 6



235 m² (GIA)

**1 Proposed Mezzanine Plan**  
1:200



70 m² (GEA/FOOTPRINT)  
64 m² (GIA)

**2 Existing First Floor Plan**  
1:200

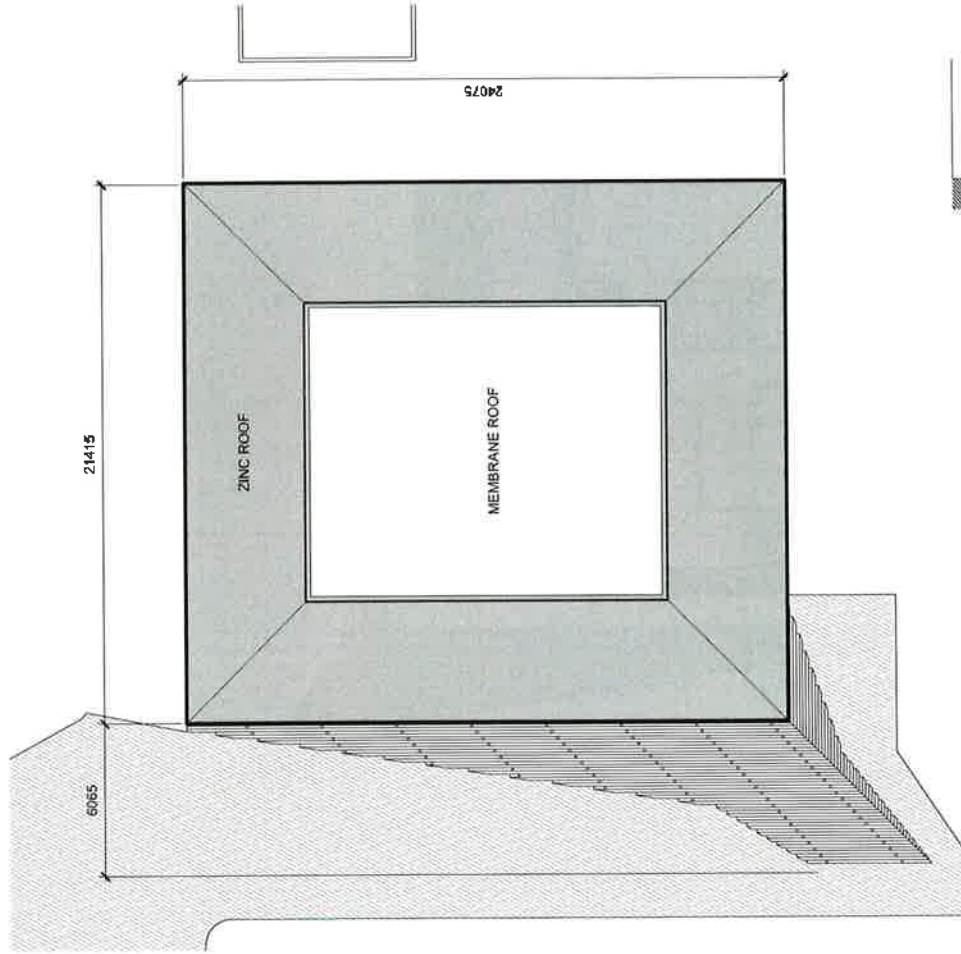
**KINGSWOOD WELLNESS PAVILION**  
Kingswood Fields (Pavilion House)  
Millfield Lane  
Lower Kingswood, Surrey

**P102 FIRST MEZZANINE FLOOR PLAN**  
Scale: 1:200

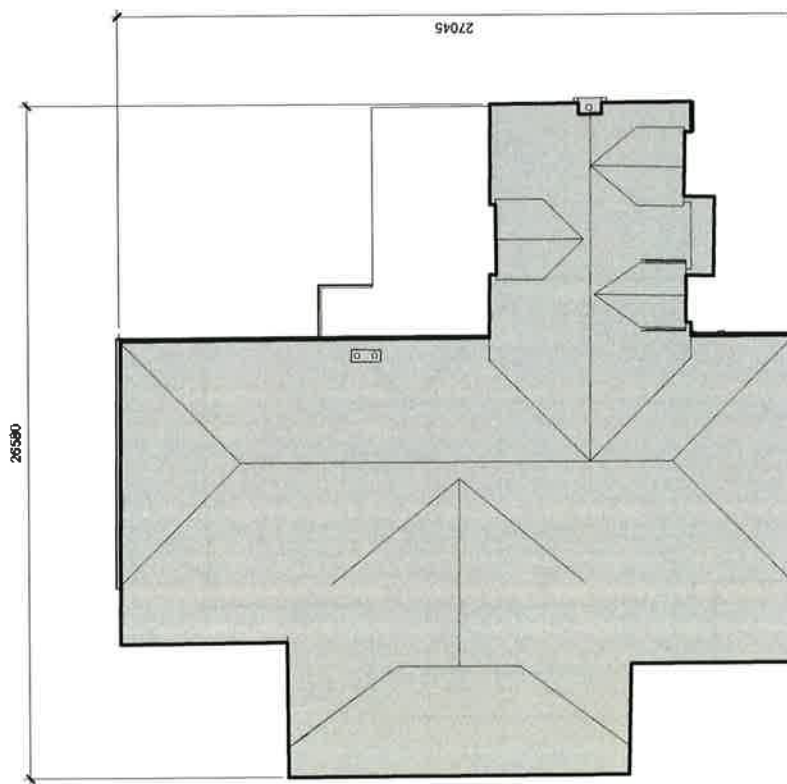
**hlw**  
1A Lonsdale Square  
London N1 1EN

18/18  
07/06/2019  
Planning Application

# Agenda Item 6

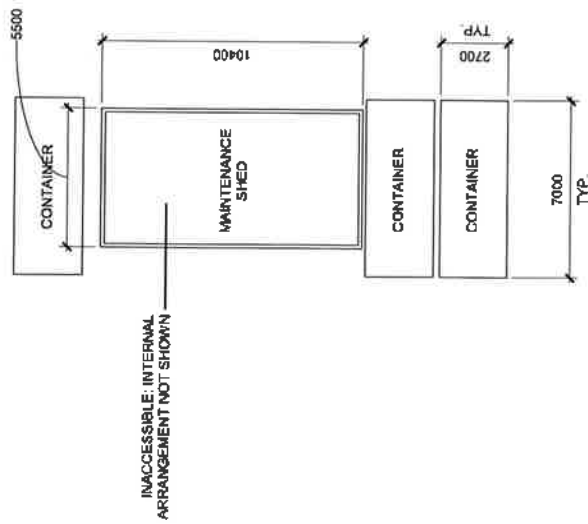


1 Proposed Roof Plan  
1:200



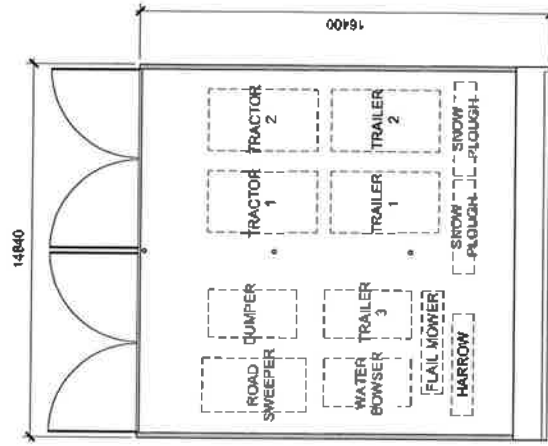
2 Existing Roof Plan  
1:200

# Agenda Item 6



1261 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> (GA)

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

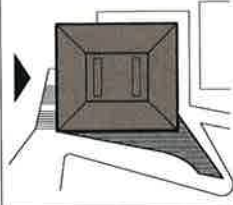
15180  
07.06.2019  
Planning Application

**hlw**  
1A Lonsdale Square  
London N1 1EN

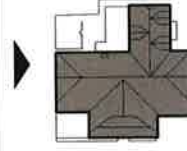


# Agenda Item 6

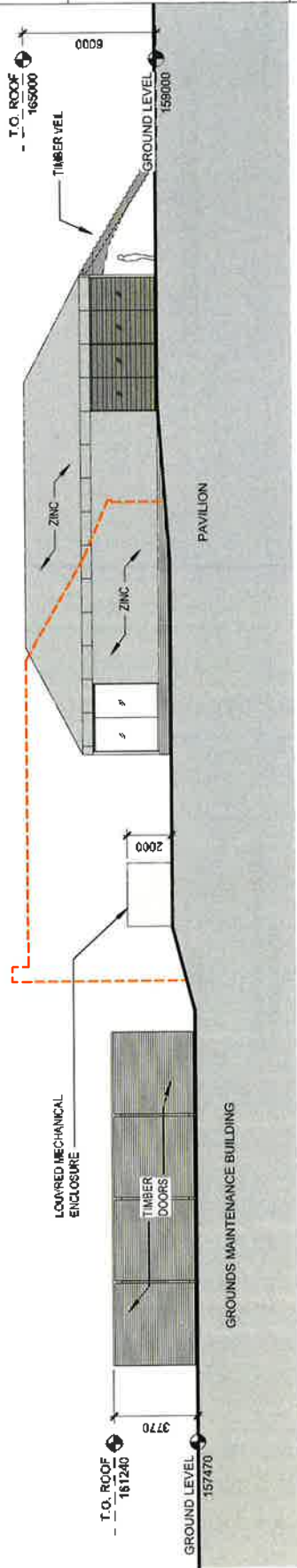
LEGEND  
--- EXISTING PAVILION



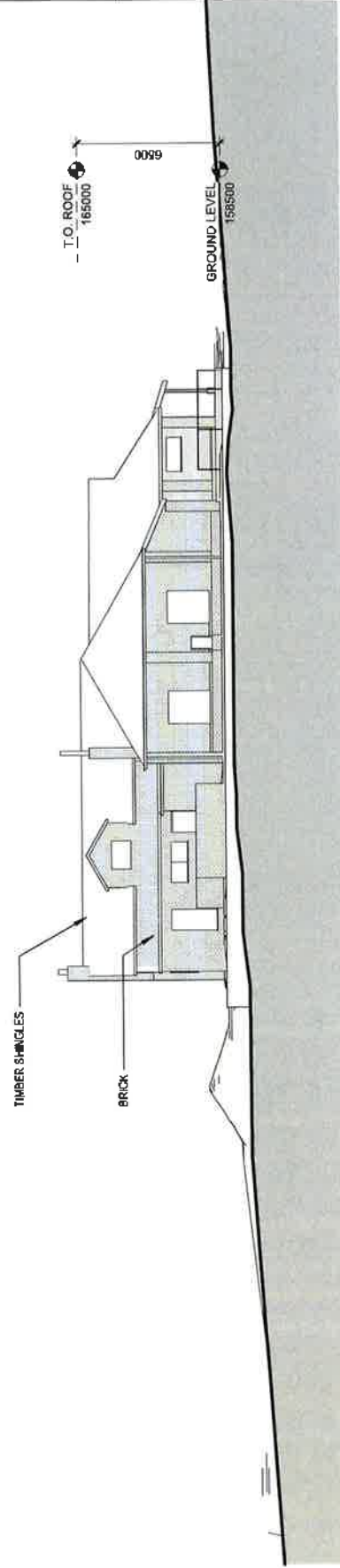
KEY PLAN



KEY PLAN



1 Proposed North Elevation  
1:200



2 Existing North Elevation  
1:200

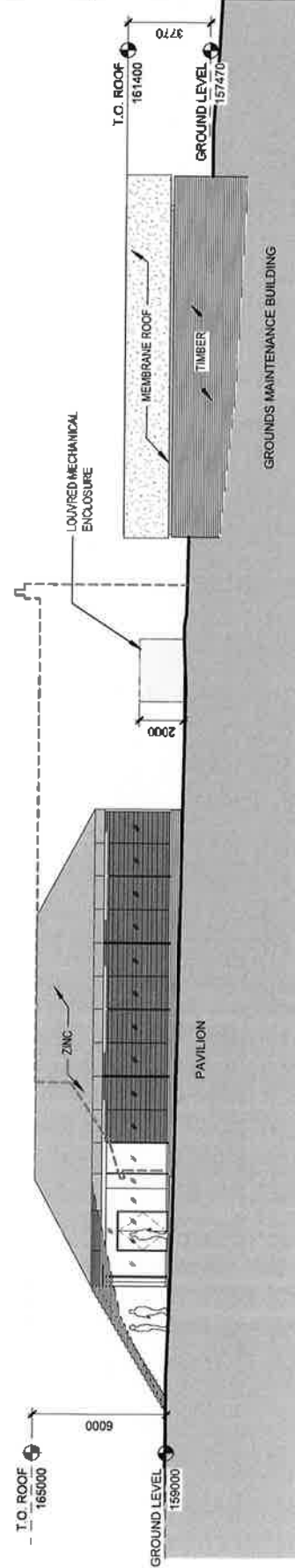
**P201** NORTH ELEVATIONS  
Scale: As indicated

**KINGSWOOD WELLNESS PAVILION**  
Kingswood Fields (Pavilion House)  
Wiltfield Lane  
Lower Kingswood, Surrey

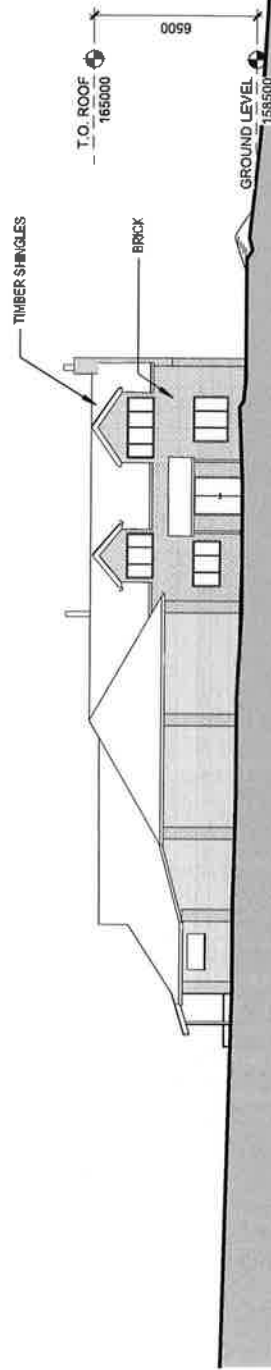
18180  
07/06/2019  
Planning Application

**hlw**  
1A Lonsdale Square  
London N1 1EN

# Agenda Item 6

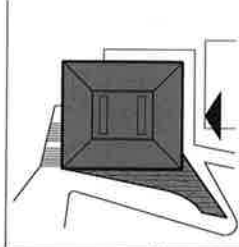


1 Proposed South Elevation  
1 : 200



2 Existing South Elevation  
1 : 200

LEGEND  
EXISTING PAVILION



KEY PLAN



KEY PLAN

**P202** SOUTH ELEVATIONS  
Scale: As indicated

**KINGSWOOD WELLNESS PAVILION**  
Kingswood Fields (Pavilion House)  
Millfield Lane  
Lower Kingswood, Surrey

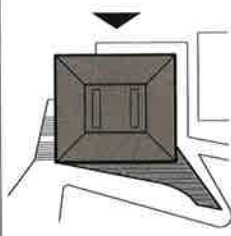
18180  
07.06.2019  
Planning Application

**hlw**  
1A Lonsdale Square  
London W1 1EN

# Agenda Item 6

LEGEND

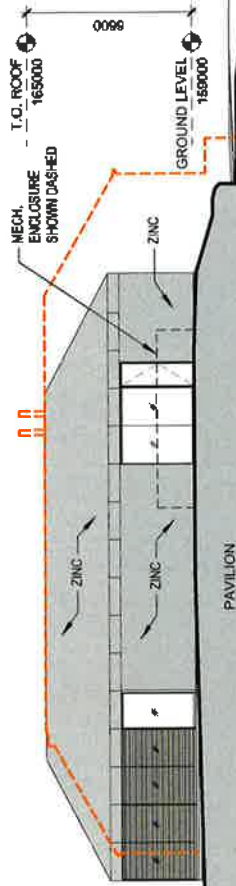
--- EXISTING PAVILION



KEY PLAN

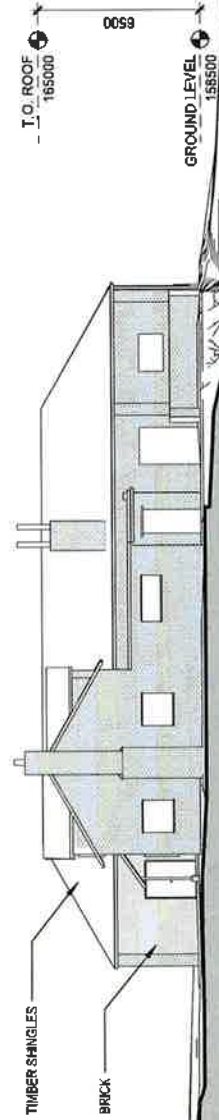


KEY PLAN



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

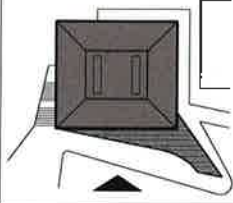
18180  
07.06.2019  
Planning Application

**hlw**  
1A Lonsdale Square  
London N1 1EN



# Agenda Item 6

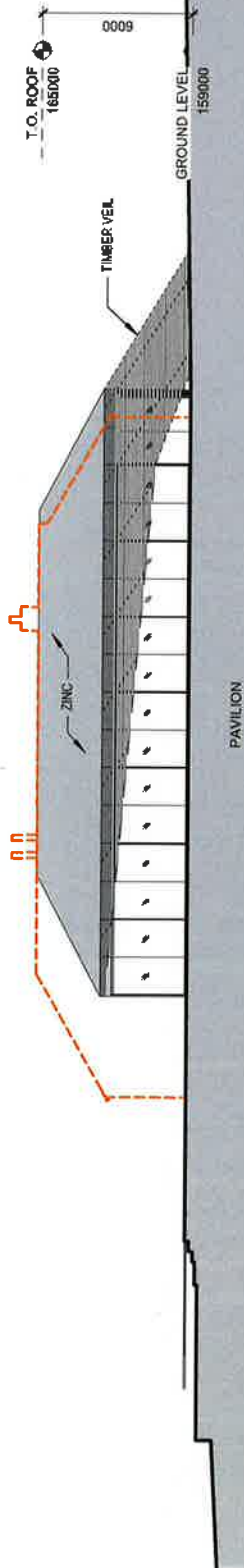
LEGEND  
--- EXISTING PAVILION



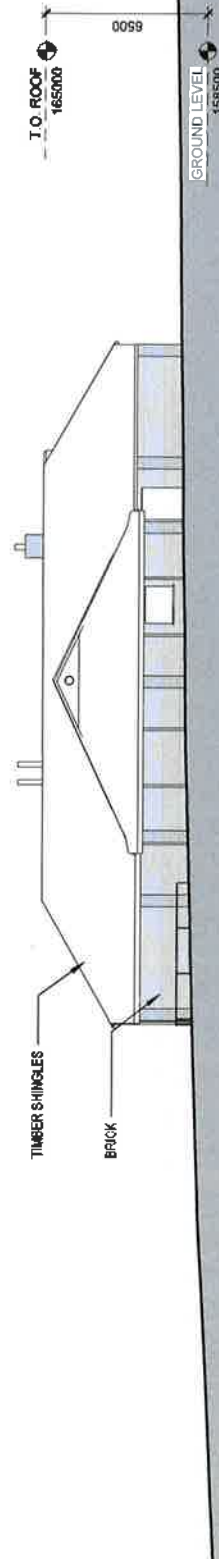
KEY PLAN



KEY PLAN



1 Proposed West Elevation  
1:200



2 Existing West Elevation  
1:200

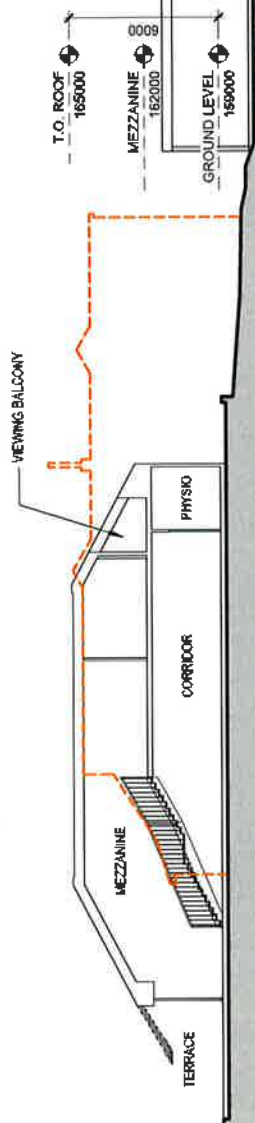
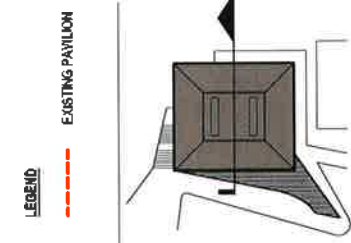
**P204** WEST ELEVATIONS  
Scale: As indicated

**KINGSWOOD WELLNESS PAVILION**  
Kingswood Fields (Pavilion House)  
Milefield Lane  
Lower Kingswood, Surrey

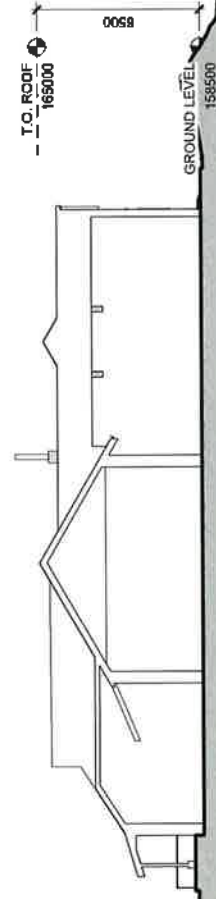
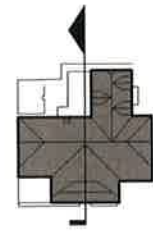
18180  
07.06.2019  
Planning Application

**hlw**  
1A Lansdale Square  
London N1 1EN

# Agenda Item 6



1 Proposed East-West Section  
1:200



2 Existing East-West Section  
1:200

KEY PLAN

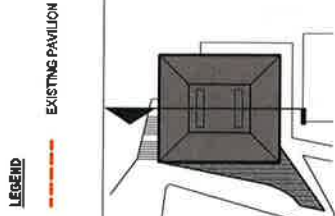
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London N1 1EN

13180  
07/06/2013  
Planning Application

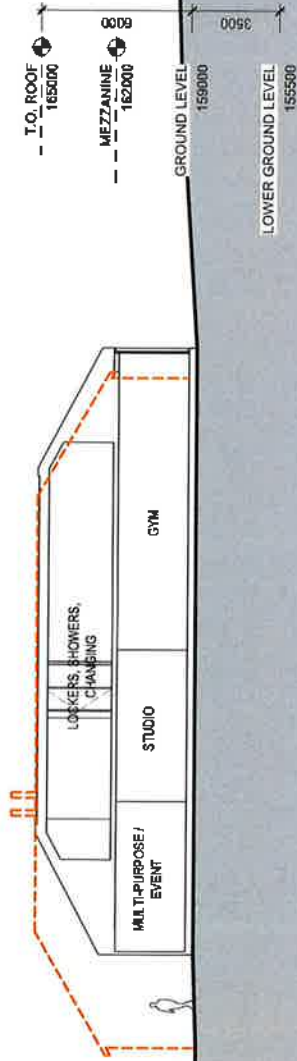
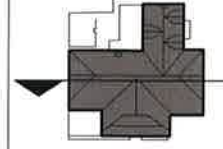
**KINGSWOOD WELLNESS PAVILION**  
Kingswood Fields (Pavilion House)  
Millfield Lane  
Lower Kingswood, Surrey

**P205 EAST-WEST SECTIONS**  
Scale: As indicated

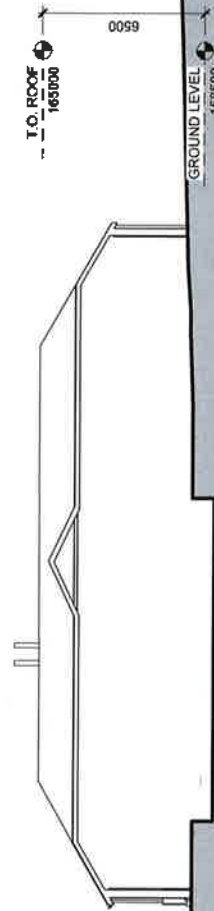
# Agenda Item 6



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)  
Miffeld Lane  
Lower Kingswood, Surrey

18180  
07.06.2019  
Planning Application

**hlw**  
1A Limesdale Square  
London N1 1EN

# Agenda Item 6





# Agenda Item 6



Dense tree planting

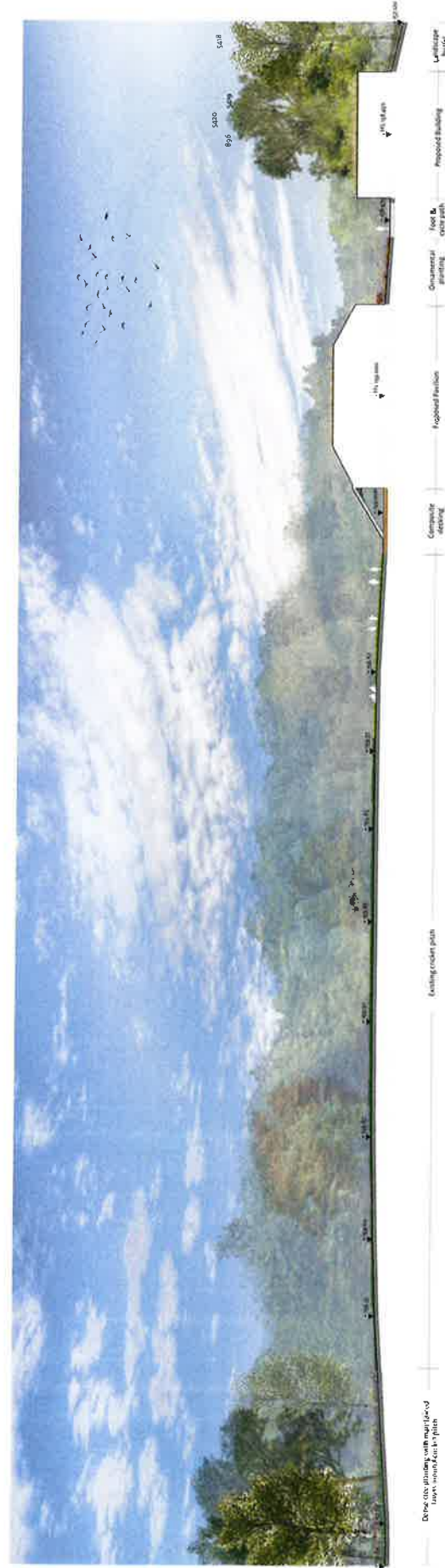
Existing Section B-B

Scale 1:500 @ A1

Cyclist path

Existing pavilion

Heritage to back of pavilion



Dense tree planting with major tree of  
town in front of pavilion

Proposed Section B-B

Scale 1:500 @ A1

Existing cyclist path

Compass rose

Proposed Pavilion

Foot &  
cycle path

Proposed Building

Landscaping  
features

**Kingwood Field Pavilion**  
Illustrative Landscapes Section B-B

5th June 2016 Scale 1:500 @ A1

Boonwood Bay Ltd.

# Agenda Item 6




Proposed Section A-A  
Scale 1:200 @ A1

**Kingwood Field Pavilion**  
Illustrative Landscape Section A-A  
30 June 2019  
Revised 30 June 2019

# Agenda Item 7

Planning Committee  
20<sup>th</sup> May 2020

Agenda Item: 7  
19/01177/F

 <b>Reigate &amp; Banstead</b> <b>BOROUGH COUNCIL</b> Banstead   Horley   Redhill   Reigate	<b>TO:</b>		PLANNING COMMITTEE
	<b>DATE:</b>		20 <sup>th</sup> May 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>	7	<b>WARD:</b>	Lower Kingswood Tadworth And Walton

<b>APPLICATION NUMBER:</b>		19/01177/F	<b>VALID:</b>	26.06.219
<b>APPLICANT:</b>	Kingswood Fields Ltd (Fidelity International)		<b>AGENT:</b>	Planology Ltd
<b>LOCATION:</b>	KINGSWOOD FIELDS MILLFIELD LANE LOWER KINGSWOOD SURREY KT20 6RP			
<b>DESCRIPTION:</b>	Provision of new landscaping in-between the existing three office buildings.			
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.				

**This application 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 7

Planning Committee  
20<sup>th</sup> May 2020

Agenda Item: 7  
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 7

Planning Committee  
20<sup>th</sup> May 2020

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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:

Issue	Response
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

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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

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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.

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- 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
-----------	--------------

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## 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

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## 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.

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- 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

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- 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.

## Ecology



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- 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. The biodiversity and habitat enhancement plan (BD 021 SD 031 R) demonstrates a detailed planting scheme which includes diverse selection of specimen tree species, woodland planting and the creation of various habitats that will benefit the whole site.

## 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:

Plan Type	Reference	Version	Date Received
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
Other Plan	BD 0210 SD 031	R00	31.01.2020
Other Plan	BD 0210 SD 030	R03	31.01.2020

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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]:
- (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.

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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.

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

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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).

8. The development hereby approved shall proceed only in strict accordance with the provision Site Wide Biodiversity and Habitat Enhancement Plan no. BD0210 SD 030 R03', 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).

## 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 bowzers 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

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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 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).

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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**

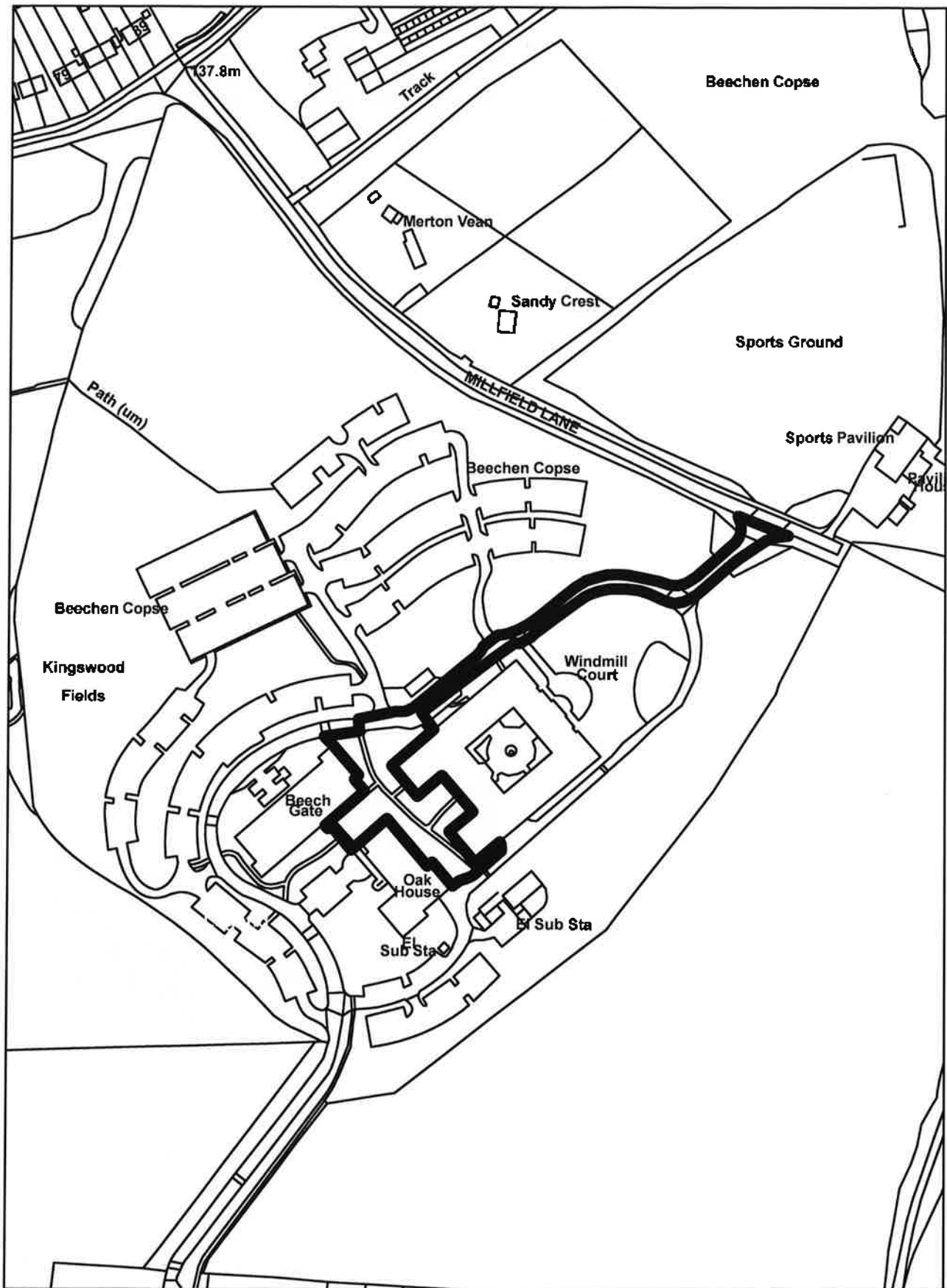
The development hereby permitted has been assessed against development plan policies NHE1, NHE2, NHE3, NHE5, NHE9, DES1 and DES8 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

## **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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Lower Kingswood



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**Kingswood Fields - Central Heart**  
Illustrative Landscape Masterplan  
July 2016 - 2018  
© 2016 Kingswood Fields Ltd

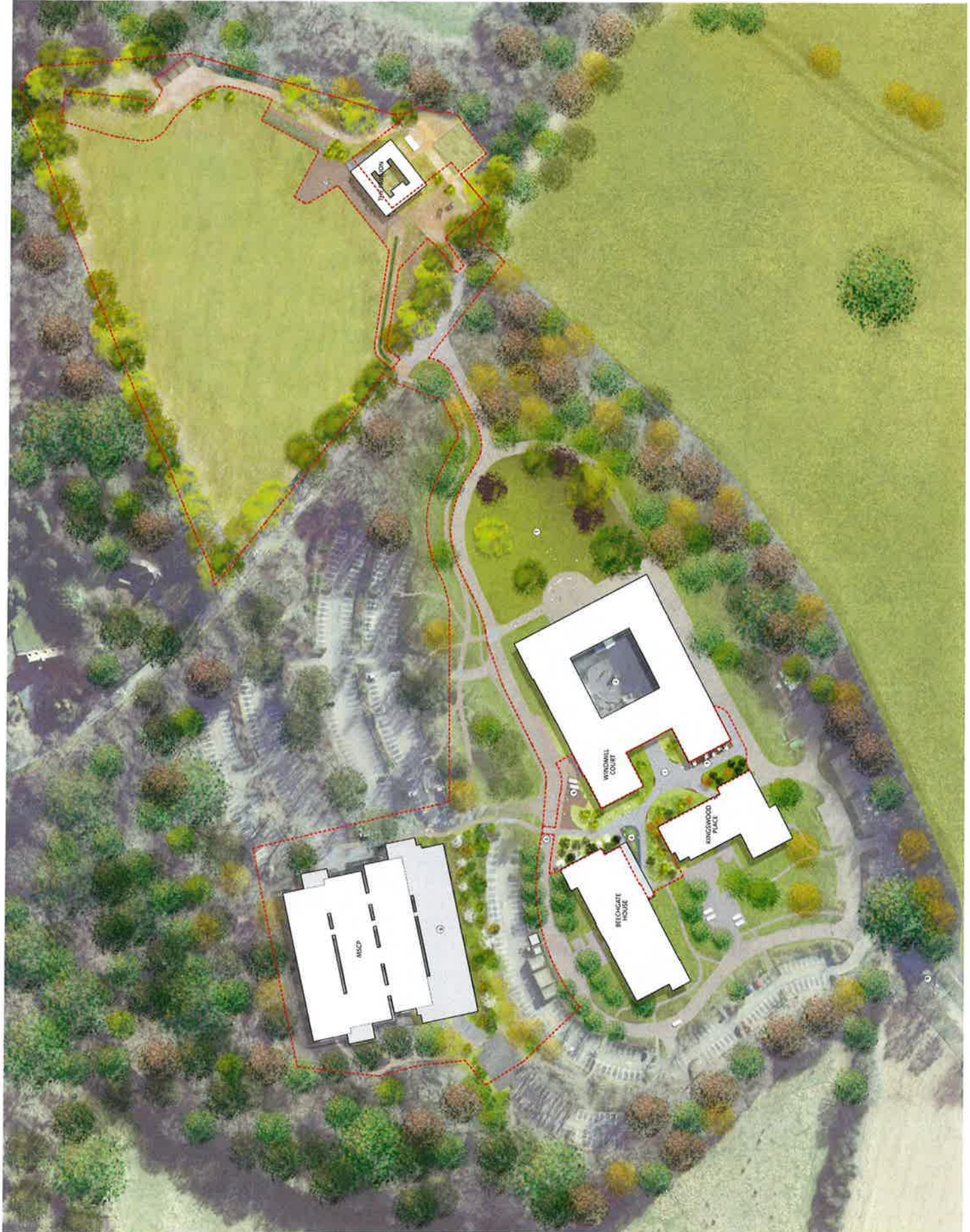




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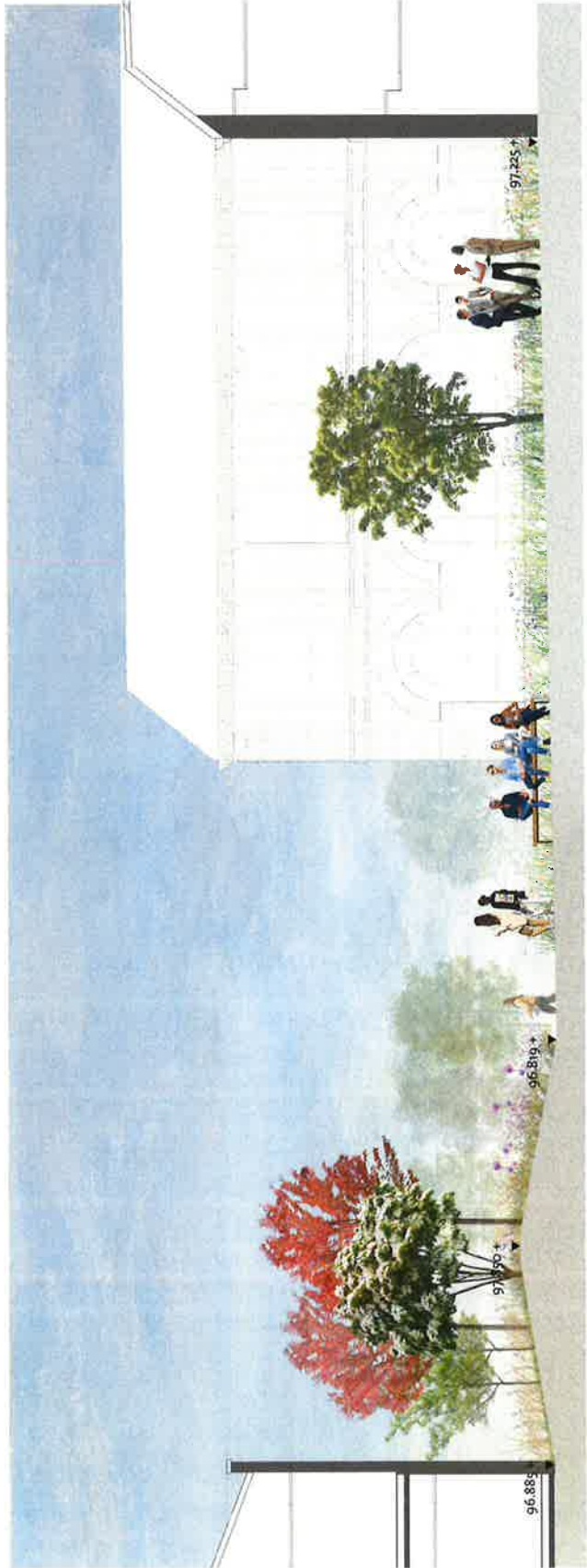


- KEY
1. Proposed 'Central Heart Zone'
  2. Existing Courtyard
  3. Proposed outside dining terrace
  4. Proposed Rain Garden
  5. Proposed Car drop-off
  6. Proposed pedestrian crossing
  7. Existing recreational lawn
  8. Existing Entrance Driveway
  9. Multi-Storey Car Park Extension





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Illustrative Landscape Section AA




Illustrative Landscape Section BB



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 <b>Reigate &amp; Banstead</b> <b>BOROUGH COUNCIL</b> Banstead   Horley   Redhill   Reigate	<b>TO:</b>		PLANNING COMMITTEE
	<b>DATE:</b>		20th May 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>	8	<b>WARD:</b>	Lower Kingswood, Tadworth and Walton

<b>APPLICATION NUMBER:</b>	19/01488/F	<b>VALID:</b>	<b>14.08.2019</b>
<b>APPLICANT:</b>	Vanderbilt Homes	<b>AGENT:</b>	Solve Planning Ltd
<b>LOCATION:</b>	<b>LAND BOUNDED BY CHEQUERS LANE AND HURST DRIVE WALTON ON THE HILL SURREY</b>		
<b>DESCRIPTION:</b>	<b>Creation of vehicular access from Chequers Lane, erection of a two storey mansion block of 10 apartments and erection of four houses and associated landscaping and car parking. As amended on 19/12/2019, 22/01/2020 and on 03/02/2020</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 was deferred from the Planning Committee Meeting on 29th April 2020, to clarify the impact upon the existing trees within the site.**

The site is covered by a number of mature trees, many protected by way of tree preservation orders and these make a highly valued, positive contribution to the visual amenities of the area. The aerial photograph below shows the trees covered by Tree Preservation Order BAN94 and site approximately outlined in red:



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The Arboricultural Implications Assessment dated Decembet 2019 includes the following summary of the tree survey results:

		No.	% of total
No. of individual trees		171	n/a
No. of groups of trees		7	n/a
No. of different species		31	n/a
Broadleaved specimens		105	61%
Conifers		66	39%
Most common	Common lime	30	17.5%
2nd	Yew	24	14%
3rd	Lawson cypress	24	14%
4th	Holly	20	12%
5th	Norway maple	9	5%
No. over 25m in height		17	10%
No. over 20m in height		31	18%
No. over 15m in height		54	31.5%
No. over 1500mm trunk diameter		0	0%
No. over 1000mm trunk diameter		5	3%
No. over 500mm trunk diameter		47	27.5%
No. over 250mm trunk diameter		107	62.5%
Age: Veteran		0	0%
Age: Over Mature		1	0.5%
Age: Mature		56	33%
Age: Semi-mature		89	52%
Age: Young		27	15%

**Table 2: Summary of information in tree survey schedule**

A total of 54 trees are proposed to be removed to accommodate the proposed development as they are either situated within the footprints of the proposed buildings or hard surfacing or they are too close to enable them to be retained. Of the trees to be removed, 1 is category 'B', 46 are category 'C' and 7 are Category 'U'. No category 'A' trees are to be removed. 92 of the 138 category 'C' trees to site are to be retained.

Of the trees to be removed, 11 are protected by way of an Tree Preservation Order, mostly as forming part of an area order. The table below provides details of the category 'B' tree and trees covered by the TPO to be removed. 4 additional trees subject to the TPO to be removed are category 'U' trees:

Tree no.	TPO No.	Species	Height	Trunk diameter	Age class	BS category
65	BAN-94: G9	Holm oak	8m	5 stems @ 215mm	Young	C (1)
765		Norway spruce	25m	555mm	Semi-mature	B (1)
766	BAN-94 G13	Blue cedar	25m	840mm	Mature	C (2)
774	BAN-94: G13	Lawson cypress	16m	265mm	Young	C (2)
775	BAN-94: G13	Norway maple	16m	270mm	Young	C (2)
789	BAN-94: G9	Japanese red cedar	19.75m	460mm	Mature	C (12)
864	BAN-94: G12	Japanese maple	5m	160mm est. 140mm est.	Semi-mature	C (1)

**Table 3: Category 'B' trees and trees covered by TPO to be removed**

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During the course of the application, amendments were sought to the car park layout to retain the copper beech (photo below) and 5 additional trees previously shown to be removed are now also proposed to be retained. The retention of the copper beech tree is considered to significantly improve the layout of the site and positively contributes to the visual amenity that the existing trees provide.



The protected trees identified to be removed are part of group orders that protects groups of trees because collectively they form a cohesive feature in the local landscape. When considering whether to support this application the Tree Officer took the view their removal will not have a significant impact on the remaining trees collective value and they would continue to be an important feature within the street scene and contribute to the character of the area.

The comments from the tree survey schedule demonstrate T65 and T789 formed G9 have little visual amenity because of their form and have existing structural defects which means they have a reduced, safe life expectancy and therefore their removal is not unreasonable.

Subject to a condition recommended to secure a finalised tree protection plan to be submitted and approved prior to commencement of development the proposal is considered acceptable in regard to impact upon trees and the visual amenities of the 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:

- (i) The provision of a contribution of £340,000 towards offsite provision of affordable housing;
  - (ii) The Council's legal costs in preparing the agreement
- Planning permission is GRANTED subject to conditions.



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In the event that a satisfactorily completed obligation is not received by 29th September 2020 or such longer period as may be agreed, the Head of Planning be authorised to refuse permission for the following reason:

The proposal fails to provide an agreed affordable housing provision within the Borough of Reigate & Banstead, and is therefore contrary to policy CS15 of the Reigate and Banstead Core Strategy 2014 and policy DES6 of the Development Management Plan 2019.

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 <p><b>Reigate &amp; Banstead</b> BOROUGH COUNCIL Banstead   Horley   Redhill   Reigate</p>	<b>TO:</b>		PLANNING COMMITTEE
	<b>DATE:</b>		29 <sup>th</sup> April 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>	6	<b>WARD:</b>	Lower Kingswood, Tadworth and Walton

<b>APPLICATION NUMBER:</b>	19/01488/F	<b>VALID:</b>	<b>14.08.2019</b>
<b>APPLICANT:</b>	Vanderbilt Homes	<b>AGENT:</b>	Solve Planning Ltd
<b>LOCATION:</b>	<b>LAND BOUNDED BY CHEQUERS LANE AND HURST DRIVE WALTON ON THE HILL SURREY</b>		
<b>DESCRIPTION:</b>	<b>Creation of vehicular access from Chequers Lane, erection of a two storey mansion block of 10 apartments and erection of four houses and associated landscaping and car parking. As amended on 19/12/2019, 22/01/2020 and on 03/02/2020</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>			

## SUMMARY

This is a full application for the creation of vehicular access from Chequers Lane, the erection of a two-storey mansion block of 10 apartments and erection of four houses and associated landscaping and car parking. A new entrance into the site is proposed from Chequers Lane and the entrance road would head eastwards into the site and branch north and southwards.

To the north three detached dwellings would be sited. To the eastern side of the site is where the mansion block would be sited and to the south would be the parking area to serve the mansion block and one further detached dwelling. The 4 dwellings would be provided with areas of private garden spaces to the rear of these properties.

The mansion block would have garden areas to the north and east and landscaped areas would be provided around the parking area in the south eastern corner of the site. A total of 38 parking spaces are proposed.

The most northern part of the site is within the Walton on the Hill Conservation Area and the site is covered by numerous group and individual Tree Preservation Orders

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BAN94. The site is covered by the Walton on the Hill Residential Area of Special Character, and land to the west is designated Metropolitan Green Belt.

The apartment building would take the appearance of an Edwardian arts and crafts style house. The dwellings around the main building have been designed to read as ancillary structures, including coach houses, and a gate lodge. Each of these units are individually designed however they have a cohesive character that accords with one another and the main building proposed for the site. During the course of the application amendments have been secured to address initial concerns raised by the Conservation Officer and now subject to recommended conditions including materials, landscaping and boundary details, no objection is raised by the Conservation Officer.

During the course of the application, amendments have been sought to increase parking space numbers whilst also increasing the number of trees to be retained. Both these have been achieved through the submission of amended drawings and tree protection details and subject to a recommended tree protection and landscaping condition, no objection is raised by the Tree Officer

The proposal is not considered to result in a harmful impact upon neighbour amenity and the County Highways Authority has raised no objection subject to recommended conditions.

The application proposes a contribution towards offsite provision of affordable housing. This is considered acceptable in this case given the timing of the application's submission. It was submitted prior to the adoption of the Council's Development Management Plan and, at 14 dwellings, fell below the threshold whereby on-site affordable housing was required by the Local Plan, currently in force at that time. It is therefore considered unreasonable to require the scheme to be altered mid-way through its consideration to allow on-site affordable provision and presents further difficulties both in finding a Registered Provider for the units and their affordability. DMP Policy DES6 does allow for a contribution towards offsite provision of affordable housing in exceptional circumstances such as this. It is therefore considered that exceptional circumstances do exist in this instance to justify a contribution towards offsite affordable housing provision. The initial contribution of £270,000 put forward by the applicants was negotiated upwards by Officers to the £340,000 now agreed.

## 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 of a contribution of £340,000 towards offsite provision of affordable housing;
  - (ii) The Council's legal costs in preparing the agreement
- Planning permission is **GRANTED** subject to conditions.

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In the event that a satisfactorily completed obligation is not received by 29<sup>th</sup> September 2020 or such longer period as may be agreed, the Head of Places and Planning be authorised to refuse permission for the following reason:

The proposal fails to provide an agreed affordable housing provision within the Borough of Reigate & Banstead, and is therefore contrary to policy CS15 of the Reigate and Banstead Core Strategy 2014 and policy DES6 of the Development Management Plan 2019.

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## 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.

Conservation Officer: no objections subject to conditions.

Housing – no objection subject to affordable housing contribution

Divisional Crime Prevention Design Advisor - no objection subject to recommended condition

Sustainable Drainage SCC – no objection subject to conditions

UK Power Networks - no comments received

Sutton and East Surrey Water Company – no comments received

Walton Village Forum - objects on the grounds of flooding, harm to Conservation Area, inadequate parking, inconvenience during construction, increase in traffic and congestion, noise and disturbance, overdevelopment and hazard to highway safety.

Tadworth and Walton Residents Association – In principle we support this application subject to minor changes suggested by the Conservation and Tree Officer. Three main concerns, loss of protected trees, inadequate parking and hazard to highway safety

Thames Water – There are public sewers crossing or close to the development. Informatives would be added to the decision

Minerals and Waste Planning SCC – ‘In terms of minerals and waste, I know of no nearby minerals or waste sites that would be affected (or could affect) this development proposal; and I note the site is not within a minerals area of search/safeguarding area. Therefore we do not have any further comments to make on this consultation.’

Surrey Wildlife Trust – no objection subject to conditions

## Representations:

Letters were sent to neighbouring properties on 19<sup>th</sup> August 2019 and 23<sup>rd</sup> December 2019, a site notice was posted 23<sup>rd</sup> August 2019 and advertised in local press on 29<sup>th</sup> August 2019.

13 responses have been received raising the following issues:

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<b>Issue</b>	<b>Response</b>
Hazard to highway safety	See paragraphs 6.27 – 6.28 and conditions 6, 7 and 8
Inadequate parking	See paragraph 6.21 – 6.27 and condition 7
Increase in traffic and congestion	See paragraph 6.28 – 6.28
Overdevelopment	See paragraph 6.3 – 6.8
Crime fears	See paragraph 6.55
Drainage/sewage capacity	See paragraph 6.56 and conditions 13 and 14
Flooding	See paragraph 6.56 and conditions 13 and 14
Harm to Conservation Area	See paragraph 6.8
Harm to Green Belt/countryside	See paragraph 6.53
Harm to wildlife habitat	See paragraph 6.31 – 6.38
Health fears	See paragraph 6.55
Inconvenience during construction	See paragraph 6.54
Loss of a private view	See paragraph 6.52
Loss of/harm to trees	See paragraph 6.17 – 6.20 and conditions 11 and 12
Noise and disturbance	See paragraph 6.15 – 6.16
Out of character with surrounding area	See paragraph 6.3 – 6.8
Overbearing relationship	See paragraph 6.9 – 6.15
Overlooking and loss of privacy	See paragraph 6.9 – 6.15
Overshadowing	See paragraph 6.9 – 6.15
Poor design	See paragraph 6.3 – 6.8
Property devaluation	See paragraph 6.52
Smells	See paragraph 6.52
Nearby residential developments	See paragraph 6.52
Alternative location/proposal preferred	See paragraph 6.52
Impact on infrastructure	See paragraph 6.57

## **1.0 Site and Character Appraisal**

- 1.1 The site comprises a parcel of land the rear (south) of The Grange, Heath Drive. The parcel of land extends southwards to the entrance to Hurst Drive. The most northern part of the site is within the Walton on the Hill



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Conservation Area and the site is covered by numerous group and individual Tree Preservation Orders BAN94. The site is covered by the Walton on the Hill Residential Area of Special Character, and land to the west is designated Metropolitan Green Belt. The site is relatively well screened due to boundary vegetation, particularly along the boundary with Chequers Lane and is relatively flat.

- 1.2 The site was the garden of the Grange and was laid in 1921 by the landscape gardener Alfred Luff of Wimbledon for Walter Scott Henderson. It included an impressive circular rose garden and long herbaceous border with sunken paths, both backed by Yew hedges and a rock garden at the south end. These were all lost in the clearance works by previous owners around 2016. The garden was known for its rhododendrons, azaleas, Japanese maples and other shrubs. It is evident that these survive in a belt about 14 metres wide running the length of the east boundary although are overgrown.
- 1.3 To the north of the site is Heath Drive and immediately to the south is Hurst Drive. Both roads are characterised by large dwellings, individually designed that occupy spacious plots with a dominance of landscaping. Chequers Lane is verdant in character, particularly the western side which is bounded by fields.

## 2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: Pre-application advice was sought a reduction in the number of units was recommended, impact on trees to inform proposed layout and design guidance provided.
- 2.2 Improvements secured during the course of the application: During the course of the application amendments to the proposed layout have been sought to address concern over loss of trees and increase parking provision provided,
- 2.3 Further improvements could be secured: Conditions regarding the use of materials and tree protection would be added to a grant of permission.

## 3.0 Relevant Planning and Enforcement History

- |     |              |   |   |
|-----|--------------|---|---|
| 3.1 | 10/02095/TPO | On eastern boundary of larger rear garden Prune 1 Poplar tree by shortening back long extended branches plus as exempt work remove dead wood from 3 Lime trees and 1 stump Other tree works on this site to an Oak and 13 Limes are dealt with under a simultaneous conservation area notification. | Approved with conditions<br>1 August 2011 |
| 3.2 | 08/00930/TPO | Within southern half of large garden adjacent to Chequers Lane & Hurst  | Approved with conditions                  |

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Drive Fell 1 Birch tree and Prune 8  
other trees [2 Oak, 1 Lime, 1 Beech,  
1 Catalpa, 3 Douglas Firs]

25 June 2008

## 4.0 Proposal and Design Approach

- 4.1 This is a full application for the creation of vehicular access from Chequers Lane, the erection of a two-storey mansion block of 10 apartments and erection of four houses and associated landscaping and car parking.
- 4.2 A new entrance into the site is proposed from Chequers Lane, at the approximate centre of the western site boundary. The entrance road would head eastwards into the site and branch north and southwards. To the north three detached dwellings would be sited. To the eastern side of the site is where the mansion block would be sited and to the south would be the parking area to serve the mansion block and one further detached dwelling.
- 4.3 The 10 apartment mansion block would be served by 22 parking spaces, 20 for the dwellings and 2 for visitors. 10 of the parking spaces would be within 2 car ports. The total number of spaces serving the 4 detached dwellings would be 16. This brings the total number of parking spaces for the site to 38.
- 4.4 The 4 dwellings would be provided with areas of private garden spaces to the rear of these properties. The mansion block would have garden areas to the north and east and landscaped areas would be provided around the parking area in the south eastern corner of the site.
- 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 character of the surrounding area is assessed as a pre-Victorian village. Historical infill has occurred throughout the preceding Victorian and Edwardian periods with additional developments around the 30's and 50's. This infilling has given the village its distinct character and appearance. Plot and dwelling sizes vary throughout Hurst Drive and Heath Drive. However, these are all predominantly spacious in appearance, maintaining a visual separation between each dwelling.
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	Site features meriting retention are listed as the majority of the trees across the site.
Involvement	No community consultation took place.
Evaluation	The statement does not include any evidence of other development options being considered.
Design	The applicant's reasons for choosing the proposal from the available options were to seek to address the comments made at pre-application stage

## 4.5 Further details of the development are as follows:

Site area	1.04 hectares
Existing use	Former garden land
Proposed use	Residential
Proposed parking spaces	38
Parking standard	33 (minimum)
Affordable housing contribution	£340,000
Net increase in dwellings	14
Proposed site density	13.5 dwellings per hectare
Density of the surrounding area	Heath Drive - 10.6 dwellings per hectare Wonford Close 13.3 Hurst Drive 17

## 5.0 Policy Context

### 5.1 Designation

Urban area  
Residential Area of Special Character – Walton on the Hill  
Tree Preservation Order – BAN94  
Conservation Area – Walton on the Hill (most northern part of the site)

### 5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)  
CS4 (Valued Townscapes and Historic Environment)  
CS10 (Sustainable Development),  
CS11 (Sustainable Construction),  
CS14 (Housing Needs)  
CS15 (Affordable Housing)

### 5.3 Development Management Plan 2019

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DES1 (Design of new development)  
DES2 (Residential garden land development)  
DES3 (Residential Area of Special Character)  
DES4 (Housing mix)  
DES5 (Delivering high quality homes)  
DES6 (Affordable housing)  
DES8 (Construction management)  
TAP1 (Access, parking and servicing)  
CCF1 (Climate change mitigation)  
CCF2 (Flood risk)  
NHE2 (Protecting and enhancing biodiversity and areas of geological importance)  
NHE3 (Protecting trees, woodland areas and natural habitats)  
NHE9 (Heritage assets)  
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  
A Parking Strategy for Surrey  
Parking Standards for Development  
Householder Extensions and  
Alterations  
Affordable Housing

Other

Human Rights Act 1998  
Community Infrastructure Levy  
Regulations 2010

## 6.0 **Assessment**

6.1 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
- Amenity for future occupants
- Housing mix
- Wildlife
- Infrastructure contributions

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- Affordable Housing
- Other matters
- Community infrastructure levy

## Design appraisal

- 6.3 The most northern part of application site is located within the Conservation Area and as such any development must cause no harm to the setting of the Conservation Area, in accordance with policy NHE9 of the Development Management Plan (DMP). The site as a whole is within a Residential Area of Special Character (RASC). The specific characteristics of RASCs include a prevailing low density character, with detached buildings set back from the road, within wide, spacious plots, and with mature soft landscaping, wide verges and a general leafy character and any proposal should retain, protect and enhance these characteristics as per policy DES3 of the DMP.
- 6.4 The application proposes the development of the site and the erection of a block of 10 apartments and 4 detached houses. The apartment building would take the appearance of an Edwardian arts and crafts style house. The main building includes features such as gable roofs, handmade clay tiles, steep roof pitches, short roof spans and limited roof accommodation.
- 6.5 The dwellings around the main building have been designed to read as ancillary structures, including coach houses, and a gate lodge. Each of these units are individually designed however they have a cohesive character that accords with one another and the main building proposed for the site. This design approach avoids a repetitive suburban style that would be out of character with the surrounding area. The proposed finishing materials would include a palette that complements local distinctiveness and the main building. The layout avoids undue formality and rigidity, and forms a grouping around the “main” flatted building. Subdivision of the frontages of the detached dwellings is largely avoided so that the development reads as a single site.
- 6.6 It is intended to include the outer boundaries and the consideration of the site's impact on the setting of the Conservation Area is a material consideration, as a small part of the site is within the Conservation Area, as the land formerly was part of the Grange of 1905. The garden was known for its rhododendrons, azaleas, Japanese maples and other shrubs. It is evident that these survive in a belt about 14 metres wide running the length of the east boundary it is considered these should be mapped and retained where they fall within areas of garden and soft landscaping. They are in need of management due to overgrowth from neglect and is recommended that this is secured by way of a landscaping condition.
- 6.7 It is considered the laurel boundaries to Chequers Lane and the south boundary should be retained or replanted as more typical of the Conservation Area in this vicinity than the proposed Yew or Beech hedging. Yew tends to occur in more formal use than a boundary hedge and Beech tends to be a late 20th century hybrid introduction. Any scheme to show the roadside verge

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in Chequers Lane and Hurst Drive retained outside the site, the two metre buffer of laurel to Chequers Lane retained in communal ownership, with some addition tree planting to the boundary. Again, this is recommended to be secured by way of a landscaping and boundary condition.

- 6.8 The Conservation Officer has raised no objection to the proposal subject to conditions regarding materials, landscaping and boundary treatments. As such, it would be considered the proposal would cause no harm to the character of the area and would comply with policies DES1, DES2 and DES3.

## Neighbour amenity

- 6.9 The proposed development has been assessed with regards to its impact on the amenity of neighbouring properties. The main building would be sited towards the eastern part of the site with a separation distance of 20m to the eastern side boundary of the site. The neighbouring dwelling to the east is Cartmel Lodge, Wonford Close, and recently consent has been granted for a new dwelling to the front of this property (19/00027/F). The rear elevation of the apartment building would face towards the eastern boundary and the southern part of the garden of Cartmel Lodge and the plot of the consented dwelling would be sited. The new dwelling would be separated from the shared boundary by between 12m to 13m.
- 6.10 The eastern boundary of the site is lined with mature trees that provides a high level of screening between the two sites. The tree protection plans submitted with the application shows that these trees are within the application site boundary and therefore within the control of the application. The majority of the trees are to be retained as part of the application therefore maintaining the high level of screening between the sites. Conditions would be attached to secure the protection of these trees and furthermore these trees are protected by way of a Tree Preservation Order meaning any future works to or removal of these trees would require permission.
- 6.11 It is acknowledged that trees may become damaged or diseased and cannot be relied upon to provide permanent screening. However given the number of trees along this boundary, the total loss through these causes is considered unlikely, and the generous separation distance of approximately 32m is considered sufficient to avoid a harmful impact upon the amenities of Cartmel Lodge and the consented dwelling if built.
- 6.12 The pair of 'coach houses' would be separated from the northern site boundary by between approximately 23m to 25m, and the most easterly coach house separated to the eastern boundary by 12.7m. Given the level of separation to neighbouring dwellings, the proposal is not considered to result in a harmful impact upon the amenities of dwellings to the north and east of the site. As above in paragraphs 6.10 and 6.11, the boundary trees provide screening between the sites and condition recommended to secure tree protection.

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- 6.13 Tiburon Chequers Lane is a detached dwelling to the north of the site. Directly to the south of this dwelling is the proposed 'Gate House'. The proposed dwelling would be sited 27.5m south of the southern boundary of Tiburnon, with a separation distance of approximately 45m between the dwellings. Given this level of separation, this element of the proposal is not considered to result in a harmful impact upon the amenities of this dwelling in terms of overbearing, domination, loss of light or privacy.
- 6.14 To the south east of Tiburon would one of the 'Coach Houses'. The attached garage of the proposed dwelling would be sited 4.5m from the south eastern corner of the plot of Tiburnon, and the main dwelling sited approximately 10.6m from the corner of the plot. There would be separation distance of approximately 23m between the closest points of the proposed dwelling and Tiburnon. It is considered that given the level of separation and juxtaposition between the two plots, this element of the proposal would not result in a harmful impact upon the amenities of the dwelling Tiburnon.
- 6.15 Turning to the south east of the site is where the parking area of the apartments would be sited. There would be a separation distance of between 11m to 13m to the eastern boundary of the site, shared with White Cottage, Hurst Drive. A dense tree boundary exists to screen this element of the proposal from the neighbouring dwelling and during the course of the application, amendments have been sought to retain a higher number of trees. Given the level of separation and level of screening, the proposal is not considered to result in a harmful impact upon the amenities of this property in terms of noise and disturbance or overbearing.
- 6.16 The site would be residential in nature and is not considered to give rise to a harmful degree of noise and disturbance. Overall, the proposal is not considered to result in a harmful impact upon the amenities of neighbouring properties and complies with policy DES1, DES2 and DES3.

## Impact on trees

- 6.17 The site is covered by a number of mature trees, many protected by way of tree preservation orders and these make a highly valued, positive contribution to the visual amenities of the area.
- 6.18 During the course of the application the Tree Officer noted the proposed layout has been designed to have minimal impact on the root protection areas (RPA) of the existing trees, most are part of TPO BAN 94 and therefore an important part of the local area. However, initially concern was raised about the short and long term impact this layout will have on the trees and ultimately the character of the area. The short term impact is the removal of sixteen protected trees is contrary policy NHE3 of the Reigate and Banstead Development Management Plan 2019 and therefore is unacceptable. With regards to the long term impact, the number parking spaces may be adequate for the residents, but will probably be inadequate for visitors and result in parking in any available spaces, for example underneath T785, T787 and T788, which part of G14 of the same order will result in soil compaction



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which will prevent roots from developing and functioning leading the premature loss of the affected trees. The distance between the guest house and T787 is a cause of concern, part of the crown is shown to be reduced to increase the distance between the house and tree, and this will require regular maintenance and will have an impact on its visual amenity. Amended plans were sought which has seen the creation of more parking spaces and also an amendment to the layout to retain more protected trees, most notably a beech tree near the eastern side boundary.

- 6.19 Following the submission of the amended drawings, further concern was expressed, noting that in order for the car park to be constructed this will require the levels to be lowered resulting in the loss of the existing rooting environment which is essential for the trees survival. Additional information was provided and the Tree Officer has made final comments:

*'The addendum reference SJA air add 19478-01 dated January 2020 addresses my concerns regarding the installation of the car park will mean T865 and the surrounding trees will be integrated into the proposed layout. The arboricultural report does not show the location of the underground services and given the density of the trees and the lack of any underground constraints that will influence the rooting morphology, this information needs to be shown on the finalised tree protection plan to ensure the relevant protective measures are implemented.'*

- 6.20 A condition is recommended to secure a finalised tree protection plan to be submitted and approved prior to commencement of development.

## Highway matters

- 6.21 The application proposes a total of 38 parking spaces (excluding tandem). The 10 apartments would be served by 22 parking spaces that would comprise of 2 per dwelling and 2 visitor spaces. This meets the minimum car parking spaces required as per the DMP.
- 6.22 The 'Guest House' would be served by a detached double garage (6.5m in width; the minimum width measurement considered to count as double garage) and 4 parking spaces to the front of the garage, bringing the total to 6 parking spaces for this dwelling.
- 6.23 The 'Gate House' would be served by a detached garage (measuring 5.9m in width and therefore counted as a single parking space) and 2 parking spaces to the front, bringing the total to 3 parking spaces for this dwelling.
- 6.24 The 'Coach House' to the west would be served by an attached garage (5.9m in width at its narrowest point and therefore counted as a single parking space), and 2 parking spaces to the front, bringing the total to 3 parking spaces for this dwelling.
- 6.25 The 'Coach House' to the east would be served by an attached double garage (7.1m in width and therefore counted as 2 parking spaces) and 2

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parking spaces to the front, bringing the total to 4 parking spaces for this dwelling.

- 6.26 This gives a total of 16 parking spaces to serve the 4 dwellings which meets the minimum requirements for residential and visitor parking spaces.
- 6.27 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. They are satisfied that adequate sightlines exist, commensurate with travel speeds along the road. The County Highway Authority therefore has no highway requirements subject to conditions. The conditions require the access to the site to be constructed in accordance with the site lines as shown on the plan numbered 1805058 SK01 C, the parking to be constructed and electric charge points all be provided prior to occupation. Prior to the commencement of development, a construction transport management plan is required to be submitted and approved by the Local Planning Authority.
- 6.28 An initial request by the CHA for a condition to require a footway to be created was retracted by the CHA, commenting: The footway on Chequers Road site frontage is unlikely in hind sight to make the site anymore sustainable than it currently is. The developer is proposing a footpath from the site to Hurst Drive from where users of the site could walk to Heath Drive and onto Howards Close where there are bus stops located. The bus service is 800 metres from the site. The bus service has a frequency of one bus every hour and one bus every two hours.

## Amenity for future occupants

- 6.29 The proposed dwellings exceed the minimum internal space standards and accord with the requirements of policy DES5.

## Housing mix

- 6.30 The application proposes 10 x 2 bedroom apartments and 4 x 4 bedroom houses. Accordingly the proposal would comply with policy DES4 and would include the provision of smaller homes.

## Wildlife

- 6.31 The following report has been submitted in support of the application: 'Ecological Assessment' Land Rear of Kitlands, Chequers Lane, Walton on the Hill, author George Clutterbuck ACIEEM, Ethos Environmental Planning, Unit 2 The Old Estate Yard, North Stoke Lane, Upton Cheyney, Bristol BS30 6ND dated April 2019.
- 6.32 Surrey Wildlife Trust (SWT) have been consulted upon the application and noted in regard to bats the report appears appropriate in scope and methodology and has demonstrated likely absence within the structures

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subject to the current planning application. SWT therefore advise that bats do not appear to present a constraint to the proposed development.

- 6.33 SWT note that the application should ensure that the proposed development will not result in no net increase in external artificial lighting and a condition is recommended to secure details of any proposed external lighting.
- 6.34 With regard to Great Crested Newts (GCN), SWT have commented the submitted report provided no Habitat Suitability Index survey for either of the ponds identified with a 500m buffer of the site. However, due to the development site's low suitability for GCN and distance from the ponds, recommendations for precautionary working are appropriate working on the assumption of likely presence and should be adhered to as detailed in the above report. SWT therefore recommend that should the Council be minded to grant permission of the proposed development that the development proceed only in accordance with the methodology presented within paragraph 8.1.5 of the above referenced Ecological Assessment report. Where a Great Crested Newt is identified on site, all works should cease immediately and Natural England contact for advice as to whether a European Protected Species Licence may be necessary in order to facilitate development lawfully. A condition to secure the methodology would be actioned would be attached to a grant of permission.
- 6.35 There is a reasonable likelihood of reptiles being present within the development site. A condition is recommended to require the development to only proceed in a precautionary manner that will avoid the killing or injuring of any individual reptiles that may be identified during development as identified in the above report.
- 6.36 The development site appears to host some suitable badger foraging habitat. While the above referenced ecological report did not confirm the presence of badger within the development site, badgers are highly mobile and excavate new setts regularly. A condition is therefore recommended to secure that immediately prior to the start of development works, a survey of the site by an appropriately qualified ecologist should be undertaken, to check for any new signs of badger sett construction on site.
- 6.37 This development offers opportunities to restore or enhance biodiversity and such measures will assist the Local Authority in meeting the above obligation and also help offset any localised harm to biodiversity caused by the development process. Any trees that have been removed should be replaced by replanting suitable native species replacements. A tree protection condition and landscaping condition are recommended and include replacement planting requirements.
- 6.38 A condition is also recommended to incorporate recommendations in section 8 of the above report and the following; Providing bird and bat boxes erected on or integral within the new building as detailed above. Using native species when planting replacement and new trees and shrubs, preferably of local provenance from seed collected, raised and grown only in the UK, suitable for

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site conditions and complimentary to surrounding natural habitat. Planting should focus on nectar-rich flowers and/or berries as these can also be of considerable value to wildlife.

be encouraged to incorporate bat roosting opportunities as integral design features within the built development and implement the suggested enhancements as detailed in the above report.

## Affordable Housing

- 6.39 Policy CS15 of the Core Strategy states that the Council will negotiate to achieve affordable housing taking account of the mix of affordable units proposed and the overall viability of the proposed development at the time the application is made. This Policy has been superseded by Policy DES6 of the DMP.
- 6.40 Policy DES6 of the Development Management Plan states the Council will negotiate affordable housing provision and contributions taking into account the specifics of the site, including financial viability. Criterion (b) requires developments providing 11 or more homes, 30% of the homes on the site should be affordable housing. In exceptional circumstances, where it can be robustly justified, should the Council consider it would not be suitable or practical to provide affordable housing on site it may accept affordable housing provided on an alternative site or as a payment in lieu.
- 6.41 In this instance, the planning application was submitted in August 2019 at which time policy CS15 of the Core Strategy required a financial contribution broadly equivalent to a provision of 20 percent affordable housing so that affordable housing can be provided elsewhere in the borough. The application was submitted with an undertaking to provide this.
- 6.42 Since this time, the Development Management Plan was adopted and the requirements of policy DES6 are now a material consideration and require 30% of the homes on the site to be affordable housing. Given the change in policy during the course of the application, it is not considered reasonable to require the scheme to be retrofitted to provide on-site affordable provision and its current form would make it difficult for a registered provider to take on units on site or that they would be affordable to local residents.
- 6.43 In exceptional circumstances, policy DES6 does allow for a contribution towards offsite provision of affordable housing. To address this, a contribution was sought from the applicant, higher than that originally required under policy CS15. The initially submitted contribution of £270,000 equivalent to the Core Strategy requirement was increased to £340,000 through negotiation.
- 6.44 The Applicant maintains *'at the time the application was submitted to the Council, the relevant Affordable Housing policy in force was policy CS15 from the adopted Core Strategy (July 2014), which, under part b), required residential developments of between 10 and 14 net dwellings to pay a financial contribution broadly equivalent of 20% affordable housing (£270,000), so that affordable housing could be provided elsewhere in the*

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*Borough. The applicant was fully committed to pay this contribution in line with policy.*

- 6.45 *Part way through the life of the application, the Council adopted its Development Management Plan (26 September 2019) which set different thresholds and standards for affordable housing provision. Policy DES6 became the relevant policy, where part b) specified that on all other developments providing 11 or more homes, 30% of the homes on the site should be affordable housing.*
- 6.46 *It further states that, where the Council consider it would not be suitable or practical to provide affordable housing on site, it may accept affordable housing provided as a payment in lieu.*
- 6.47 *It is clear that an application which transitions across two Policies requirements is going to have significant ramifications, however we are keen to continue to work constructively with the Council and, as such, we have been able to increase our affordable housing contribution beyond what would have been required under CS15, to a figure of £340,000.*
- 6.48 *Should the affordable housing contribution sought be beyond this amount, we would need to undertake a full viability review of the schemes commercial position, which experience suggests could likely result in an affordable housing offering far less than the £340,000 offered.;*
- 6.49 In this instance, it is considered reasonable to accept the raised offer made by the Applicant as a compromise between the two policy requirements. It also reflects the problems associated with a Registered Provider needing to buy a mixed block of rented, shared ownership and market dwellings in a single block with one entrance. This would require a re-design of the site with a residential block designated for affordable housing. Also given the extensive consultation undertaken with the Conservation Officer and amendments provided by the Applicant to achieve a high-quality design and layout that compliments the RASC and setting of the Conservation Area, further redesign would be further problematic. Amendments to the scheme to provide a second flatted residential development is considered to be detrimental to the design and layout proposed in this instance.
- 6.50 Furthermore the location and cost of the units will be challenging for future buyers of the individual units, not only the cost of buying the units but also a likely high service charge. Also, there are issues in attracting Registered Providers to buy a small number of dwellings such as the four that this site would provide.
- 6.51 Therefore, the proposed contribution is agreeable and the application is recommended for approval subject to the completion of a legal agreement to secure the affordable housing contribution.

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## Other matters

- 6.52 Loss of a private view and property devaluation are not material planning considerations. Objection was raised on the grounds of setting a precedent; each application must be assessed on its own merits. The site would be in residential use and is not considered to give rise to a harmful impact upon amenities in regard to smells. Objection was raised on the grounds of other residential developments in the locality and no need for the development; each application must be assessed on its own merits.
- 6.53 Land beyond the Chequers Lane to the west of the site is within the Metropolitan Green Belt designation, however the proposal is considered significantly spaced so as to create an acceptable transition to the green belt beyond Chequers Lane. Furthermore, there are examples of development closer to this green belt boundary along Chequers Lane to the north and south of the site.
- 6.54 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
- 6.55 The proposal would result in the redevelopment of garden land, new boundary treatment is proposed and the development is not considered to cause crime issues. No significant health issues are considered to arise as a result of the planning application.
- 6.56 Objection was received on the grounds of drainage/sewage capacity. The site is within Flood Zone 1. Surrey County Council as the Lead Local Flood Authority have reviewed the submitted information and subject to recommended conditions, raise no objection to the application.

## Community Infrastructure Levy (CIL)

- 6.57 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 £256,270.

## **CONDITIONS**

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.  
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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>
Street Scene	1846_080		14.08.2019
Arb / Tree Protection Plan	SJA TPP 19478-042a		03.02.2020
Proposed Plans	1805058-0100-01	C	03.02.2020
Location Plan	1846_001	D	29.07.2019
Floor Plan	1846_010	p8	29.07.2019
Floor Plan	1846_011	p7	29.07.2019
Floor Plan	1846_012	p8	29.07.2019
Roof Plan	1846_013	p7	29.07.2019
Floor Plan	1846_020	p5	29.07.2019
Roof Plan	1846_021	p4	29.07.2019
Proposed Plans	1846_025	p3	29.07.2019
Floor Plan	1846_030	p4	29.07.2019
Floor Plan	1846_031	p4	29.07.2019
Roof Plan	1846_032	p4	29.07.2019
Proposed Plans	1846_050	p5	29.07.2019
Proposed Plans	1846_055	p3	29.07.2019
Elevation Plan	1846_060	p2	29.07.2019
Elevation Plan	1846_065	p2	29.07.2019
Proposed Plans	1846_070	p1	29.07.2019
Proposed Plans	1846_075	p1	29.07.2019
Site Layout Plan	1846_006	p5	19.12.2019
Site Layout Plan	1846_005	p15	19.12.2019
Block Plan	1846_002	p3	19.12.2019
Landscaping Plan	855-MP-01	E	19.12.2019
Elevation Plan	1846_015	p11	19.12.2019
Elevation Plan	1846_016	p10	19.12.2019
Elevation Plan	1846_017	p9	19.12.2019
Elevation Plan	1846_018	p8	19.12.2019
Elevation Plan	1846_022	p8	19.12.2019
Elevation Plan	1846_033	p6	19.12.2019
Elevation Plan	1846_034	p6	19.12.2019
Elevation Plan	1846_085		19.12.2019
Elevation Plan	1846_052	p8	19.12.2019

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:



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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 DES1.

4. Notwithstanding the drawings, the proposed external finishing materials and details shall be carried out using the external facing materials and details specified below and there shall be no variation without the prior approval in writing of the Local Planning Authority;
- a) The roof and tile hanging shall be of handmade sandfaced plain clay tiles.
  - b) All external joinery shall be of painted timber with architraved bargeboards with no box ends.
  - c) All casement windows shall be of white casements and external glazing bars of traditional profile, details of which should be submitted to and approved in writing by the LPA before installation.
  - d) All fascias shall be no more than two bricks depth.
  - e) All footpaths and drives shall be of fixed gravel.
  - f) Any rooflights shall be black painted metal conservation rooflight with a single vertical glazing bar.
  - g) The brick shall be sandfaced multistock brick a sample of which shall be submitted and approved in writing by the LPA before brickwork is commenced.

Reason:

To ensure that a satisfactory external appearance is achieved of the development with regard to Development Management Plan policies DES1 and NHE9.

5. 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 works permitted by Class A (enlargement, improvement or other alteration of a dwellinghouse), Class B (The enlargement of a dwellinghouse consisting of an addition or alteration to its roof), Class C ( other alterations to the roof of a dwellinghouse), Class D (The erection or construction of a porch outside any external door of a dwellinghouse), Class G( The installation, alteration or replacement of a chimney, flue or soil and vent pipe on a dwellinghouse) of Part 1 of the Second Schedule of the 2015 Order or its successors, shall be constructed (other than those expressly authorised by this permission) without an application.

Reason:

To protect the visual amenities of the area in accordance with the Development Management Plan 2019 policies DES1 and NHE9.

6. No part of the development shall be first occupied until the proposed vehicular access to Chequers Lane has been constructed and provided with sight lines of 2.4 metres back from the carriageway edge by 48 metres to the south and by 48 metres to the north, both as shown on the plan numbered 1805058 SK01 C and tactile paving and dropped kerbs at the pedestrian crossing points access the access and thereafter the visibility zones shall be

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kept permanently clear of any obstruction over 0.6metres high above the ground.

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. 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 cars to be parked and for vehicles to turn so that they may enter and leave the site in forward gear.

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 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) 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
  - (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 policies TAP1 and DES8 of the Development Management Plan 2019.

9. The development hereby approved shall not be occupied unless and until a minimum of two of the available parking spaces for the flats 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) and a minimum of 2 of the available parking spaces are fitted with the infrastructure to provide fast charge sockets (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.

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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 of the Development Management Plan 2019.

10. The development hereby approved shall not be occupied unless and until each of the proposed dwelling(s) are provided with a fast charge socket (current minimum requirements - 7 kw 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.

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 of the Development Management Plan 2019.

11. 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 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 policies DES1 and NHE3 of the Development Management Plan 2019.

12. No development shall commence on site until a scheme for the landscaping of the site, including the retention of existing landscape features that include the surviving arts and crafts shrubbery (historic rhododendrons, azaleas, Japanese maples and other shrubs) in a belt approximately 14 metres wide running the length of the east boundary and the mapping and retention where they fall within areas of garden and soft landscaping, 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.

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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, NHE9 and DES1 of the Development Management Plan 2019.

13. 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:
- a) The results of deep bore infiltration testing completed in accordance with BRE Digest: 365 and confirmation of groundwater levels.
  - b) Evidence that the proposed final solution will effectively manage the 1 in 30 & 1 in 100 (+40% allowance for climate change) storm events and 10% allowance for urban creep, during all stages of the development. If deep bore infiltration is deemed unfeasible, associated discharge rates and storage volumes shall be provided using a maximum discharge rate of **3.28 l/s/ha** applied to the proposed impermeable area.
  - 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, inspection chambers etc.).
  - d) 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.
  - e) Details of drainage management responsibilities and maintenance regimes for the drainage system.
  - f) 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.

14. 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

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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.

15. The development hereby approved shall be undertaken in accordance with the methodology presented within paragraph 8.1.5 of the Ecological Assessment' Land Rear of Kitlands, Chequers Lane, Walton on the Hill, author George Clutterbuck ACIEEM, dated April 2019. Where a Great Crested Newt is identified on site, all works should cease immediately and Natural England contact for advice as to whether a European Protected Species Licence may be necessary in order to facilitate development lawfully.

Reason:

To protect the important species on the site in accordance with Policy NHE2 of the Development Management Plan 2019, Natural England standing advice and the provisions of the NPPF

16. The development hereby approved shall be undertaken in accordance with the precautionary methods and enhancement recommendations in section 8 of the Ecological Assessment' Land Rear of Kitlands, Chequers Lane, Walton on the Hill, author George Clutterbuck ACIEEM, dated April 2019.

Reason:

To protect the important species on the site in accordance with Policy NHE2 of the Development Management Plan 2019, Natural England standing advice and the provisions of the NPPF

17. Immediately prior to the start of development works, a survey of the site by an appropriately qualified ecologist shall be undertaken, to check for any new signs of badger sett construction on site. Details of the badger survey and results shall be submitted to and approved in writing by the Local Planning Authority. If any badger activity is detected a suitable course of action shall be submitted to and approved in writing by the local planning authority to prevent harm to this species.

Reason:

To protect the important species on the site in accordance with Policy NHE2 of the Development Management Plan 2019, Natural England standing advice and the provisions of the NPPF

18. Prior to commencement of development, details of 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

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Strategy 2014 policy CS2, the NPPF and the Natural Environment and Rural Communities Act (2006).

19. 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

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.

20. 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.

## 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 of affordable housing contributions is required and there is a requirement to

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notify the Council in advance of commencement of development. Payment of **£340,000** 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. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, a 140 litre wheeled bin conforming to British Standard BSEN840 and a 60 litre recycling box should be provided for the exclusive use of the occupants of that dwelling. Prior to the initial occupation of any communal dwellings or flats, wheeled refuse bins conforming to British Standard BSEN840, separate recycling bins for paper/card and mixed cans, and storage facilities for the bins should be installed by the developer prior to the initial occupation of any dwelling hereby permitted. Further details on the required number and specification of wheeled bins and recycling boxes is available from the Council's Neighbourhood Services on 01737 276501 or 01737 276097, or on the Council's website at [www.reigate-banstead.gov.uk](http://www.reigate-banstead.gov.uk). Bins and boxes meeting the specification may be purchased from any appropriate source, including the Council's Neighbourhood Services Unit on 01737 276775.
5. 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.



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19/01488/F

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).

6. 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
7. Any deep excavations left overnight should be provided with a ramped means of escape and stockpiles of soft materials shall be covered overnight to prevent badgers excavating new setts.
8. All clearance works should ideally be taken when common reptiles are likely to be fully active i.e. during the April to September period
  - Clearance of logs, brash, stones, rocks or piles of similar debris will be undertaken carefully and by hand.
  - Clearance of tall vegetation should be undertaken using a strimmer or brush cutter with all cuttings raked and removed the same day. Cutting will only be undertaken in a phased way which may either include:
    - o Cutting vegetation to a height of no less than 30mm, clearing no more than one third of the site in anyone day or;
    - o Cutting vegetation over three consecutive days to a height of no less than 150mm at the first cut, 75mm at the second cut and 30mm at the third cut
  - Following removal of tall vegetation using the methods outlined above, remaining vegetation will be maintained at a height of 30mm through regular mowing or strimming to discourage common reptiles from returning.
  - Ground clearance of any remaining low vegetation (if required) and any ground works will only be undertaken following the works outlined above.
  - Any trenches left overnight will be covered or provided with ramps to prevent common reptiles from becoming trapped.
  - Any building materials such as bricks, stone etc. will be stored on pallets to discourage reptiles from using them as shelter. Any demolition materials will be stored in skips or similar containers rather than in piles on ground.
  - Should any common reptiles be discovered during construction, which are likely to be effected by the development, works will cease immediately. The developer will then seek the advice of a suitably qualified and experienced

# Agenda Item 8

Planning Committee  
20<sup>th</sup> May 2020

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ecologist and works will only proceed in accordance with the advice they provide.

9. Public sewers run through or close to the development site. The Applicant is advised to contact Thames Water Risk Management Team prior to the commencement of development; Tel: 020 3577 9483 or email: [wwriskmanagement@thameswater.co.uk](mailto:wwriskmanagement@thameswater.co.uk) and for information regarding surface water drainage. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services is required. More information can be found at [www.thameswater.co.uk](http://www.thameswater.co.uk).
10. 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).
11. 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).
12. 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.
13. The applicant is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
14. Reason: To ensure good landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies NHE3, DES1 and DES3 of the Reigate and Banstead Development

# Agenda Item 8

Planning Committee  
20<sup>th</sup> May 2020

Agenda Item: 8  
19/01488/F

Management Plan 2019 and the recommendations within British Standard 5837:2012 Trees in relation to design, demolition and construction.

15. The development shall achieve standards contained within the Secured by Design award scheme to be successfully granted the award.

## **REASON FOR PERMISSION**

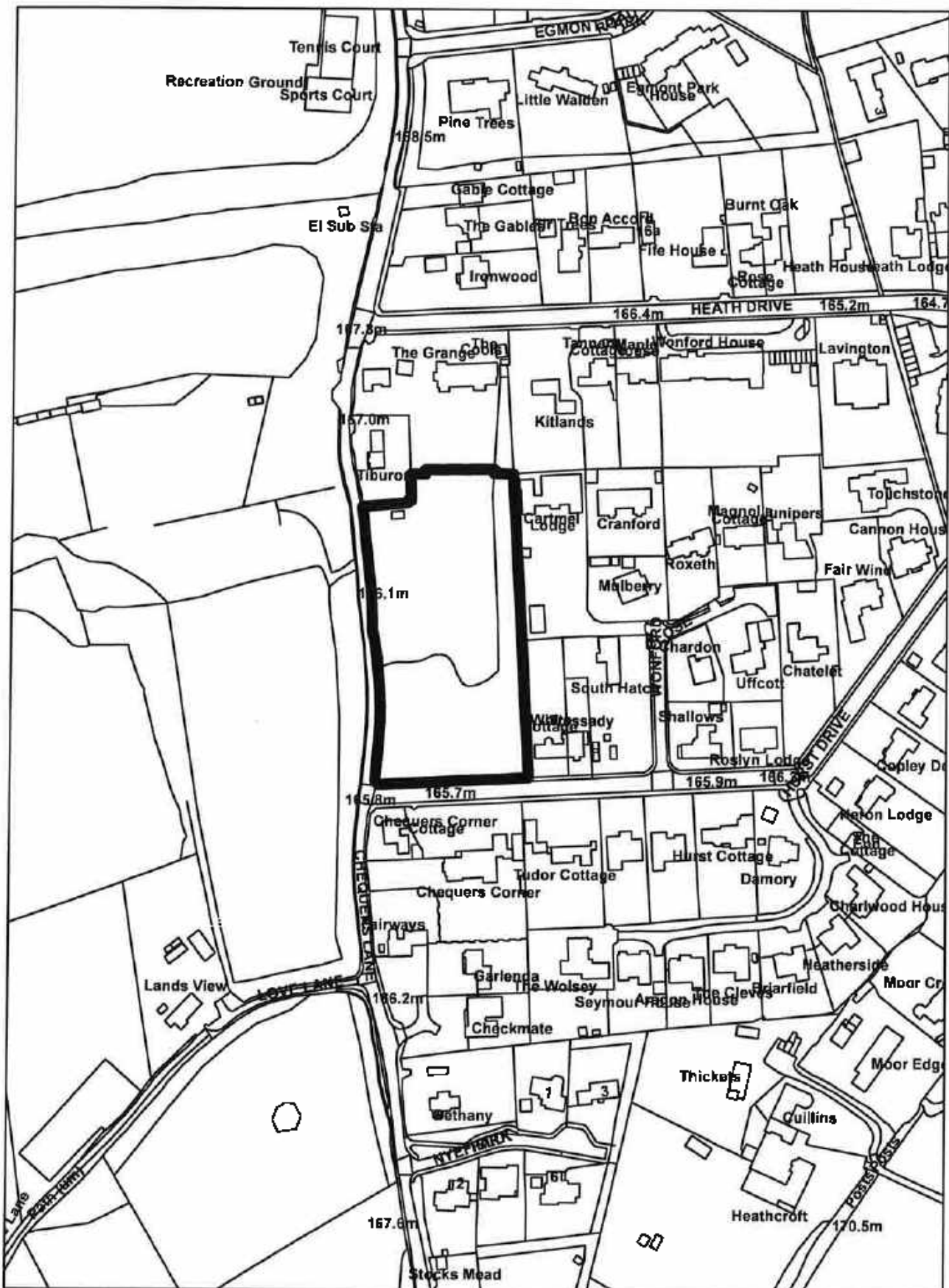
The development hereby permitted has been assessed against development plan policies DES1, DES2, DES3, DES5, DES6, DES8, TAP1, CCF1, CCF2, NHE2, NHE3, NHE9, INF3 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development 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 8

19/01488/F - Land Bounded By Chequers Lane & Hurst Drive,  
Walton On The Hill



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Licence No - 100019405-2018

Scale 1:2,500





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DATE: 20/07/19  
BY: [Signature]

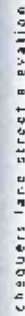
**Lytle Associates**  
ARCHITECTS

CLIENT  
Vancouver Homes

PROJECT  
Land at Kitlands

SITE  
Proposed Site Plan

1846\_005 p15



only the first of a series of letters to the *Washington Post*, in which the author attacked the *Washington Post* for its coverage of the Vietnam War. The letter was published in the *Washington Post* on 10/10/68.

For the first time, we have shown that the  $\beta$ -phase of  $\text{PbTiO}_3$  is a ferroelectric phase. The  $\beta$ -phase is a ferroelectric phase with a spontaneous polarization of  $2.5 \text{ C/m}^2$  and a Curie temperature of  $100^\circ\text{C}$ . The  $\beta$ -phase is a ferroelectric phase with a spontaneous polarization of  $2.5 \text{ C/m}^2$  and a Curie temperature of  $100^\circ\text{C}$ .

Review.

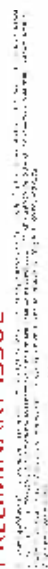
...and a: cillands

[illegible]

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## 165



**Lytle**Associates  
ARCHITECTS

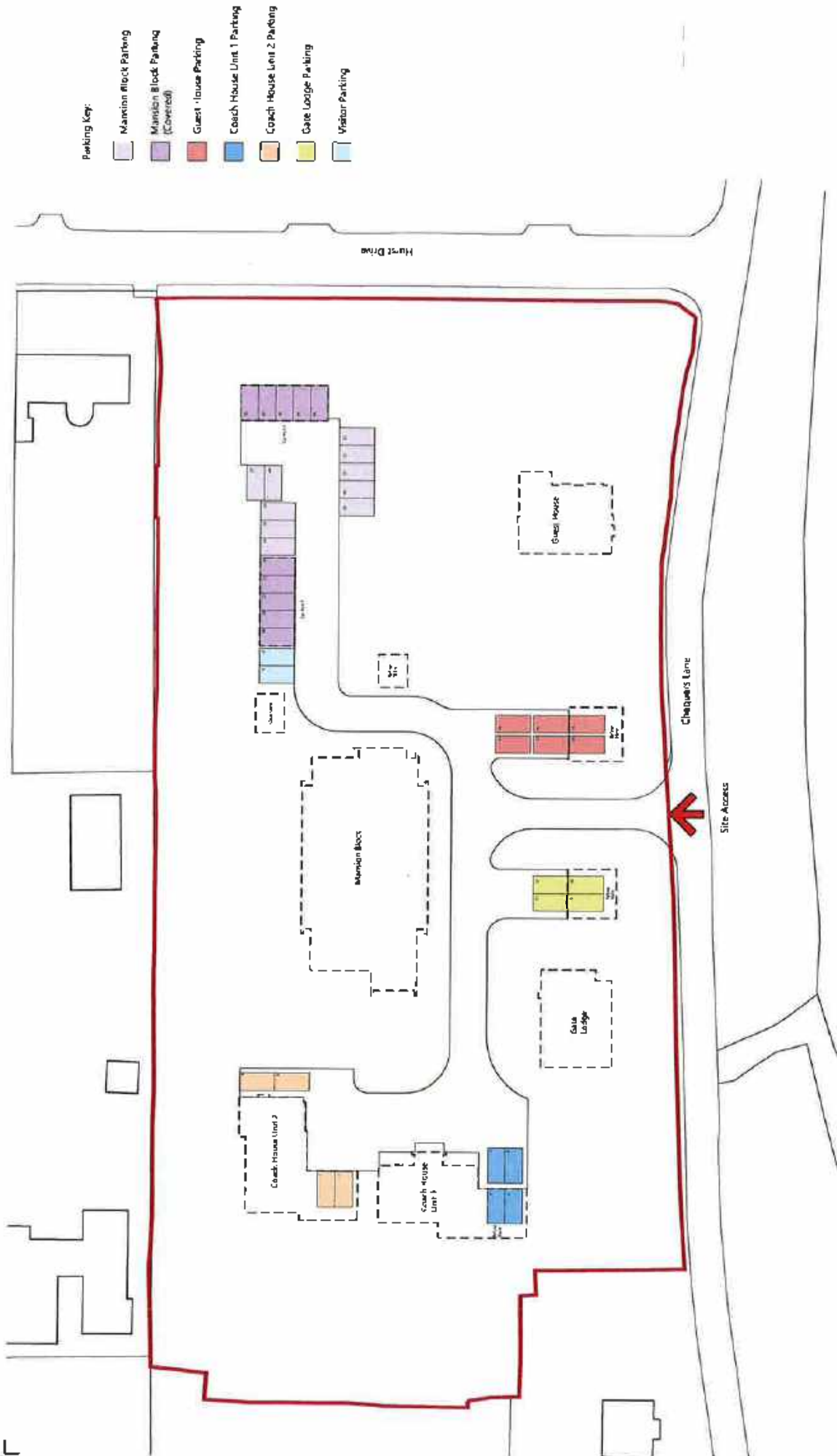
Van der  
Linden

TITLE
Proposed Site Plan

1846\_005 p14



# Agenda Item 8



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2. The architect is not responsible for the accuracy of the information provided in this drawing.

3. The architect is not responsible for the accuracy of the information provided in this drawing.

4. The architect is not responsible for the accuracy of the information provided in this drawing.

5. The architect is not responsible for the accuracy of the information provided in this drawing.

6. The architect is not responsible for the accuracy of the information provided in this drawing.

7. The architect is not responsible for the accuracy of the information provided in this drawing.

8. The architect is not responsible for the accuracy of the information provided in this drawing.

**LytleAssociates**  
ARCHITECTS

THE FOUNTAINHEAD QUARRY SITE - GUIDED  
SUBREVIEW GUIDED BY 01493 TO 06  
LYTLE-ASSOCIATES.COM

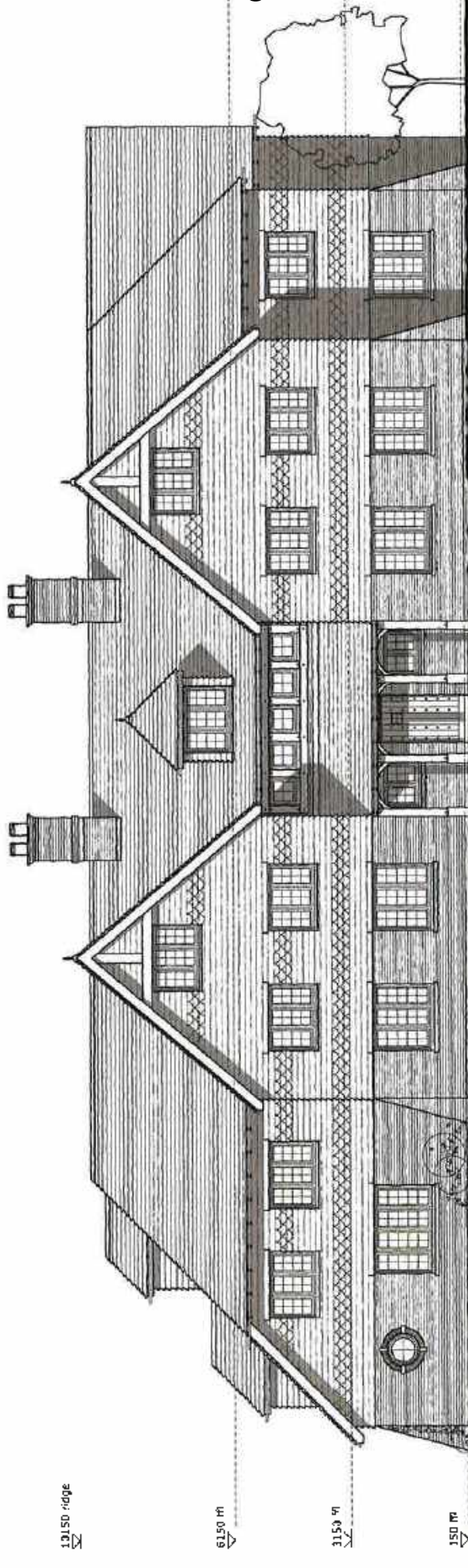
PROJECT

Vanderbilt Homes Land at Kit and's

Proposed Parking and  
Re-use Plan

STAGING NUMBER

1846\_006 p4



front (east) elevation

**PRELIMINARY ISSUE**

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DATE: 01/11/2011  
BY: J. LYTLE  
CHECKED BY: J. LYTLE  
SCALE: 1/4" = 1'-0"

**Lytle Associates**  
**ARCHITECTS**

THE POINT: A HEAD QUARTERS STREET 00-1-0280  
3150 S. 31st AVE. #110-111  
DENVER, CO 80202-1111

DATE: 01/11/2011  
BY: J. LYTLE  
CHECKED BY: J. LYTLE  
SCALE: 1/4" = 1'-0"

Vanderbilt Homes  
Land at Kit and S

Proposed Front (East)  
Elevation

DRAWN BY J. LYTLE

1846\_015 p11



rear (west) elevation

10150 ridge

6150 m

3150 ft

150 ft

**PRELIMINARY ISSUE**

This drawing is preliminary and is not to be used for construction. It is subject to change without notice. The client is responsible for obtaining all necessary permits and approvals. The architect is not responsible for the accuracy of the information provided by the client.

1/2" = 1'-0"

2" = 10'-0"

1/2" = 1'-0"

2" = 10'-0"

**Lytle Associates**  
ARCHITECTS

THE COUNTRY CLUB SQUARE STREET GUILDWOOD  
SURREY BC V3V 1A5 (604) 892-3011  
LYTLE-ASSOCIATES.COM

TITLE

PROJECT

SUBJECT

SCALE

1:100 @ A3

SCALE

1:100 @ A3

SCALE

1:100 @ A3

SCALE

1:100 @ A3

SCALE

1:100 @ A3

SCALE

Proposed Rear (West)  
Elevation

Land at: Kiltlands

Vanderbilt Homes

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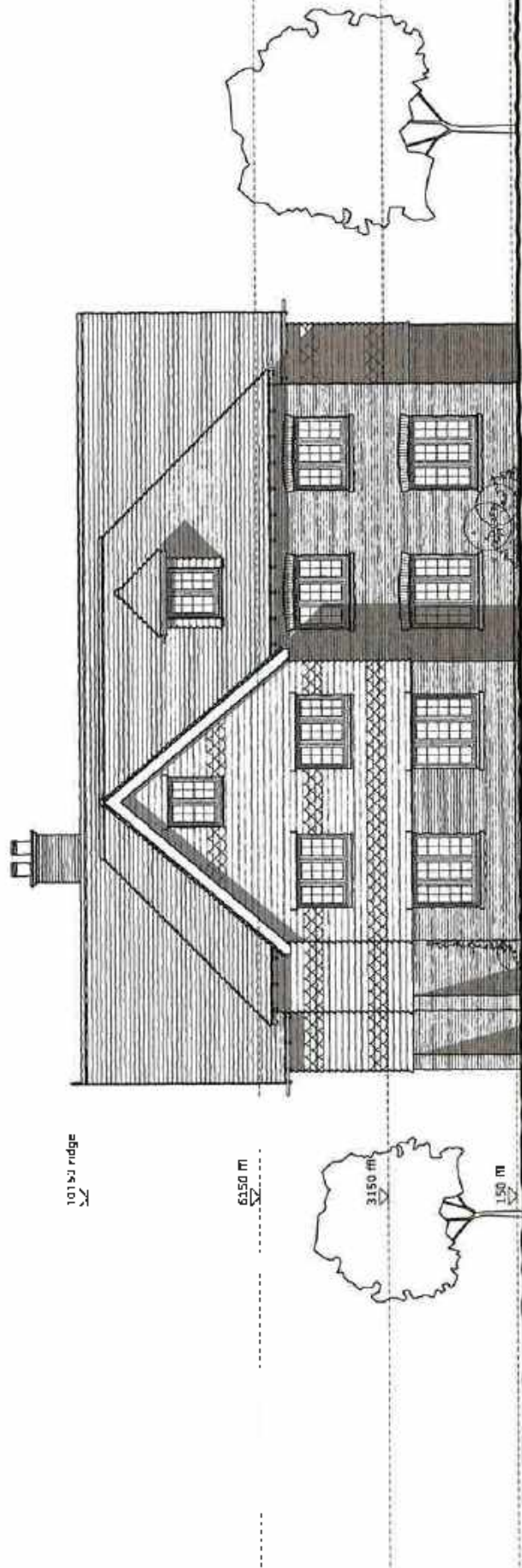
260

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263





side (north) elevation

**PRELIMINARY ISSUE**

This drawing is preliminary and is not to be used for construction. It is intended for informational purposes only. The client is responsible for obtaining all necessary permits and approvals. The architect is not responsible for any errors or omissions in this drawing.

10150 ridge  
6150 m  
3150 m  
150 m

**Lytle Associates**  
ARCHITECTS

THE FOUNDATION HEAD QUARTERS  
3000 N. 101st Ave. Suite 100  
Lynn, Alaska 99591  
907.463.1101

PROJECT

Land at K lands

CLIENT

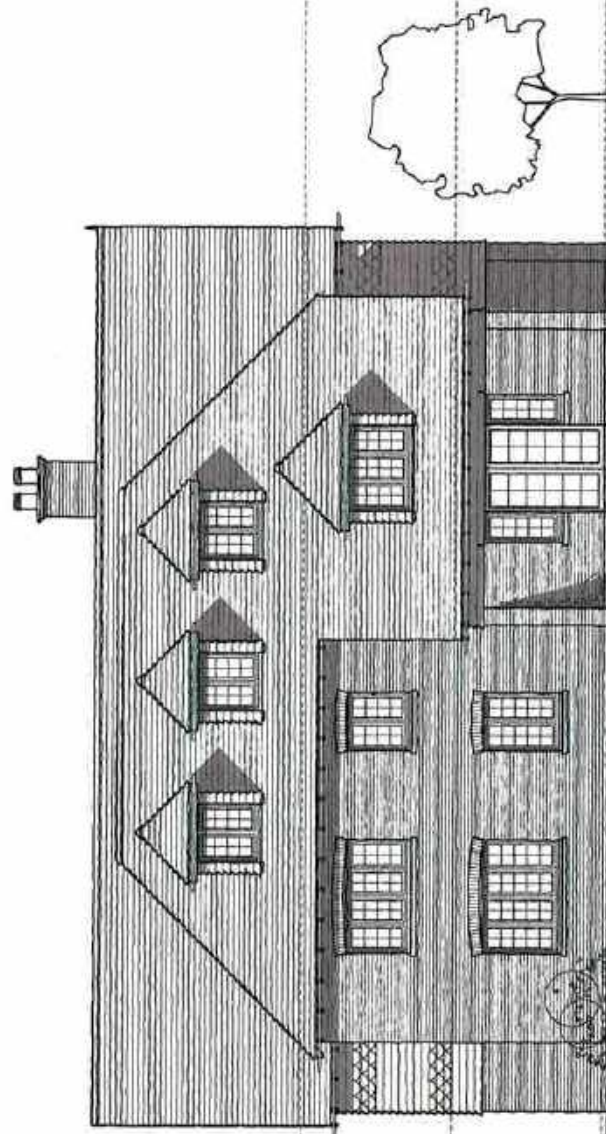
Vanderbilt Homes

DATE

Proposed Side (North)  
Elevation

1846\_017

p9



side (south) elevation

101.50 ridge

61.50 m

31.50 m

1.50 m

**PRELIMINARY ISSUE**

This drawing is preliminary and is not to be used for construction. It is for informational purposes only. The client acknowledges that the design is preliminary and subject to change without notice. The client agrees to hold the architect harmless for any errors or omissions in this drawing.

DATE: 10/15/2018  
BY: [Signature]  
CITY: [Blank]

**Lytle Associates**  
ARCHITECTS

THE JOINTA H-H-AP QUARRY STREET G.L.D.D.D.D.  
24415 24415 24415 24415  
LYTLE ASSOCIATES

PROJECT

Vanderbilt Homes  
Land at Kit and

Proposed Side (South)  
Elevation

REV

1846\_018 p8

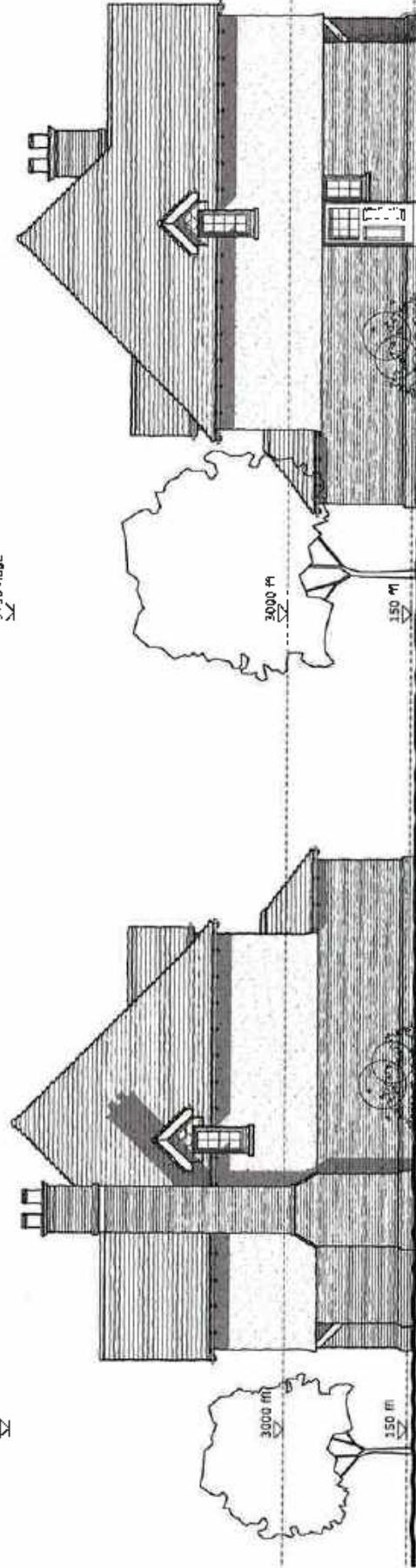


rear (north) elevation

1846\_022 p87

9150 ridge

9150 ridge



side (west) elevation

side (east) elevation

**PRELIMINARY ISSUE**

**LytleAssociates**  
ARCHITECTS

NE FOUNTAIN HEAD "CLAYTON STEEL" 10-1-030  
CLAYTON, AL 305 01482 13760  
LYTLE ASSOCIATES, LLC

1846\_023 p5

Vanderbilt Homes

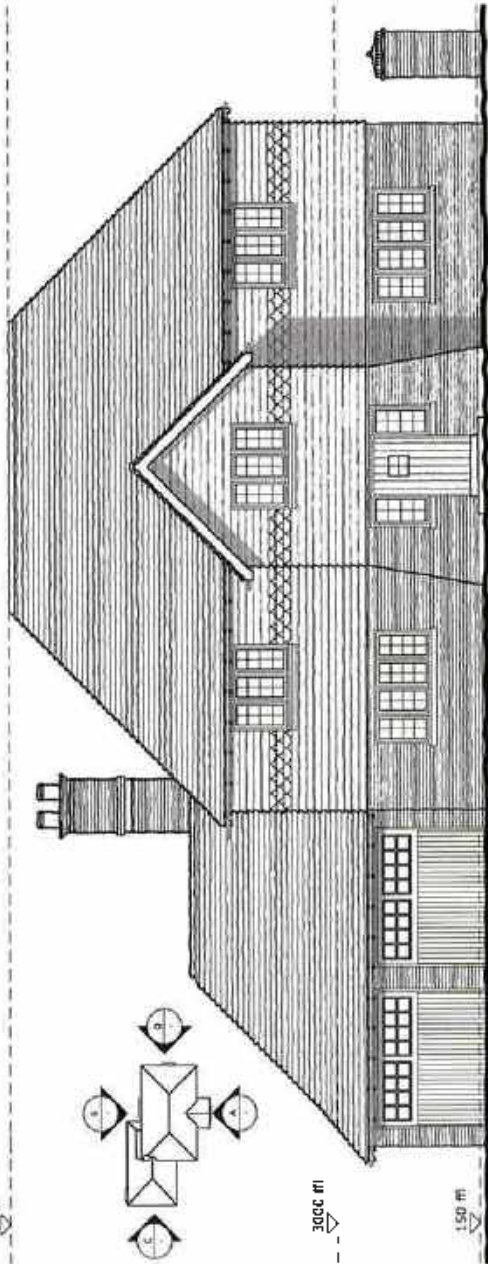
Land at Kitlands

Proposed Side Elevations  
Guest House

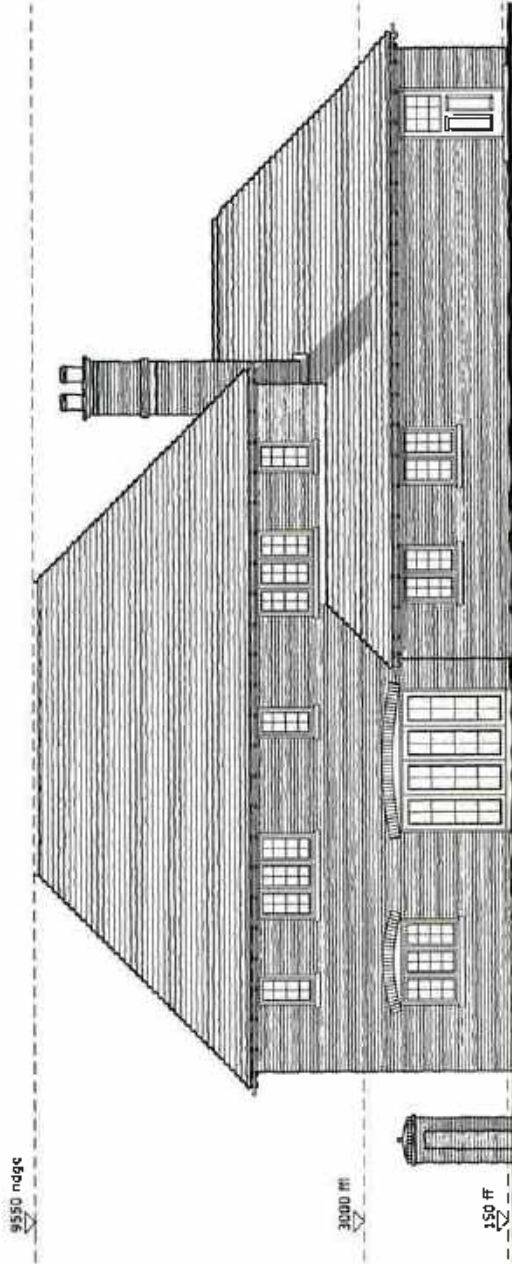
1846\_023 p5



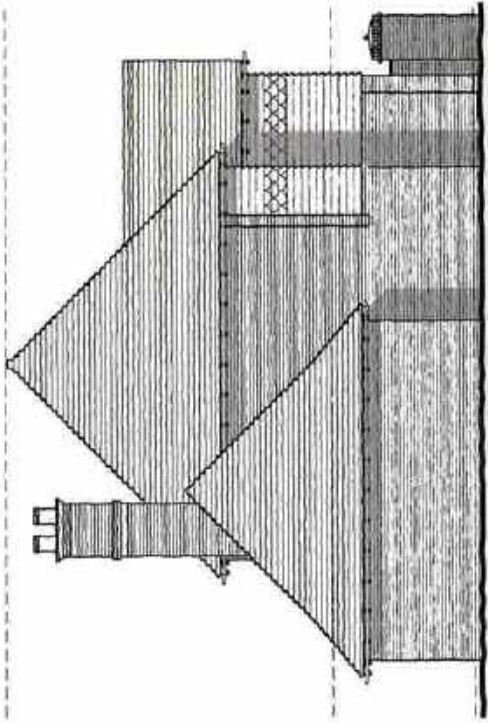
# Agenda Item 8



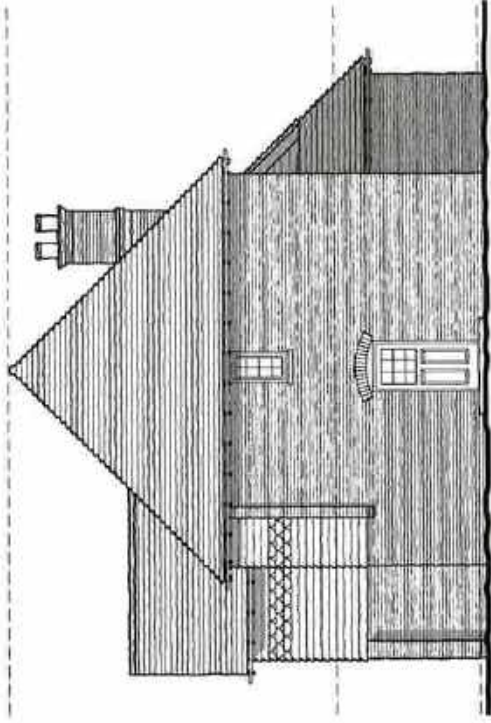
Unit 1 front elevation A



Unit 1 rear elevation B



Unit 1 side elevation C



Unit 1 side elevation D

**PRELIMINARY ISSUE**

This drawing is a preliminary issue and is not for construction. It is intended to show the general appearance of the proposed building and to provide a basis for discussion and decision. It is not a final drawing and should not be used for any other purpose. The architect assumes no responsibility for the accuracy of the information shown on this drawing.

DATE: 11/11/11  
BY: [Signature]  
PROJECT: 1846\_033

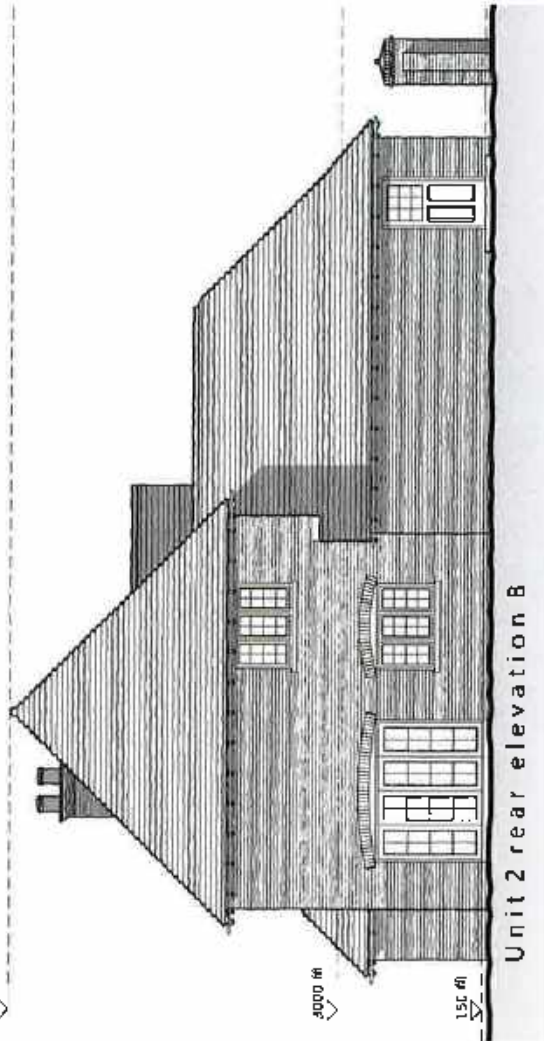
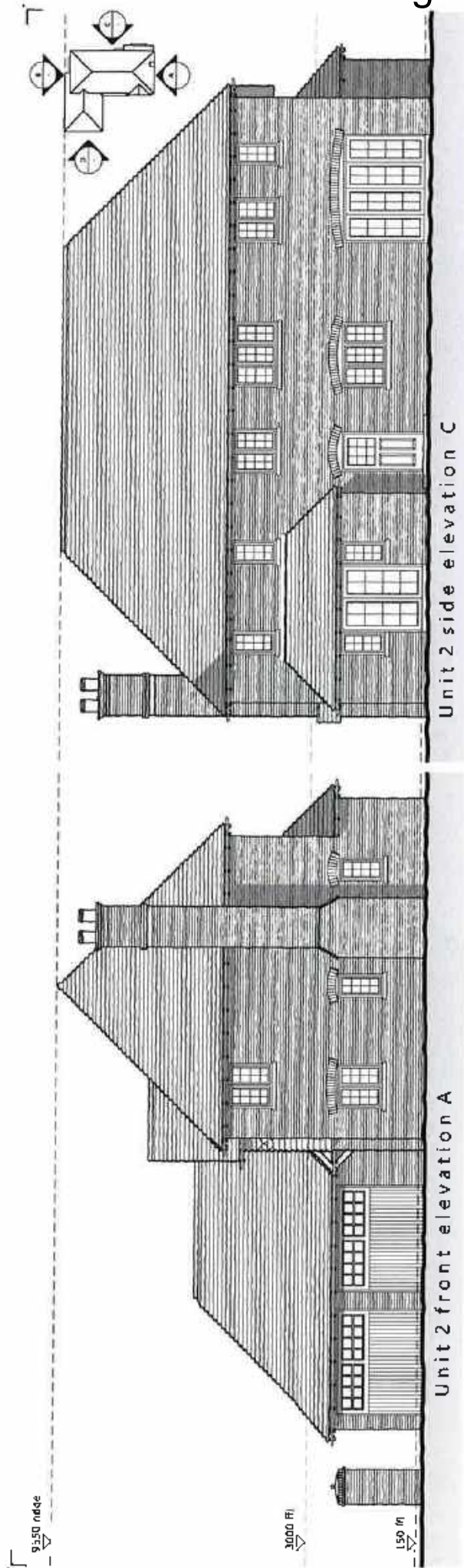
**Lytle Associates**  
ARCHITECTS

THE JOHN A. LYTTLE ARCHITECT FIRM, INC.  
2000 N. 10TH AVE., SUITE 100  
DENVER, CO 80202  
TEL: 303.733.1111  
FAX: 303.733.1112

PROJECT: 1846\_033  
Vanderbilt Homes  
Land at Highlands

Coach House Unit  
Elevations

1846\_033 pg 1



**PRELIMINARY ISSUE**

ALL DIMENSIONS ARE IN FEET AND INCHES. DIMENSIONS ARE GIVEN TO THE CENTERLINE OF THE WALLS UNLESS OTHERWISE NOTED. THE ARCHITECT IS NOT RESPONSIBLE FOR THE ACCURACY OF THE DIMENSIONS SHOWN ON THIS DRAWING. THE ARCHITECT IS NOT RESPONSIBLE FOR THE ACCURACY OF THE DIMENSIONS SHOWN ON THIS DRAWING.

DATE: 08/08/2017  
BY: CM  
CHECK: CM

**LytleAssociates**  
ARCHITECTS

PROJECT  
Land at K'lands

CLIENT  
Vanderbilt Homes

PROJECT  
Coach House Unit 2  
Proposed Elevations

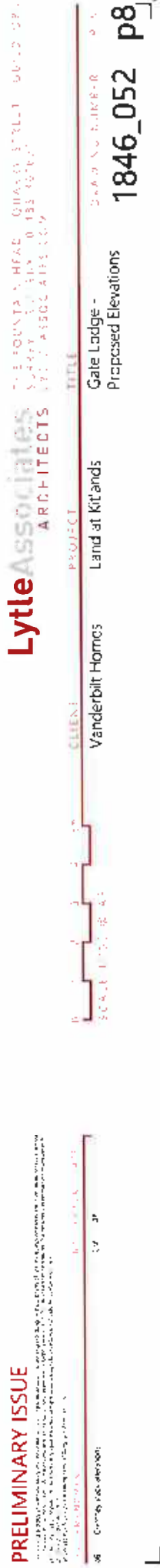
DATE: 08/08/2017  
BY: CM  
CHECK: CM

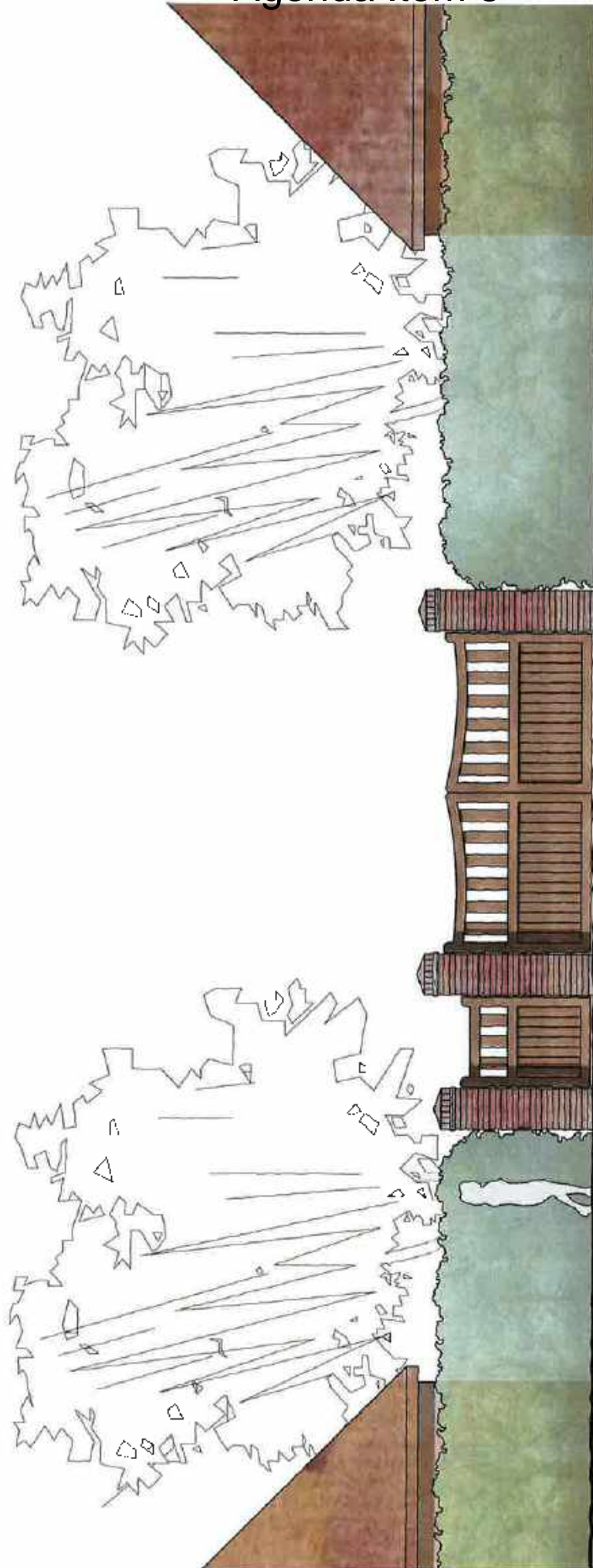
GUILD FORD

1846\_034 p6



—





site entrance elevation

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**Lytle Associates**  
ARCHITECTS

"THE TOOK-AIN-HEAD QUARRY STREET" SHILOH, MO.  
SUTTER, GU. TEL. 6483-3169  
LYTLE ASSOCIATES, COA

CLIENT Vanderbilt Homes

PROJECT Land at Kildands

Proposed Site Entrance  
Elevation

REV

1846\_085



[illegible][illegible]

## 178







**PRELIMINARY ISSUE**

**LytleAssociates**  
ARCHITECTS

DATE	DESCRIPTION	BY	APP'D	CHECKED	TITLE
10/10/2023	PRELIMINARY ISSUE	10/10/2023	10/10/2023	10/10/2023	Proposed Site Plan

1846\_005 p10

# Agenda Item 8



Parking Key:

- Mansion Block Parking
- Guest House Parking
- Coach House Unit 1 Parking
- Coach House Unit 2 Parking
- Gate Lodge Parking
- Visitor Parking

**PRELIMINARY ISSUE**

This drawing is a preliminary issue and is not to be used for construction purposes. It is intended to show the general layout and location of the proposed buildings and parking areas. The final design and construction details will be shown in the final issue of the drawing.

Scale: 1:500 @ A3  
 Date: 12/11/19  
 By: [Signature]  
 Checked: [Signature]  
 Drawn: [Signature]

**Lytle Associates**  
 ARCHITECTS

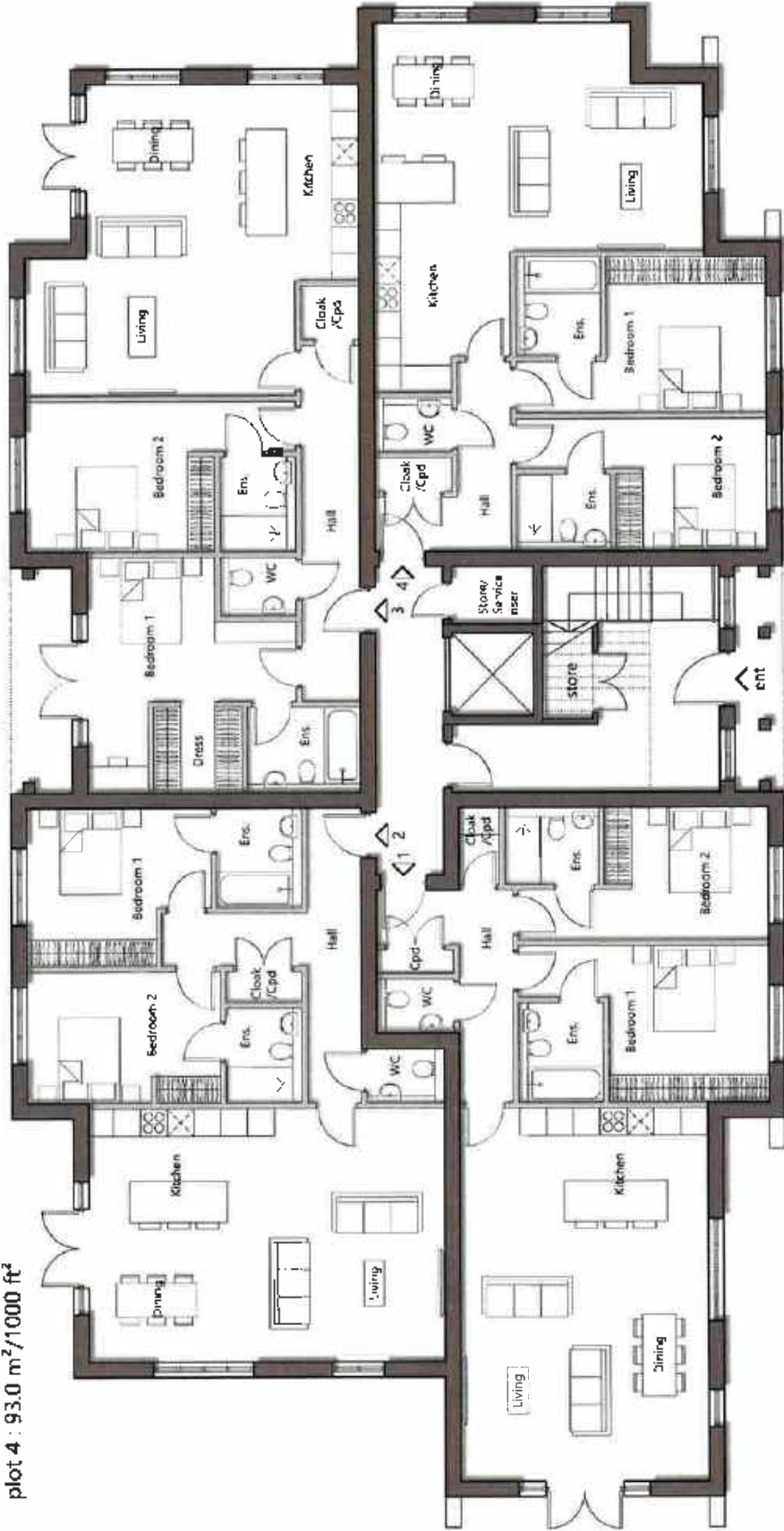
THE COUNTRY - PA - CLARENDON - GUILDFORD  
 SUBURB - GUILDFORD - GUILDFORD  
 VT ASSOCIATES.COM

PROJECT: Vanderloft Homes  
 CLIENT: Vanderloft Homes  
 TITLE: Proposed Parking and Refuse Plan

1846\_006 p2

GIA (m<sup>2</sup>/ft<sup>2</sup>)

- plot 1 : 97.0 m<sup>2</sup>/1045 ft<sup>2</sup>
- plot 2 : 96.0 m<sup>2</sup>/1035 ft<sup>2</sup>
- plot 3 : 104.5 m<sup>2</sup>/1125 ft<sup>2</sup>
- plot 4 : 93.0 m<sup>2</sup>/1000 ft<sup>2</sup>



ground floor plan

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DATE: 20/01/2017

BY: [Signature]

SCALE: 1:100

**Lytle Associates**  
ARCHITECTS

700 JOINTS HEAD QUARTERS  
SURREY, GU10 3JY, P. 01483 501000  
WWW.LYTLEASSOCIATES.CO.UK

PROJECT

Vanderbilt Homes  
Land at Killands

Proposed Ground Floor  
plan  
Mansion

REV

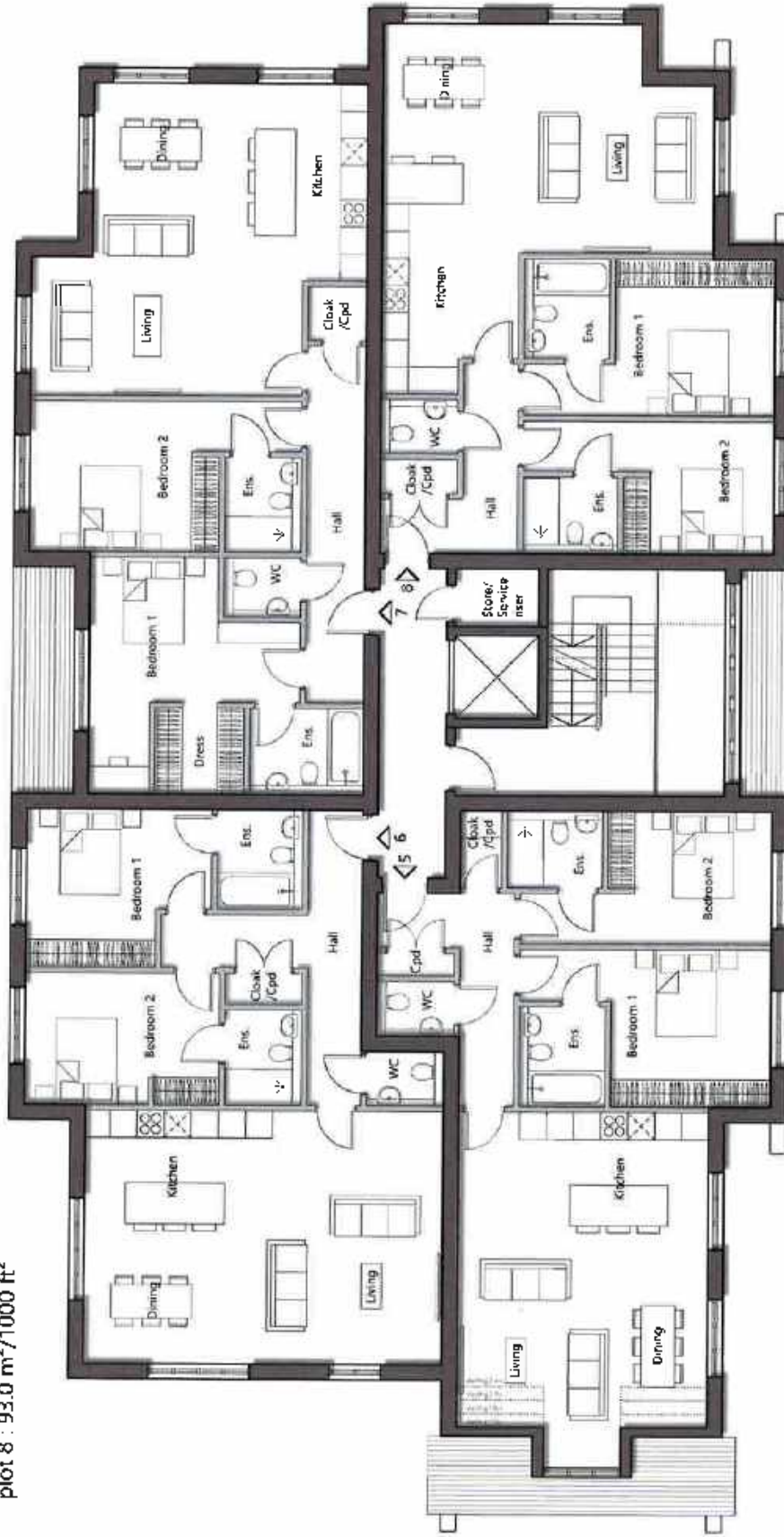
1846\_010

p8



G | A (m<sup>2</sup>/ft<sup>2</sup>)

plot 5 : 91.5 m<sup>2</sup>/985 ft<sup>2</sup>  
 plot 6 : 96.0 m<sup>2</sup>/1035 ft<sup>2</sup>  
 plot 7 : 104.5 m<sup>2</sup>/1125 ft<sup>2</sup>  
 plot 8 : 93.0 m<sup>2</sup>/1000 ft<sup>2</sup>



first floor plan

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DATE: 12/15/2011  
 BY: J. LYTLE

**LytleAssociates**  
 ARCHITECTS

100 LYNCH STREET, SUITE 200, DARTMOUTH, MA 01928  
 TEL: 603.425.1234 FAX: 603.425.1235  
 WWW.LYTLEASSOCIATES.COM

SCALE 1:100 @ A3



Vanderbilt Homes

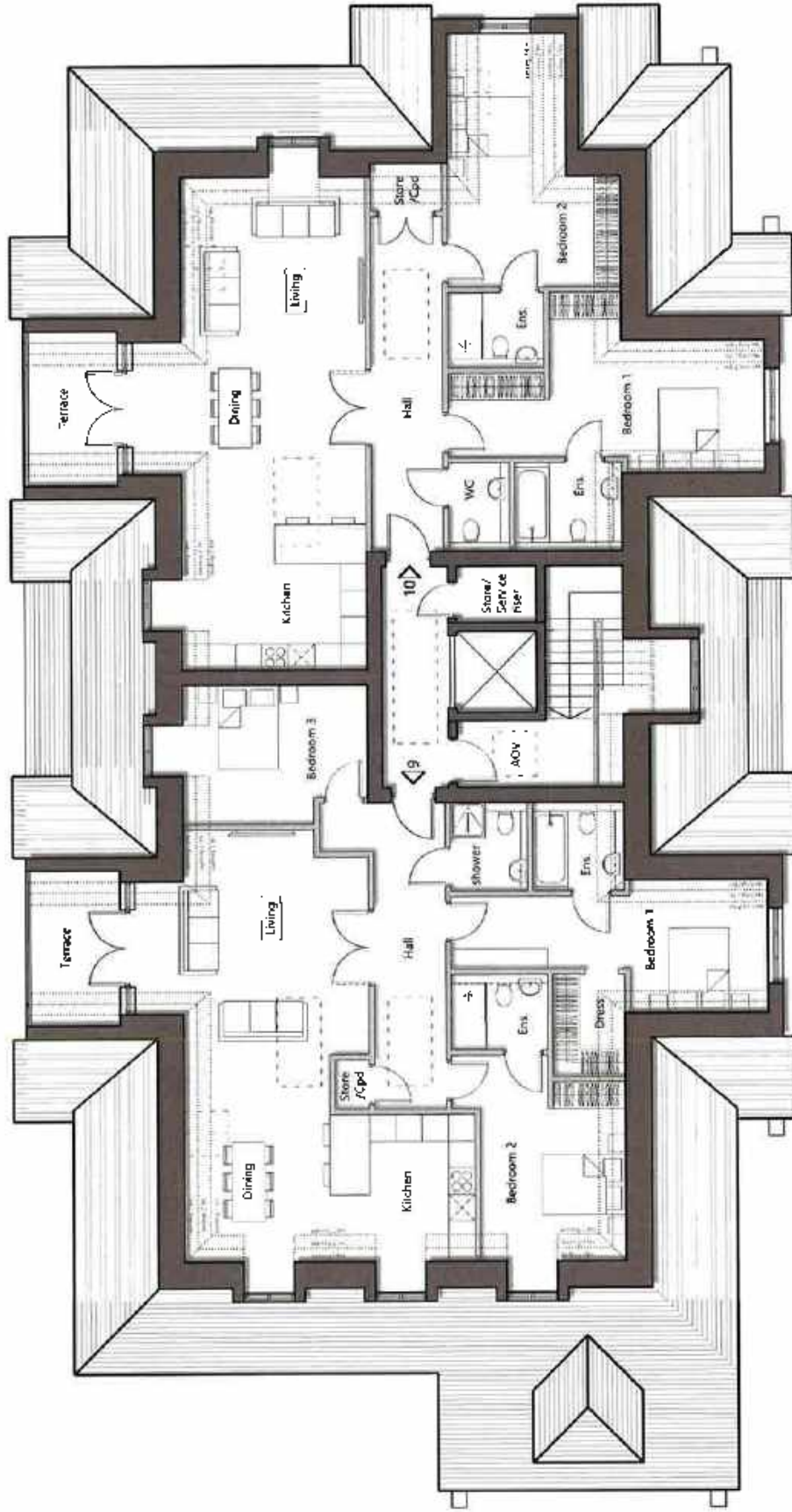
Land at Kilands

Proposed First Floor plan  
 Mansion

1846\_011 p7

G I A (m<sup>2</sup>/ft<sup>2</sup>)

plot 9 : 131.0 m<sup>2</sup>/1410 ft<sup>2</sup>  
plot 10 : 120.0 m<sup>2</sup>/1290 ft<sup>2</sup>



second floor plan

**PRELIMINARY ISSUE**

This drawing is preliminary and is not to be used for construction purposes. It is subject to change without notice. The client acknowledges that the design is preliminary and that the final design may differ from this drawing.

18. 31.01.2020  
19. 31.01.2020  
20. 31.01.2020

**Lytle Associates**  
ARCHITECTS

THE FOUNTAIN HEAD QUARRY STREET GUILDFORD  
GU9 7JY TEL: 01483 507150  
LYTLE ASSOCIATES LTD

SUBJECT

CLIENT

5m

1:10 @ A3

1:10 @ A3

1:10 @ A3

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1:10 @ A3

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1:10 @ A3

Land at: Gtlands

Vanderbilt Homes

5m

1:10 @ A3

1:10 @ A3

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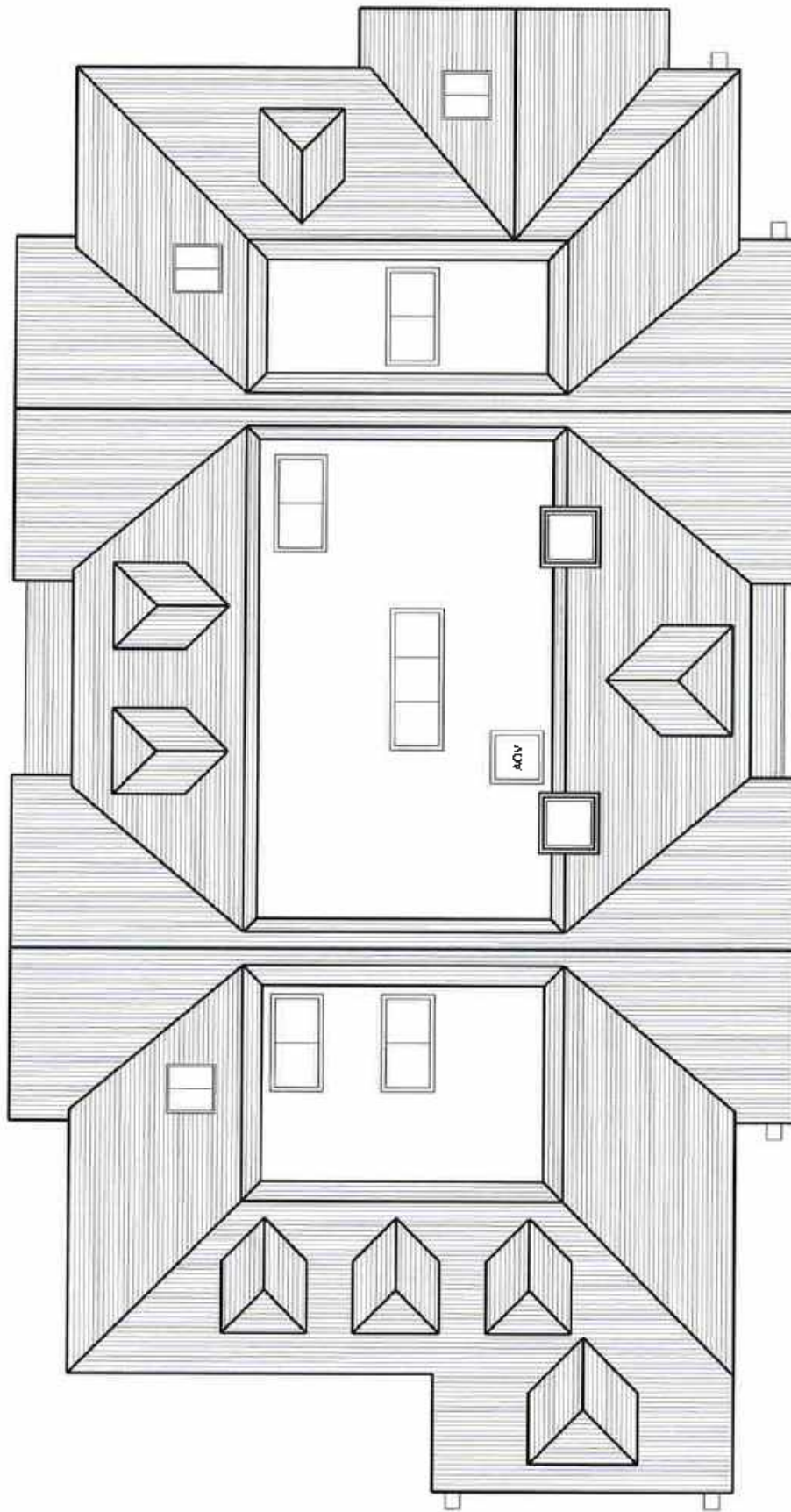
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Proposed Second floor plan

Mansion

1846\_012

pg 8



roof plan

**PRELIMINARY ISSUE**

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DATE: 05/16/2013  
BY: [Signature]

**LytleAssociates**  
ARCHITECTS

THE FOUNTAIN HEAD, QUARRY STREET, GUNTERVILLE, ALABAMA 35884-1000  
205.933.0000

PROJECT

Land at Kitland

CLIENT

Vanderbilt Homes

DATE

SCALE: 1" = 0'0" @ 1/8"

0' 1' 2' 3' 4' 5' 6' 7' 8' 9' 10'

DATE

05/16/2013

BY

[Signature]

DATE

05/16/2013

BY

[Signature]

TITLE

Proposed Roof plan

DATE

05/16/2013

PROJECT

Land at Kitland

CLIENT

Vanderbilt Homes

DATE

SCALE: 1" = 0'0" @ 1/8"

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DATE

05/16/2013

BY

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05/16/2013

BY

[Signature]

TITLE

Proposed Roof plan

DATE

05/16/2013

PROJECT

Land at Kitland

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DATE

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05/16/2013

BY

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TITLE

Proposed Roof plan

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05/16/2013

PROJECT

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CLIENT

Vanderbilt Homes

DATE

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TITLE

Proposed Roof plan

DATE

05/16/2013

PROJECT

Land at Kitland

CLIENT

Vanderbilt Homes

DATE

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05/16/2013

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05/16/2013

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TITLE

Proposed Roof plan

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05/16/2013

PROJECT

Land at Kitland

CLIENT

Vanderbilt Homes

DATE

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Proposed Roof plan

DATE

05/16/2013

PROJECT

Land at Kitland

CLIENT

Vanderbilt Homes

DATE

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Proposed Roof plan

DATE

05/16/2013

PROJECT

Land at Kitland

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Vanderbilt Homes

DATE

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Proposed Roof plan

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PROJECT

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Proposed Roof plan

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PROJECT

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DATE

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TITLE

Proposed Roof plan

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PROJECT

Land at Kitland

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05/16/2013

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Proposed Roof plan

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PROJECT

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DATE

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05/16/2013

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Proposed Roof plan

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05/16/2013

PROJECT

Land at Kitland

CLIENT

Vanderbilt Homes

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DATE

05/16/2013

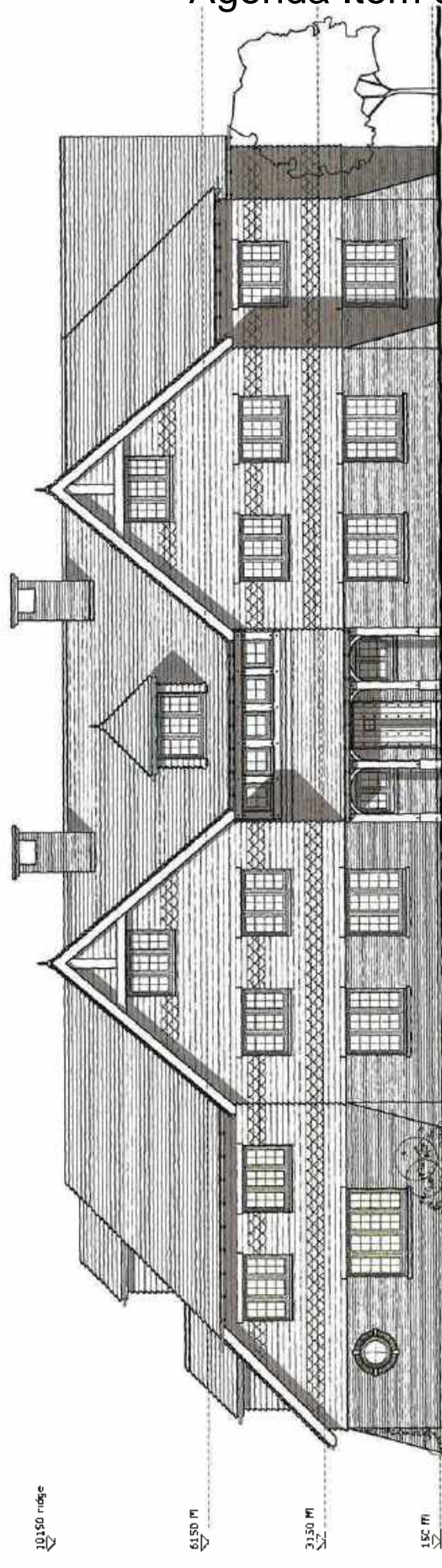
BY

[Signature]

DATE

05/16/2013





front (east) elevation

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20 01/15/2015  
C:\Users\jlytle\OneDrive\Documents\1846\_015\1846\_015.dwg

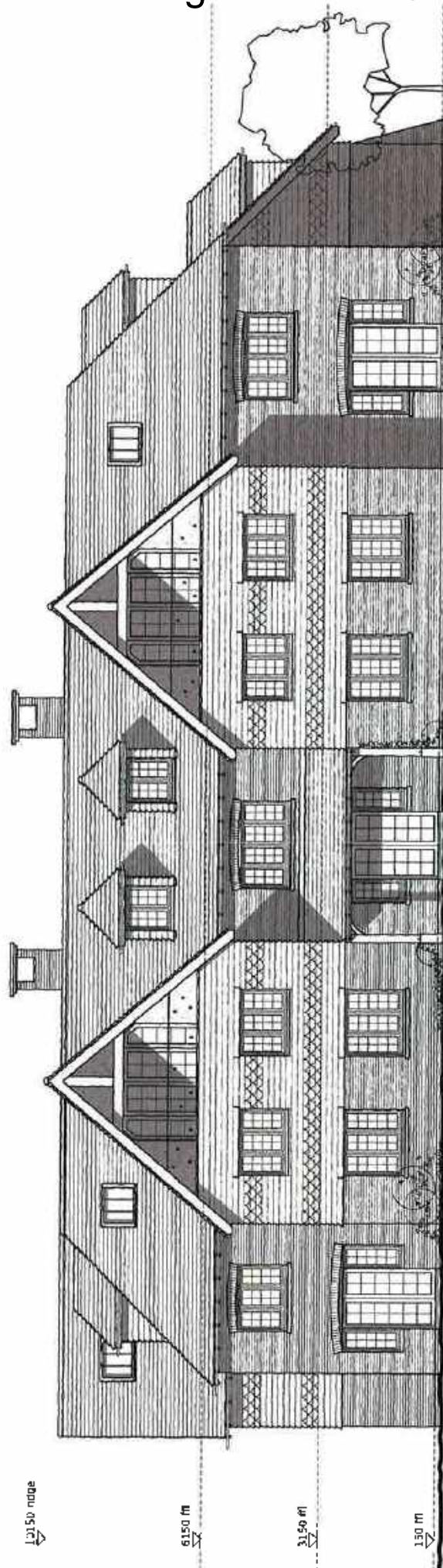
**Lytle Associates**  
ARCHITECTS

10150 QUARRY STREET, SUITE 100  
DALLAS, TEXAS 75243  
214-343-1111  
WWW.LYTLEASSOCIATES.COM

Vanderbilt Homes  
Lanc at Kit and

Proposed Front (East)  
Elevation

1846\_015 p10



rear (west) elevation

**PRELIMINARY ISSUE**

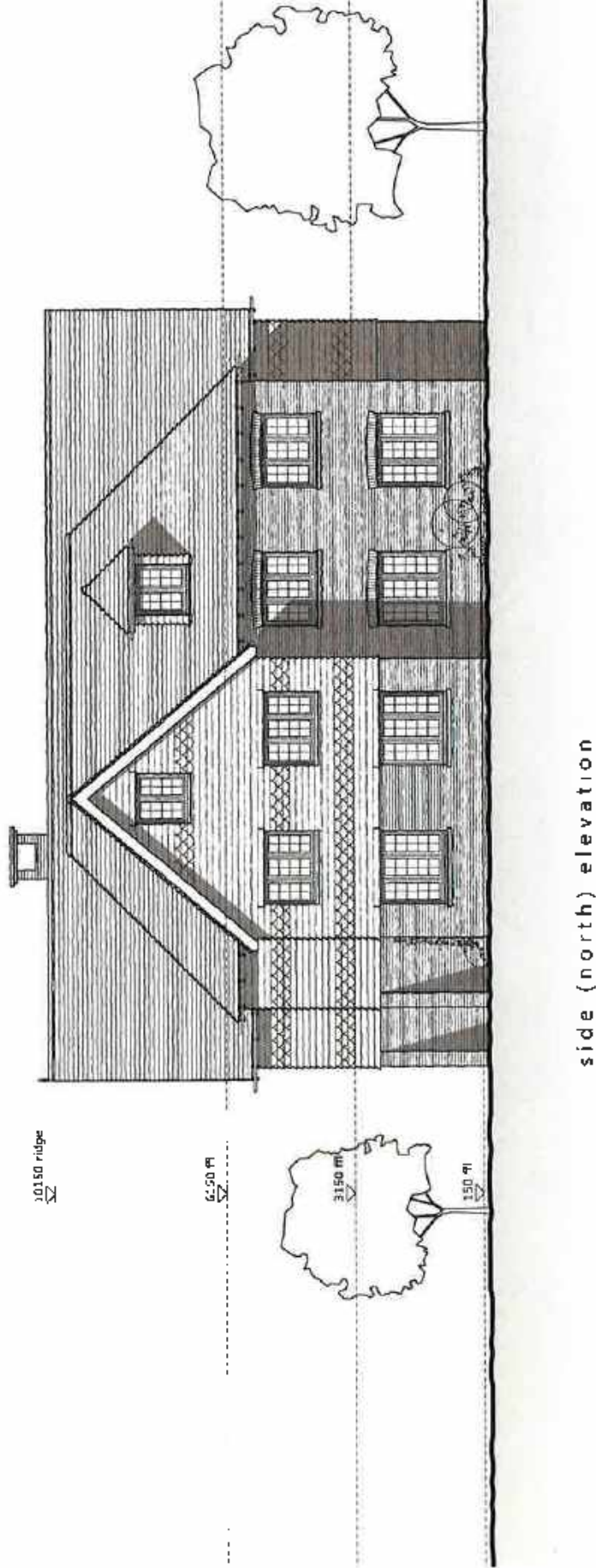
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REV	DESCRIPTION	DATE	BY
01	Client Request	01/15/2020	DL

**Lytle Associates**  
ARCHITECTS

1111 QUINCY AVE. HEAD QUARTERS  
SUITE 200 QUINCY, ILL. 60401  
TEL: 773.333.3333 FAX: 773.333.3334  
WWW.LYTTLEASSOCIATES.COM

PROJECT	CLIENT	PROJECT	TITLE	REVISION NUMBER	REV
1846_016	Vanderbilt Homes and at K-lanes	1846_016	Proposed Rear (West) Elevation	1846_016	p9



side (north) elevation

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DATE: 06/15/2016  
BY: [Signature]  
SCALE: 1/8" = 1'-0"

**Lytle Associates**  
ARCHITECTS

THE LITTLE SHED, QUINCY STREET, CHICAGO, IL 60602  
30385, CHICAGO, IL 60602  
TEL: 312.450.1111 FAX: 312.450.1112

PROJECT: Vanderbil Homes Land at Kitlands

Proposed Side (North)  
Elevation

1846\_017 p8





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DATE: 04-22-2017  
BY: CATHY J. JEN

**Lytle Associates**  
ARCHITECTS

100 FOUNTAIN HEAD, SUITE 200, GUNTER STREET, SUITE 200  
NASHVILLE, TN 37203  
615-259-1100  
www.lytleassociates.com

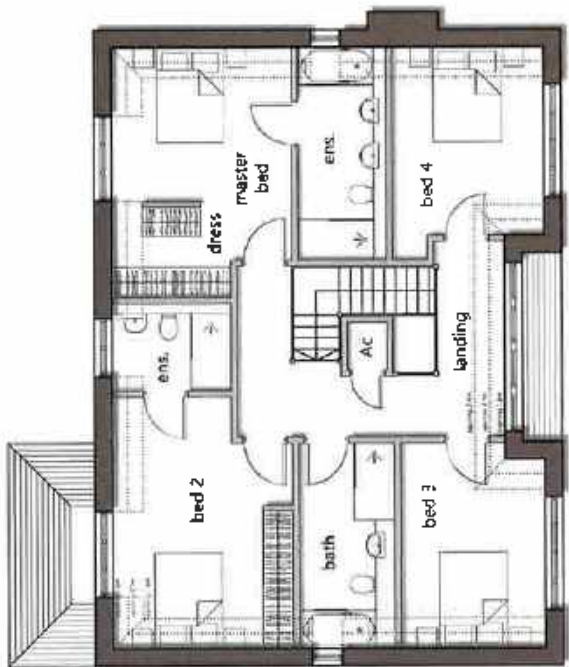
PROJECT: Land at Kit and's  
Vanderbilt Homes

Proposed Side (South)  
Elevation

1846\_018 p7



ground floor plan



first floor plan

PRELIMINARY ISSUE

REV: 01/2020  
DATE: 01/2020  
BY: [Signature]  
PROJECT: 1846\_020

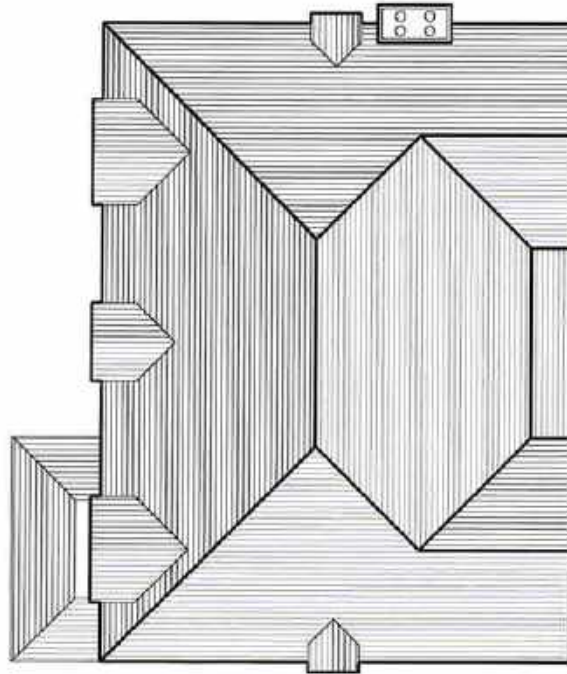
LytleAssociates  
ARCHITECTS

THE COUNTESS HEAD QUARRY STREET GUILDFORD  
SURREY GU1 3JY 0483 53162  
L.T.ASSOCIATES.CO.UK

PROJECT: Land at Kitlands  
Vanderbilt Homes

PROPOSED Ground and  
First Floor plans  
Guest House

1846\_020 p5



roof plan      GIA (m<sup>2</sup>/ft<sup>2</sup>) : 205.0 m<sup>2</sup>/2205 ft<sup>2</sup>

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This drawing is preliminary and is not to be used for construction purposes. It is for informational purposes only. The client acknowledges that the design is preliminary and is not to be used for construction purposes. The client acknowledges that the design is preliminary and is not to be used for construction purposes. The client acknowledges that the design is preliminary and is not to be used for construction purposes.

DESIGN DEVELOPMENT      BY: [Signature]      CM: [Signature]

**LytleAssociates**  
ARCHITECTS

THE FOUNTAIN HEAD    QUARRY STREET    GUILDFORD  
SURREY    GU1 3UY    01483 301661  
LYTLE-ASSOCIATES.COM

PROJECT:    LAND AT KILLANDS    PROPOSED ROOF PLAN    GUEST HOUSE    1846\_021    p4



SCALE 1:100 @ A3

CURRENT

PROJECT

FILE

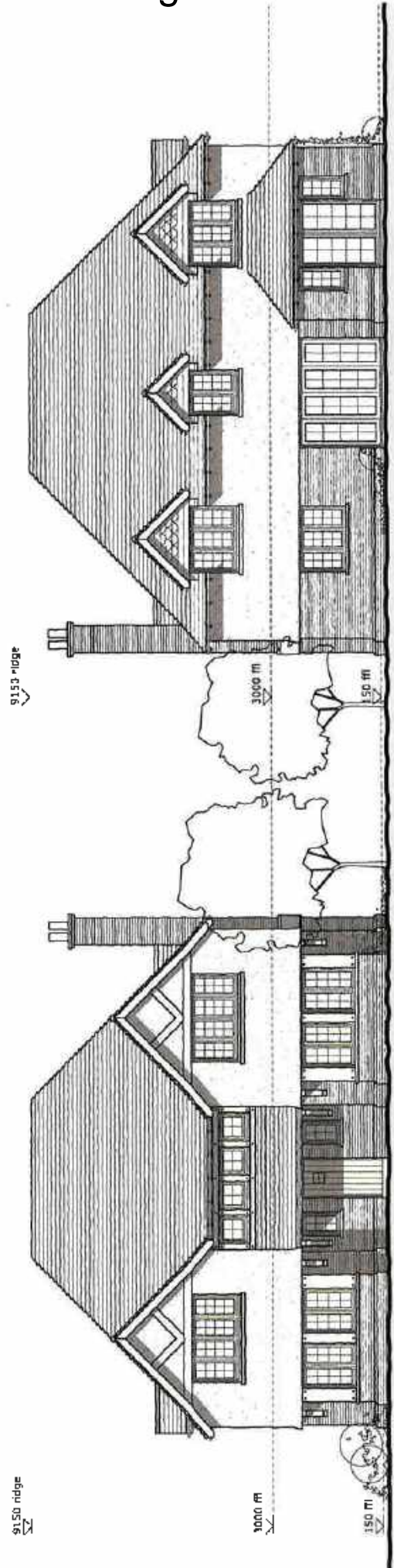
PROPOSED ROOF PLAN

DRAWING NUMBER

1846\_021

p4





rear (north) elevation

front (south) elevation

**PRELIMINARY ISSUE**

1846\_022 p7

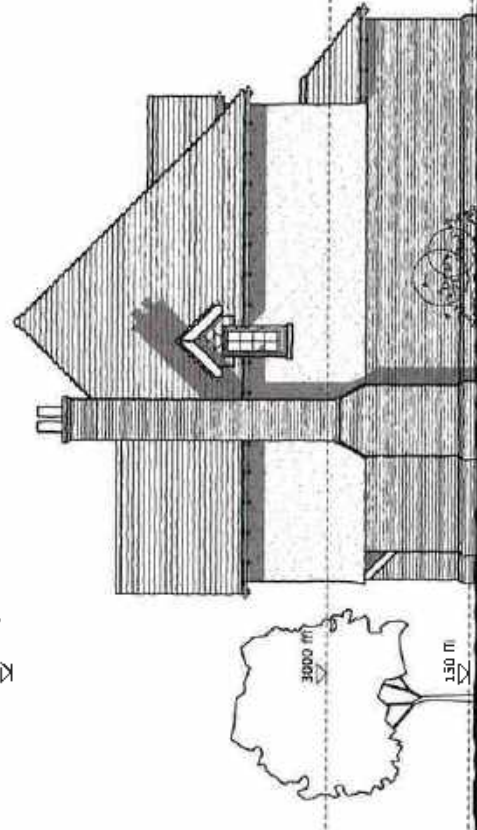
**Lytle Associates ARCHITECTS**

1100 E. 10th Street, Suite 100, Tulsa, OK 74103

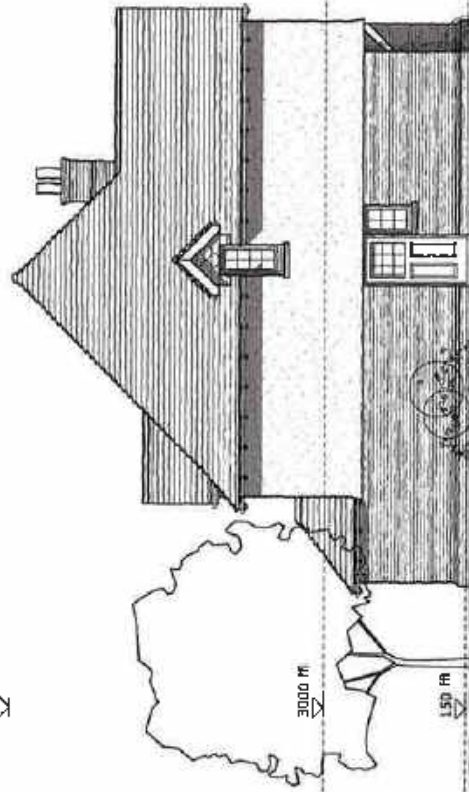
PROJECT: Vanderbilt Homes and at Kildars

PROPOSED FRONT AND REAR ELEVATIONS

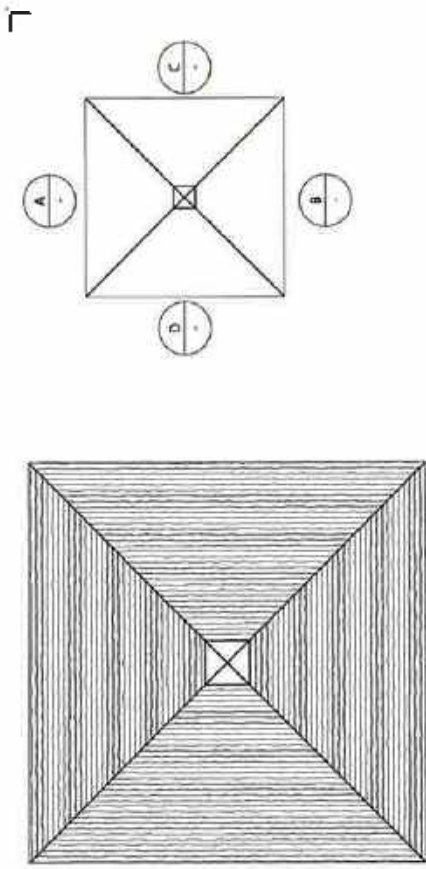
GUEST HOUSE



side (west) elevation

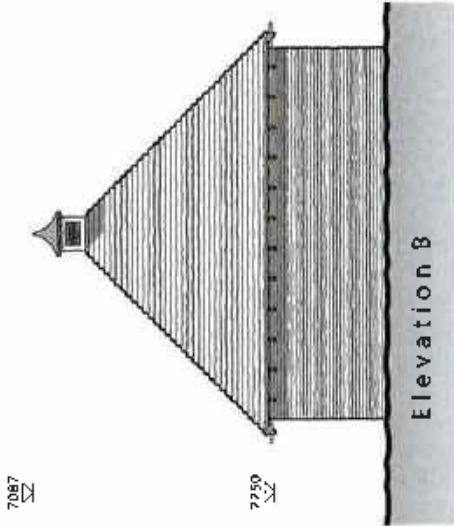


# Agenda Item 8

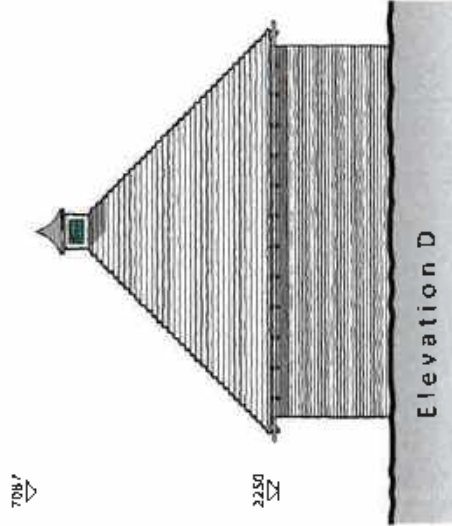


Proposed Roof Plan

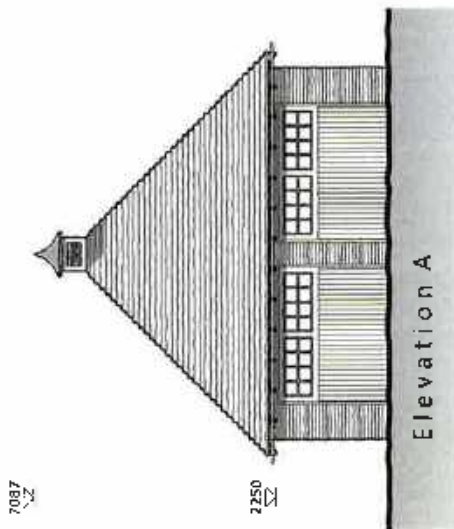
Ground Floor Plan



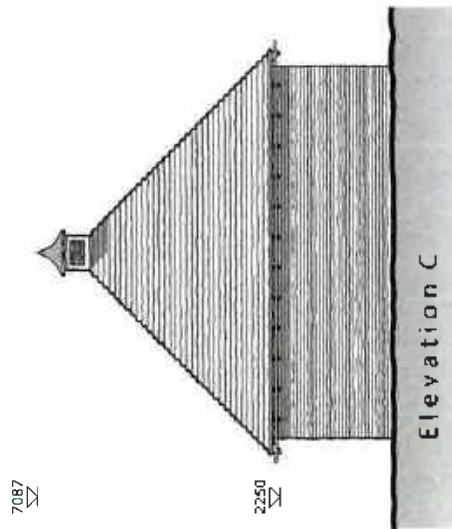
Elevation B



Elevation D



Elevation A



Elevation C

**PRELIMINARY ISSUE**

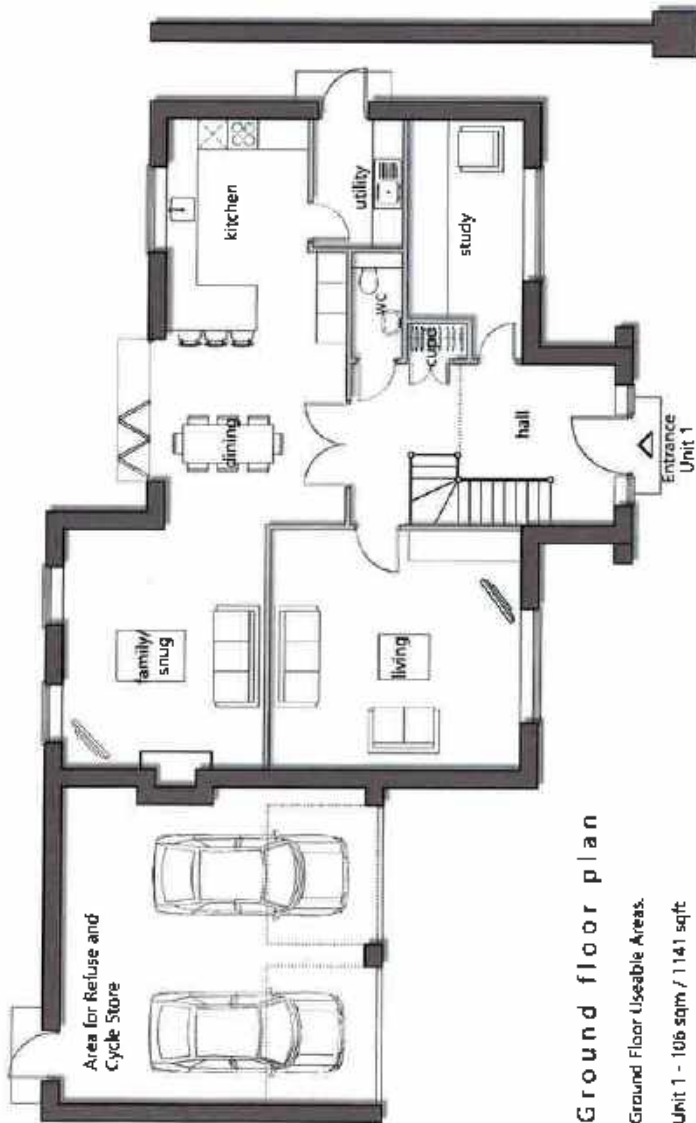
**Lytle Associates**  
ARCHITECTS

1846\_025 p3

Project: Vanderbilt Homes  
Location: Lang at K Islands  
Title: Proposed Guest House  
Revision: 1846\_025 p3

Project: Vanderbilt Homes  
Location: Lang at K Islands  
Title: Proposed Guest House  
Revision: 1846\_025 p3

# Agenda Item 8



Ground floor plan

Ground Floor Useable Areas.

Unit 1 - 106 sqm / 1141 sqft

Unit 2 - 112 sqm / 1205 sqft



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BY: ARCHITECTS

BY: PROJECT MANAGER

**Lytle Associates**  
ARCHITECTS

PROJECT

Land at Kirtlands

CLIENT

Vanderbilt Homes

SCALE

1:100 @ A3

1 2 3 4 5m

1 2 3 4 5m

1 2 3 4 5m

1 2 3 4 5m

1 2 3 4 5m

1 2 3 4 5m

1 2 3 4 5m

1 2 3 4 5m

1 2 3 4 5m

1 2 3 4 5m

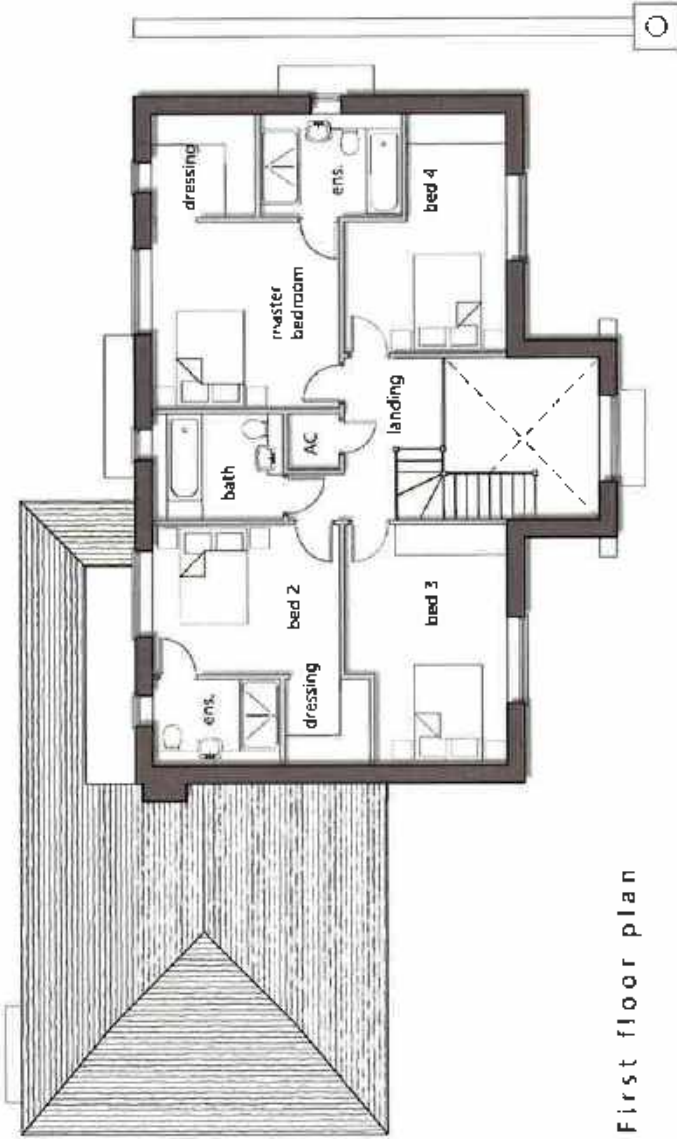
THE FOUNTAIN HEAD, QUARRY STREET, CULFORD, SURREY, GU1 3JY. 01483 30166.  
LYTLE ASSOCIATES LTD.

REV

Coach House Proposed Ground Floor Plans

DRAWING NUMBER  
**1846\_030**  
p4



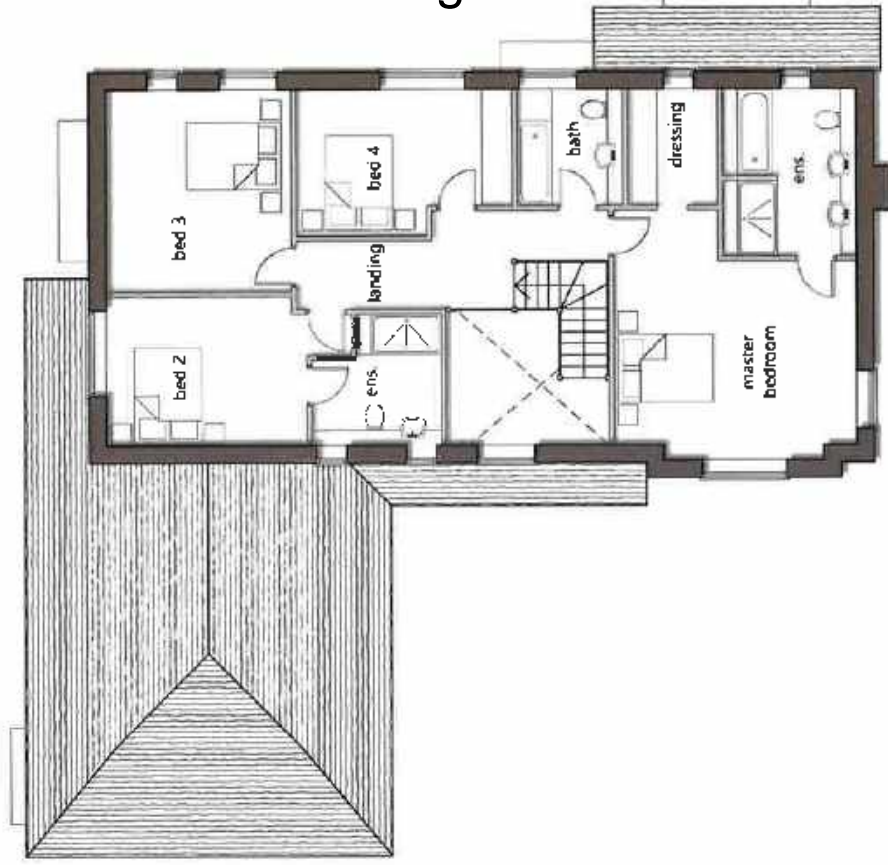


First floor plan

First Four Useable Areas:

Unit 1 86 sqm / 925 sqft

Unit 2 - 97 sqm / 1044 sqft



# PRELIMINARY ISSUE

This drawing is a preliminary issue and is not for construction. It is intended to provide a general indication of the proposed design and is subject to change without notice. It is not to be used for any other purpose without the written consent of the architect.

100% AMENDMENT

01 Building Area 4200

34 21.5A 2.415

01 30 200000



SCALE 1:100 (0.5" = 1'-0")

CLIENT Vanderbilt Homes

PROJECT Land at Kit and

Coach House Proposed  
First floor Plans

REV

DRAWING NUMBER

1846\_031

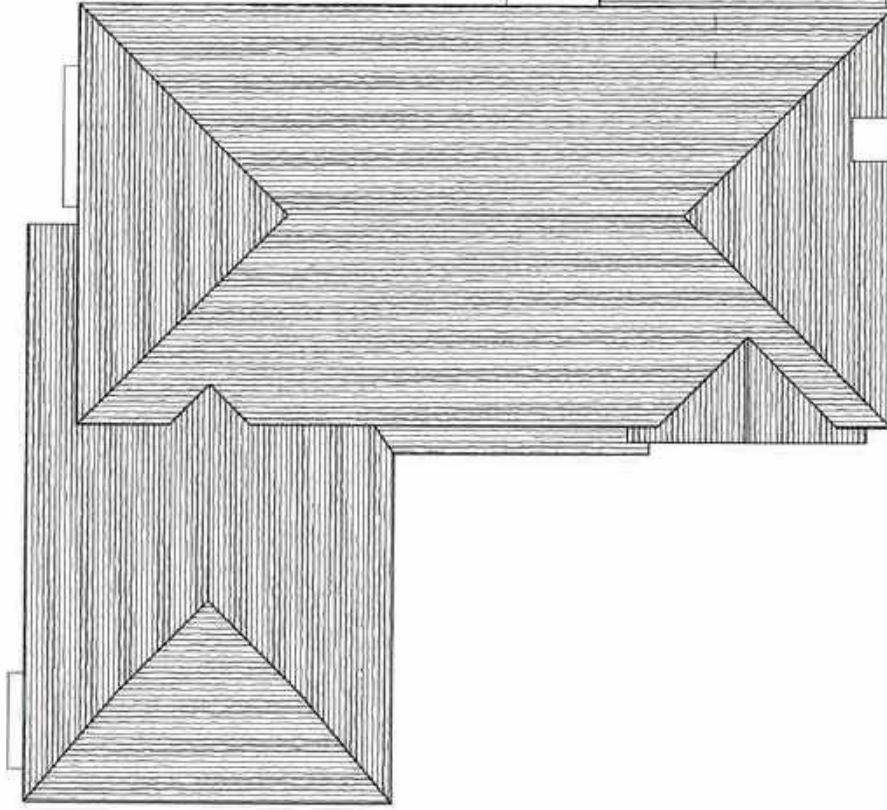
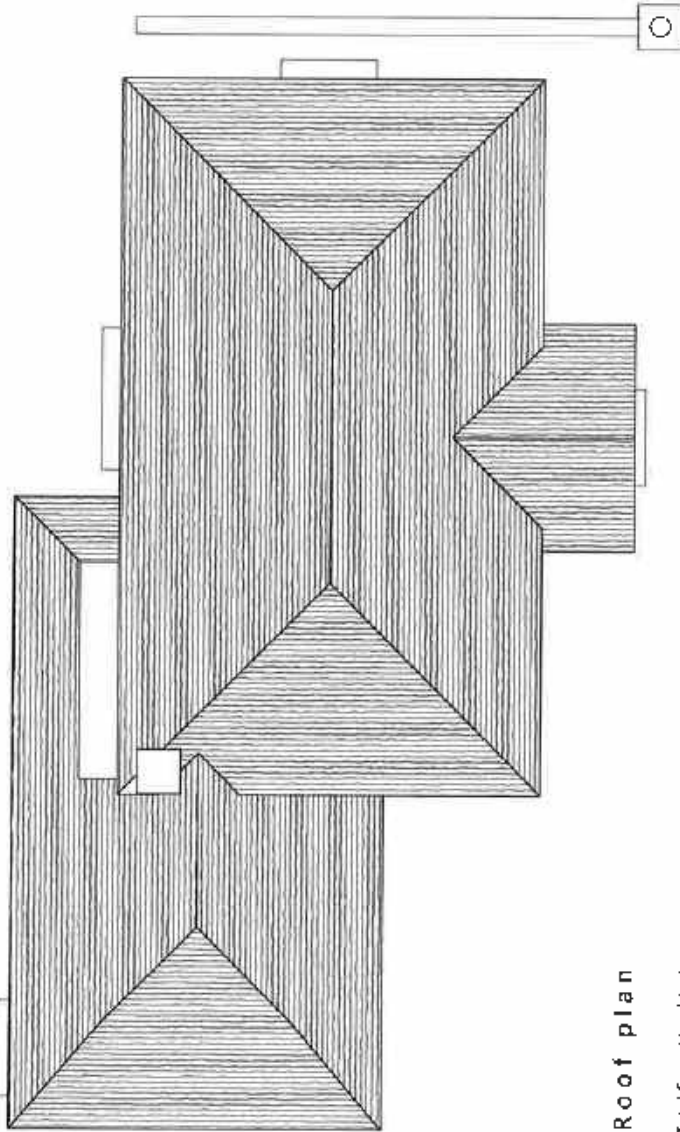
p4

Lytle Associates  
ARCHITECTS

112 LOURAIN PLAS QUARRY 3 KIL-1 GUILDFORD  
SURREY GU1 2LY 01483 31135  
STUDIO@LYTLEASSOCIATES.CO.UK

T

T



### Roof plan

Total Floor Useable Areas:

Unit 1 - 192 sqm / 2067 sqft

Unit 2 - 209 sqm / 2249 sqft

### PRELIMINARY ISSUE

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DATE: 23/04/19

OP

DP

DATE: 23/04/19



SCALE 1:100 @ A3

CLIENT Vanderbilt Homes

PROJECT Land at Kileands

COACH HOUSE Preliminary

Roof Plan

**Lytle Associates**  
ARCHITECTS

101 DUNSTON ROAD, QUAKER STREET, GLEN COVE  
DUBLIN 15, IRELAND  
01 250 0000  
www.lytleassociates.co.uk

TITLE

1846\_032 p4

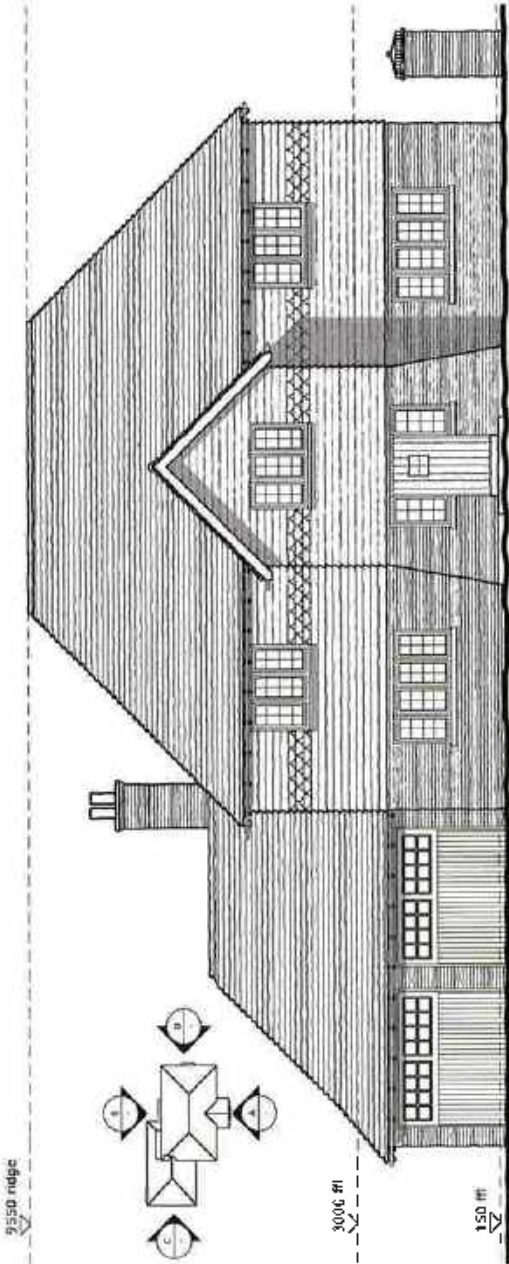
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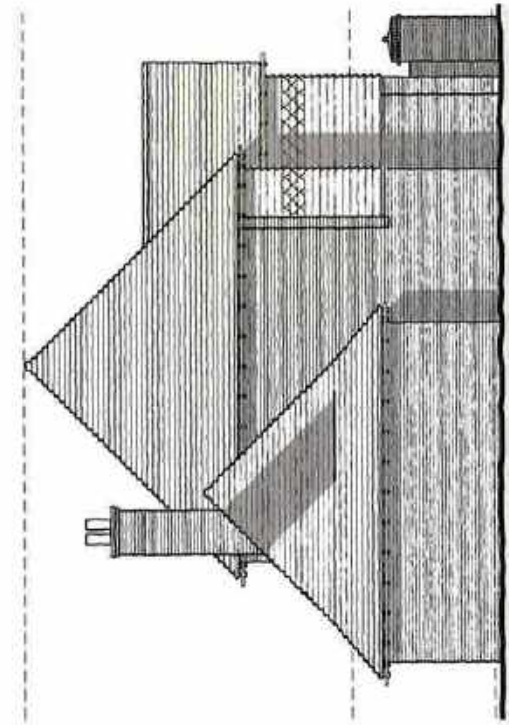
# Agenda Item 8

7

7

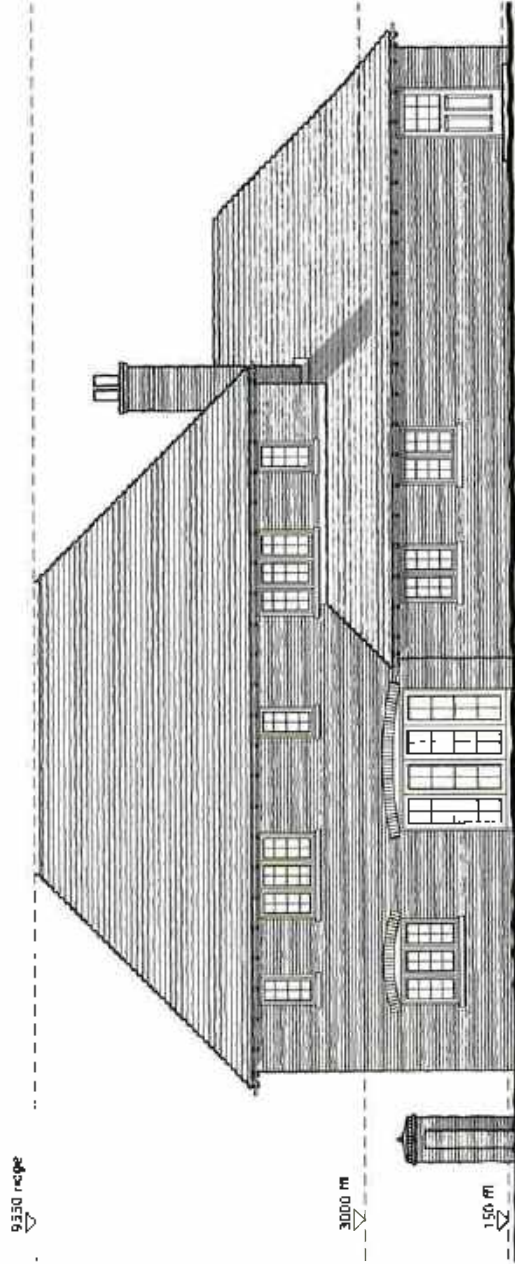


Unit 1 front elevation A

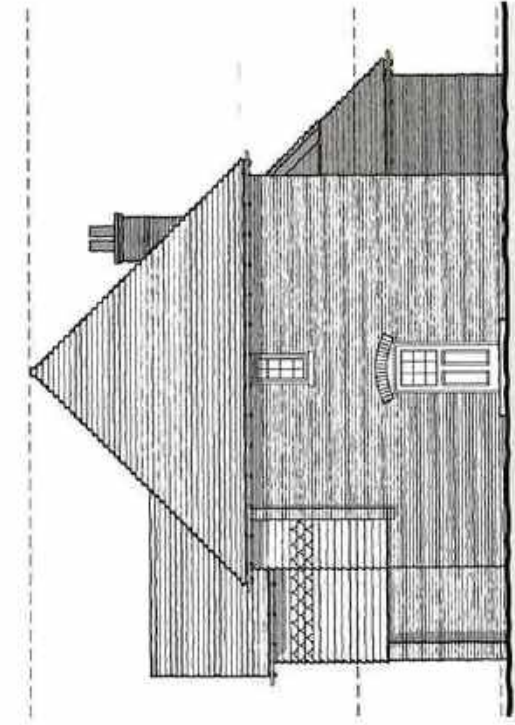


Unit 1 side elevation C

197



Unit 1 rear elevation B



Unit 1 side elevation D

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DATE: 10/10/2024  
BY: [Signature]  
FOR: [Signature]

**Lytle Associates**  
ARCHITECTS

2300 100'

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SCALE: 1/8" = 1'-0"

DATE: 10/10/2024  
BY: [Signature]  
FOR: [Signature]

DATE: 10/10/2024  
BY: [Signature]  
FOR: [Signature]

CLIENT: Vanderbark Homes

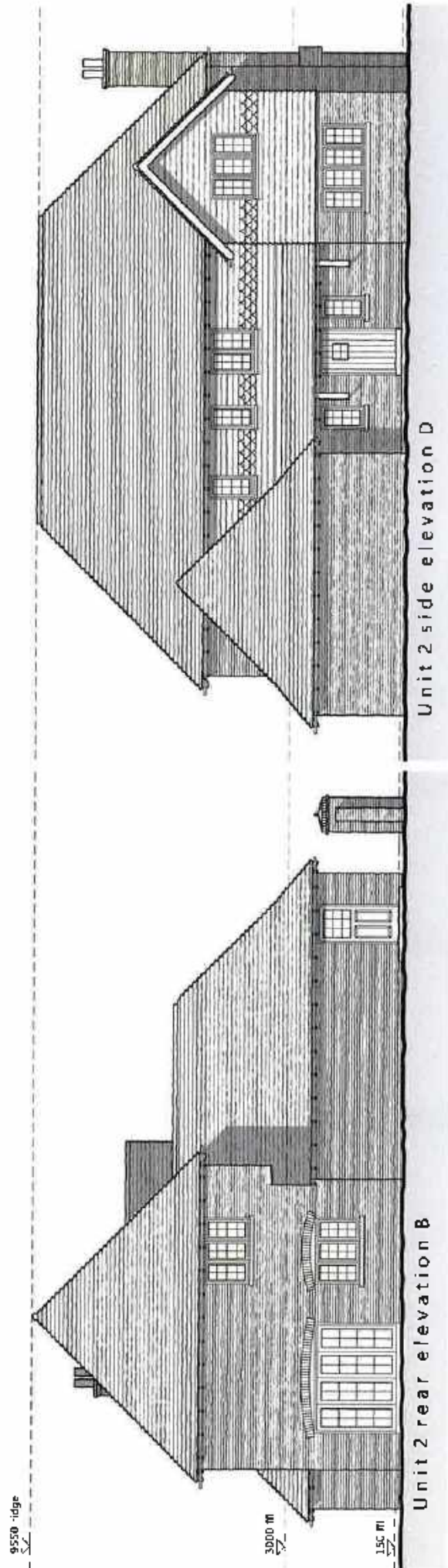
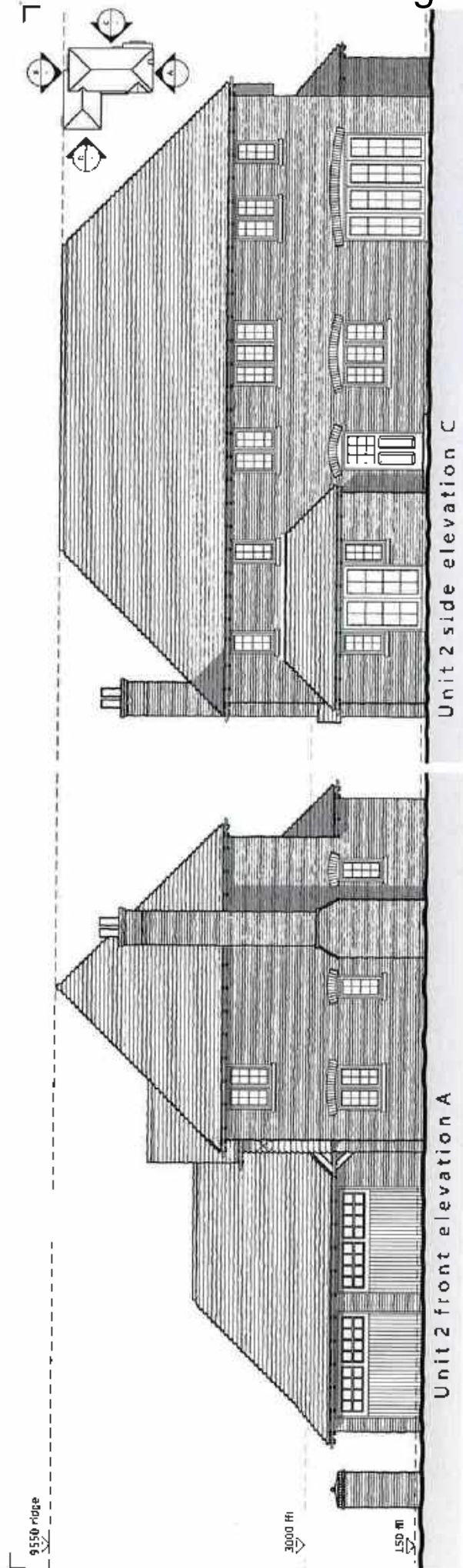
ARCHITECT: Lytle Associates

TITLE: Coach House Unit Elevations

DATE: 10/10/2024  
BY: [Signature]  
FOR: [Signature]

1846\_033 p5

7



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21 1846\_034\_V01.dwg

**Lytle Associates**  
ARCHITECTS

1111 E. 10th St., Suite 100  
Des Moines, IA 50319  
515.281.1111  
www.lytleassociates.com

SCALE 1:100 @ A3  
PROJECT Vanderbilt Homes  
and at Kirlands  
Coach House Unit 2  
Proposed Elevations

1846\_034 p5





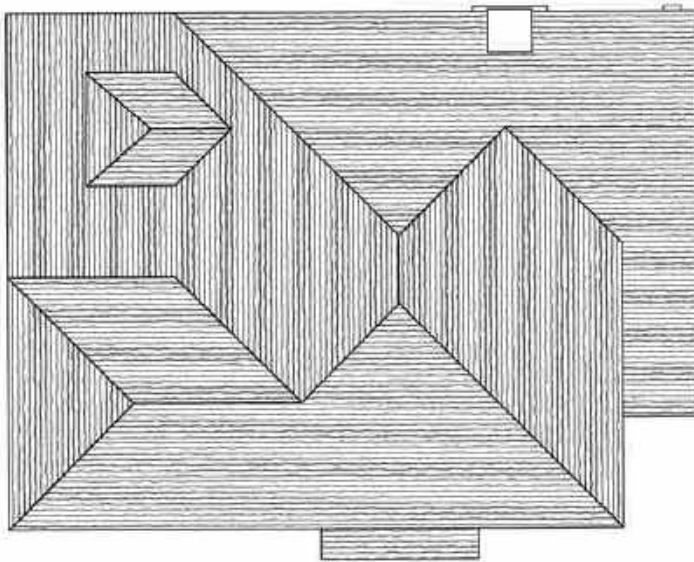
Ground Floor Area:  
105 sqm / 1130 sqft

01 Proposed Ground Floor Plan  
SCALE 1:100 @ A3



First Floor Area:  
93 sqm / 1001 sqft

02 Proposed First Floor Plan  
SCALE 1:120 @ A3



Total GFA:  
198 sqm / 2131 sqft

03 Proposed Roof Plan  
SCALE 1:100 @ A3

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04 OVERALL FLOORING & MATERIALS

DATE 27/10/2024  
DRAWN BY LYTLE ASSOCIATES ARCHITECTS  
SCALE 1:100 @ A3

**Lytle Associates**  
ARCHITECTS

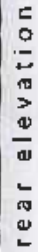
THE COUNTRY HOUSE, QUAKER STREET, GUILDFORD  
SURVEY 2010/11, 2012/13, 2016/17  
BY LYTLE ASSOCIATES ARCHITECTS

CLIENT  
Vanderbilt Homes  
PROJECT  
Land at Citlands

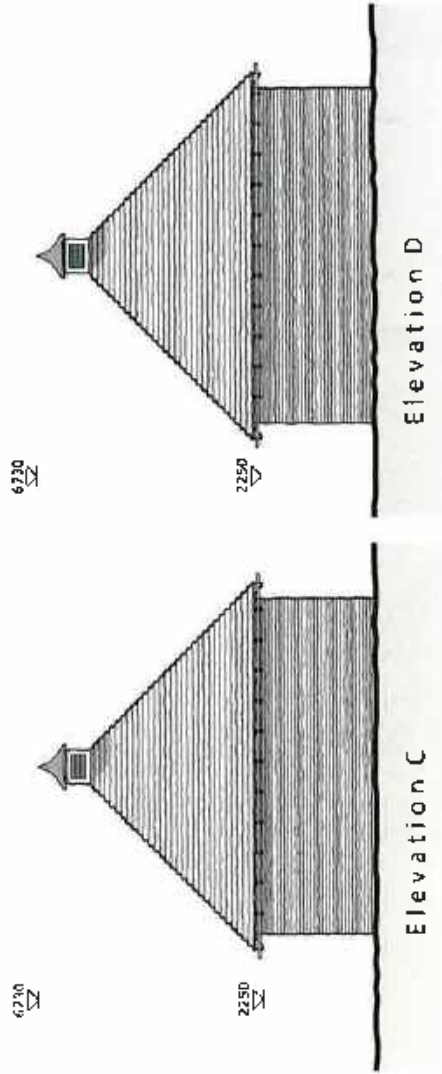
TITLE  
Glate Lodge Proposed  
Floor Plans

DRAWING NUMBER  
1846\_050 p5

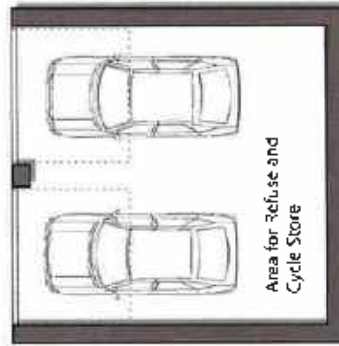
9925 ridge



1846\_052 p7



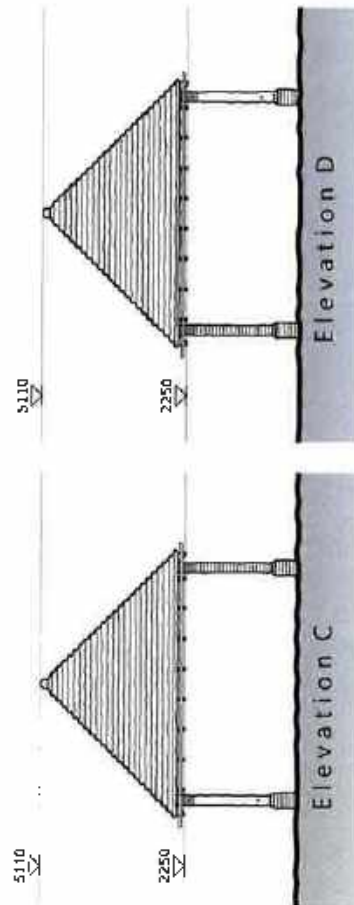
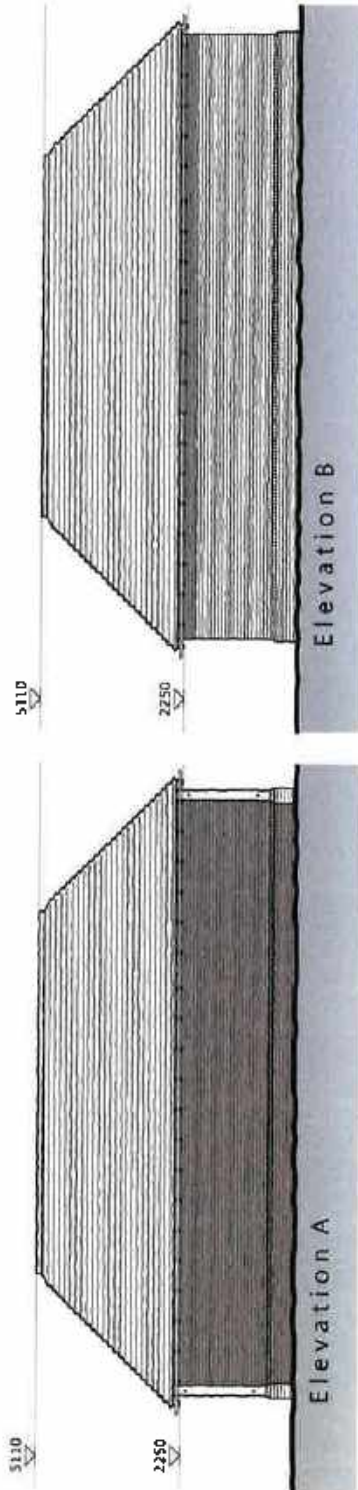
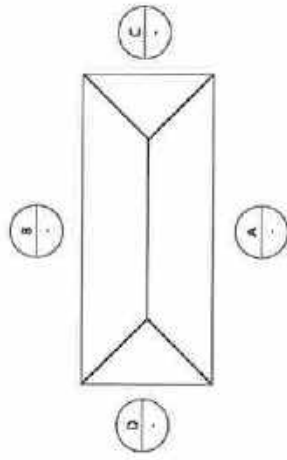
### Proposed Roof Plan



### Ground Floor Plan



# Agenda Item 8



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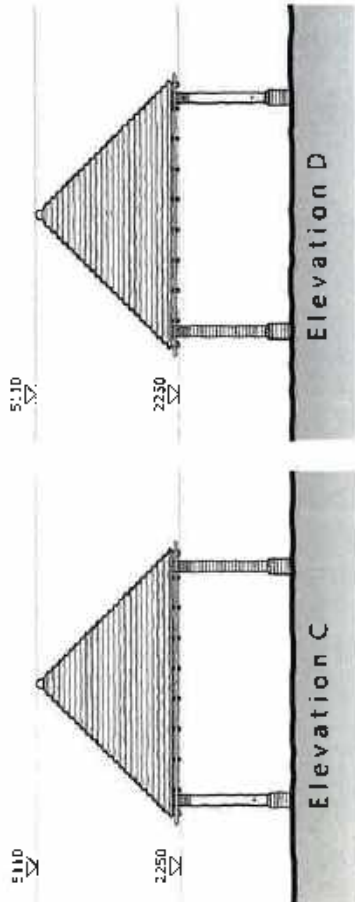
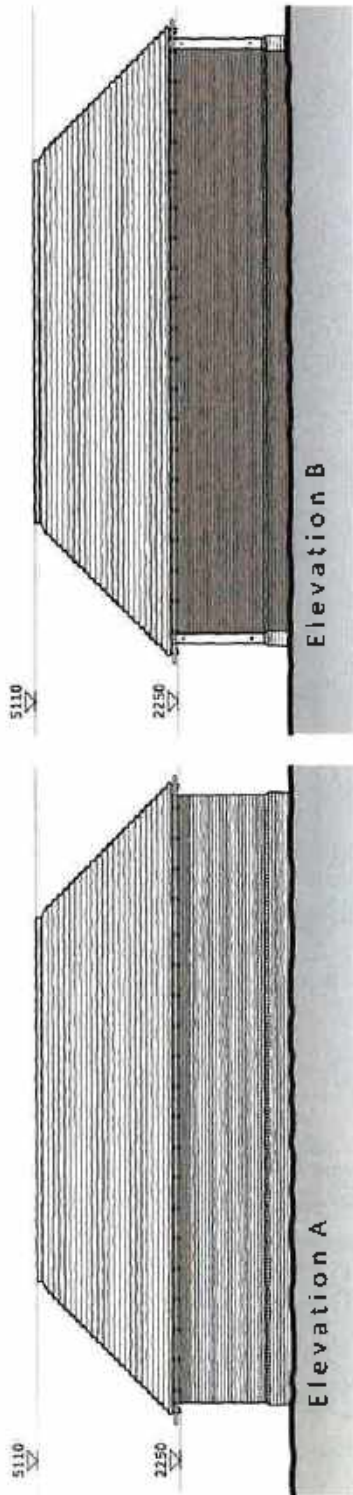
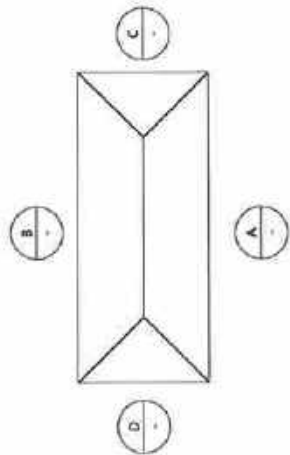
DATE: 5/10/2024  
 DRAWN BY: J. L. Lyle  
 CHECKED BY: J. L. Lyle  
 PROJECT: Car Port 1 Proposed Elevations

**Lytle Associates**  
 ARCHITECTS

THE FOUNTAIN HEAD COMPANY STREET - UNIVERSITY  
 1000 UNIVERSITY DRIVE, SUITE 1000  
 UNIVERSITY, MISSOURI 64111

CLIENT: Vanderbilt Homes  
 PROJECT: Land at Kiplands  
 DRAWING NUMBER: 1846\_060  
 REV: p2





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REV: 01/10/2018

DATE: 01/10/2018

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ARCHITECTS

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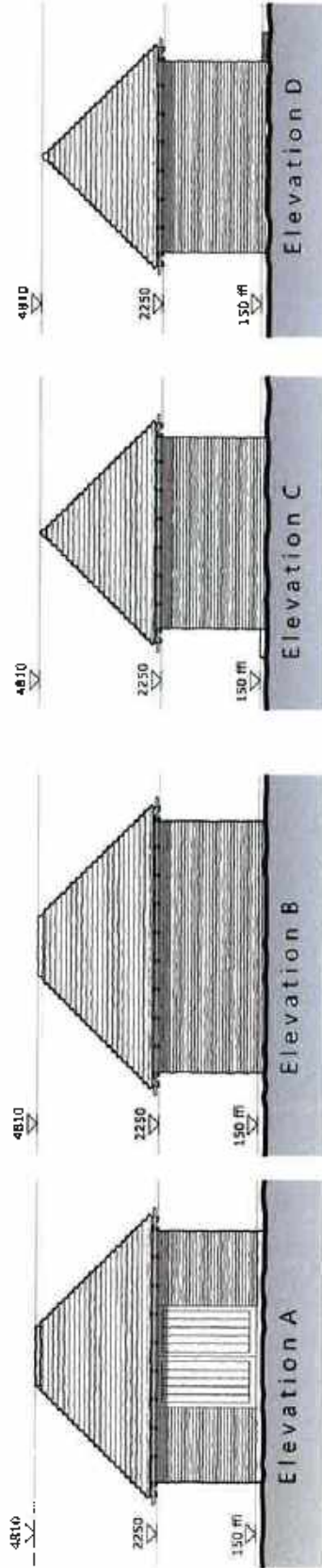
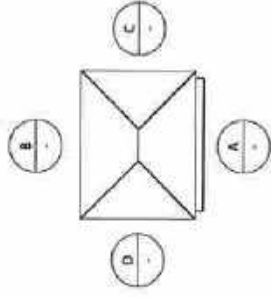
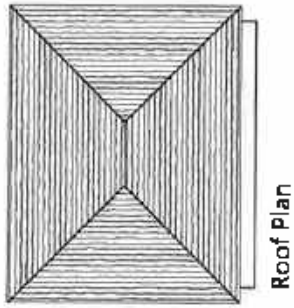
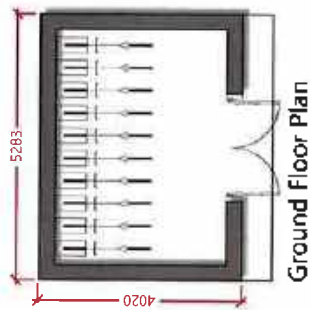
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PROJECT: Land at Kir and

TITLE: Car Port 2 Proposed Elevations

DATE: 01/10/2018

1846\_065 p2



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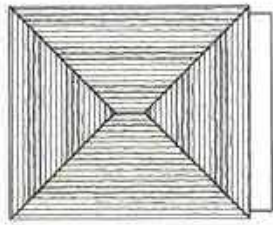
PROJECT	CLIENT	PROJECT	TITLE
1846_070	Vanderbilt Homes	Proposed Cycle Store	REV

1846\_070 p1

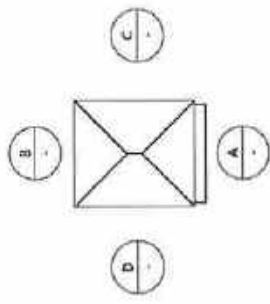
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Ground Floor Plan



Roof Plan

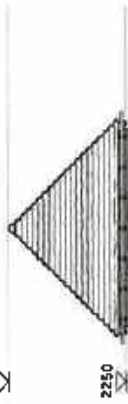


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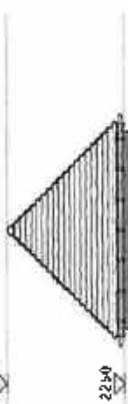
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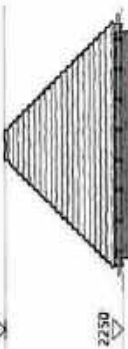
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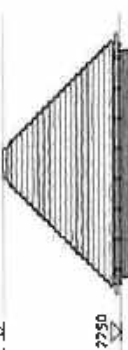
Elevation A



Elevation B



Elevation C



Elevation D

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DATE: 01/2023

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DATE: 01/2023

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PROJECT: Vanderbilt Homes

PROJECT: Land at Kirlands

PROJECT: Proposed Refuse Store

PROJECT: 1846\_075


REV: 01/2023

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# Agenda Item 9

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 <b>Reigate &amp; Banstead</b> <b>BOROUGH COUNCIL</b> Banstead   Horley   Redhill   Reigate	<b>TO:</b>	PLANNING COMMITTEE
	<b>DATE:</b>	20 May 2020
	<b>REPORT OF:</b>	HEAD OF BUILDING & DEVELOPMENT SERVICES
	<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>		19/2020/F	<b>VALID:</b>	17.10.2019
<b>APPLICANT:</b>	Earlswood Homes		<b>AGENT:</b>	n/a
<b>LOCATION:</b>	<b>REAR OF 36-38 REIGATE ROAD, REIGATE , SURREY</b>			
<b>DESCRIPTION:</b>	<b>Construction of one pair of semi detached houses with associated parking and landscaping as amended on 09.3.20 and 22.4.20</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

The development proposed is a pair of two-storey semi-detached houses on a backland site on the north side of Reigate Road in a sustainable part of Reigate.

This site has been the subject of previous applications for larger scale development (ref: 18/01384/F and 19/02121/F), none of which has been approved and one of which resulted in an appeal being considered. That scheme, for a block of 7 flats (Ref: 18/01384/F), was dismissed on appeal with the Inspector concluding that the scheme amounted to a building that would be too large for and cramped on the site with adverse impacts upon the character and amenities of the surrounding area. It was also concluded that the proposed flats would result in a harmful impacts upon the amenities of nearby residents by virtue of overlooking and a loss of privacy.

The current proposal represents a significantly smaller scheme than that refused permission in 2018 (Ref: 18/01384/F) with attention having been paid to the Inspectors comments regarding the general bulk, scale and mass of the previous scheme. It is acknowledged that the scheme would result in a change to the character of the area, any development would as a matter of principle on this undeveloped backland site. However, the reduced footprint, width of building, increased space around the building and general reduction in scale, bulk and mass of the houses would render this scheme acceptable in terms of its design within the surrounding context.



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The previous application, (Ref: 19/02121/F) scheme was considered unacceptable due to the impacts of first and second floor rear facing windows (living rooms and bedrooms) upon the neighbours amenities. The pair of houses under consideration would result in some overlooking from first floor windows of the houses and gardens in Deerings Road to the rear of the site. This scheme reduces the number of first floor rear facing windows to only three first floor bedroom windows facing onto Deerings Road. It is not uncommon for mutual overlooking to exist to varying extents within an urban environment such as this. Whilst there would still be some overlooking, the reduction in scale of development and number of rear facing windows are not considered to result in a significant adverse impact upon those residents.

The previous application was considered to be likely to result in additional on street parking due to the displacement of some existing residents cars onto the adjacent highway. However, the Inspector did not consider that this would cause highways safety impacts and that the local highways could safely accommodate any additional parking. On the basis that the previous scheme would have had greater impacts upon the local network in terms of the shortfall of spaces than this scheme, it is not considered that the current proposal would be unacceptable in terms of its highway impacts and the on-site parking provision would accord with policy.

Additionally, the County highways Authority has expressed concerns regarding the ability of refuse vehicles to access the site. The Inspector concluded that the scheme would not result in any changes compared to the existing situation and was thus found to be acceptable. No objections are therefore raised in this respect.

The overall reduction in scale of development and resultant increase in space around the site would allow for planting and landscaping to a degree that would mitigate the impacts of the scheme proposed and ensure that this scheme would fit sympathetically into the surrounding area, albeit it is acknowledged that it would result in a change to the character of this site and immediate surroundings.

## RECOMMENDATION

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

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## Consultations:

Highway Authority: Recommends refusal on the following grounds:

- It has not been demonstrated that an adequate turning area and refuse collection area compatible with the surrounding highway network would be provided at a point in the highway where drivers of refuse vehicles would have to reverse on and off a busy "A" class road and increase in waiting time on a busy highway due to an absence of a refuse collection area within 25 metres from the highway, all leading to conditions prejudicial to highway safety contrary to 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.
- The proposed development would lead to displacement of car parking which is unaccounted for in the development leading to demand to park on the highway where there is a cycle route on the A25 leading to conditions prejudicial to highway safety contrary to 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 Surrey County Council's third Local Transport Plan.

The CHA note that the lack of a refuse collection point would increase the dwell time such vehicles would have to sit in the carriageway awaiting refuse collection personnel to return to the vehicle with waste. The site layout plan implies that there is a turning area but the red line does not extend to the neighbouring turning area. It may not be possible for the driver to use this to enter and leave the site in a forward gear.

The CHA advise that if the developer could show a refuse collection point within 25 metres of the highway or can demonstrate that a refuse vehicle can enter and leave the site in forward gear this may overcome the above objection.

The second reason could be overcome if the applicant could take account of the displaced parking within the development.

(Note: The above comments were made on the initial submission and it is anticipated that revised comments will be received in time for the meeting of the Planning Committee and that these comments will factor in the appeal decision. These will be reported to the Planning Committee and the report undated as maybe required.)

Environmental Protection: Have identified the potential for ground contamination to be present on or in close proximity to the site. As such conditions are recommended in respect of:

- Submission of a desktop study to identify possible on and off site sources, pathways and receptor of contamination and evaluate potential contamination sources
- Submission of a contaminated land site investigation proposal detailing the extent and methodologies of sampling, analysis and proposed assessment criteria

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- Contaminate land site investigation and risk assessment to determine the extent and nature of contamination
- A remediation method statement
- Remediation validation report
- Strategy to deal with unexpected contamination found during construction

NATS Safeguarding: No objections

Reigate Society:

Understand the potential of the site to provide housing but are concerned with invasion of privacy and overlooking to properties in Deerings Road.

Deerings Road Residents Association:

Object on the following issues:

- Lack of compliance with the Development Plan
- Strong local objection
- Site is not owned by the applicant
- Harm to neighbours amenities
- Topography of site emphasises impacts
- Loss of amenity space to Glenview residents
- Adverse highways impacts
- Harm to green undeveloped character of the area
- Infrastructure concerns including lack of drainage detail
- Loss of trees
- Inadequate landscaping

Sutton and East Surrey Water Company:

No comments received

## **Representations:**

Letters have been sent to individual residents and site notices posted and the application has been subject to revisions that have been the subject of reconsultation. In total 190 letters of objection have been received to the scheme over the various iterations so this total includes multiple letters from many residents. The following issues have been raised

### **Issue**

### **Response**

Harmful impact upon the character of the surrounding largely undeveloped area of rear gardens

See Paragraphs 6.3-6.15

Adverse impact upon nearby residents through overlooking, loss of privacy, overshadowing, noise and disturbance, loss of outlook, overbearing

See paragraphs 6.16-6.24

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This scheme does not overcome the previous reasons for refusal and the concerns of the appeal Inspector in the previous appeal for 7 flats

See paragraph 6.7-6.15 and 6.19-6.22

Loss of Trees

See paragraph 6.31-6.34

Inadequate landscaping

See paragraph 6.11-6.12

Inadequate infrastructure

See paragraph 6.41

Harm to Conservation Area

Harm to Green Belt

See paragraph 6.36

Increased traffic, lack of parking and Highways Safety issues

See paragraphs 6.25-6.30

Scheme is too wide for its plot

See paragraph 6.9-6.10

Lack of separation from surrounding properties

See paragraph 6.21

Lack of detail regarding drainage

See paragraph 6.37

Existing parking for Glenview will be displaced

See paragraphs 6.25 -6.30

Harm to wildlife

See paragraph 6.40

Modern executive style homes would be out of character with the Edwardian/Victorian character

See paragraph 6.14

Uncharacteristic plot size with shallow rear gardens

See paragraph 6.11

Loss of view

See paragraph 6.22

The sloping site makes the scheme more overbearing for Deerings Road residents

See paragraph 6.23

This will set a precedent for the area

See paragraph 6.38

Overlooking of the site by houses in Reigate Road

See paragraph 6.23

Gardens too small for adequate landscaping

See paragraph 6.12

Damage to trees along western boundary

See paragraph 6.31

Lack of pavement alongside the access drive – this would be unsafe

See paragraph 6.39

Loss of amenity space for flats

See paragraph 6.23

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## 1.0 Site and Character Appraisal

- 1.1 The site comprises a grassed parcel of land to the rear of 36 Reigate Road, forming part of the amenity space of that property which fronts onto Reigate Road. It lies in an area to the rear of properties in Reigate Road and Deerings Road which is predominantly undeveloped apart from the area of hardstanding and garages immediately adjacent to this site and some modest domestic scaled outbuildings within the wider area of gardens.
- 1.2 Vehicular access to the site is gained via an existing access between 36 and 38 Reigate Road which slopes downhill to the area of hardstanding and garages at the rear of 38 Reigate Road. The site is grassed with a line of trees/shrubs along the western boundary which lie in an adjacent garden.
- 1.3 The surrounding area comprises largely two storey traditionally designed properties, set back from the respective road frontages (a larger set back on Reigate road) with rear gardens that lie on sloping land, sloping down from Reigate Road. The Deerings Road properties are broadly on a level site around the application site and with shorter gardens than those forming part of the Reigate Road properties.
- 1.4 In the previous appeal the Inspector noted that the character of the area is one where:
  - the prevailing pattern of development is one where buildings are arranged with frontage to the highway
  - it has an open undeveloped green character
  - landscaped garden setting
  - limited potential for additional on street parking

## 2.0 Added Value

- 2.1 Improvements secured at the pre-application stage:  
A pre-application enquiry was not made
- 2.2 Improvements secured during the course of the application:  
A reduction in height and scale of the proposed dwellings, increased space secured between the proposed houses and the site boundaries and additional landscaping around the site.
- 2.3 Further improvements to be secured through conditions: relating to securing landscaping works.

## 3.0 Relevant Planning and Enforcement History

- |     |            |   |         |
|-----|------------|---|---------|
| 3.1 | 19/02121/F | Erection of terrace of three dwellings. | Refused |
|-----|------------|---|---------|

For the following reasons:



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1. The proposal by virtue of the form of the development in an otherwise undeveloped, open back garden location would result in development which appears prominent and incongruous within this context and fails to maintain the character of the locality. This is contrary to policy CS10 of the Reigate and Banstead Core Strategy and Policies DES1 and DES2 of the Reigate and Banstead Development Management Plan (2019), the Reigate and Banstead Local Distinctiveness Design Guide 2004 and the provisions of the NPPF.
2. The proposed development by reason of its layout, siting, lack of spacing, bulk, height and massing and lack of space for landscaping is considered poorly designed, would create a cramped and over developed appearance that would be out of keeping with, and harmful to the character and appearance of the area. This is contrary to policies CS10 of the Reigate and Banstead Core Strategy and Policies DES1 and DES2 of the Reigate and Banstead Development Management plan (2019), the Reigate and Banstead Local Distinctiveness Guide and the provisions of the NPPF.
3. The proposed development would by reason of the proximity and juxtaposition of upper floor windows result in an unacceptable loss of privacy to the gardens of properties in Deerings Road adjacent to the site contrary to the provisions of Policy DES1 of the Reigate and Banstead Development Management Scheme (2019) and the NPPF.
4. Insufficient evidence has been provided to demonstrate that the proposed development would not cause harm to the trees located along the western boundary of the site such as to ensure their future retention, contrary to the provisions of the Reigate and Banstead Development Management Plan (2019) and the provisions of the NPPF.

3.2	18/01384/F	Construction of block of seven apartments	Refused 20.8.18
-----	------------	--	--------------------

Refused for the following reasons:

1. The proposal by virtue of the form of the development in an otherwise undeveloped, open back garden location would result in development which appears prominent and incongruous within this context and fails to maintain the character of the locality. This is contrary to policies Ho9, Ho13 and Ho14 of the Reigate and Banstead Borough Local Plan 2005, the Reigate and Banstead Local Distinctiveness Design Guide 2004.
2. The proposed development by reason of its layout, siting, lack of spacing, bulk and massing (exacerbated by the crown roof), poor detailing, and landscaping is considered poorly designed, would create a cramped and over developed appearance that would be out of keeping with, and harmful to the character and appearance of the area. This is contrary to policies Ho9, Ho13, Ho14 of the Reigate and Banstead Borough Local Plan 2005 and Cs4 of the Reigate and Banstead Core Strategy 2014 and the Reigate and Banstead Local Distinctiveness Guide
3. The proposed development by virtue of its height, scale and bulk and proximity to the rear boundaries of 54, 56, 58 and 60 Deerings Road, would result in harmful overlooking and loss of privacy to their rear gardens and a dominant and appear a dominant and overbearing

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presence upon these properties. This would be harmful to their residential amenities and be contrary to Policy Ho9, Ho13 and Ho14 of the Reigate and Banstead Borough Local Plan 2005.

4. The proposed development is adjacent to or could affect trees and vegetation that make a positive contribution to the character and visual amenity of this locality. In the absence of an arboricultural impact assessment (AIA), arboricultural method statement (AMS) or tree protection plan (TPP) to show that tree and vegetation retention, health and visual amenity could be maintained to an acceptable standard, the proposal is contrary to policy Pc4 and Ho9 of the Reigate and Banstead Borough Local Plan 2005, and the advice and recommendations set out in British Standard 5837: 2005 'Trees in Relation to Construction - Recommendations.'
5. The proposal is considered to provide insufficient parking for new and Existing residents. It has not been demonstrated that the proposed parking and turning areas would be compatible with the surrounding highway network where demand for parking on the highway would be likely to result in drivers having to park on the highway cycle lane and where drivers of refuse vehicles would have to reverse on and off the highway on a busy "A" class road, all leading to conditions prejudicial to highway safety contrary to the National Planning Policy Framework 2018 and Policy Mo5 highway safety, Policy Mo7 Parking, and policy Mo6 Turning Space of the Reigate and Banstead Local Plan 2005 and the Council's guidance Making Space for Waste.

3.3 This refusal on application 18/01384/F was subject to appeal which was dismissed, with the Inspector reaching the following conclusions:

- the location of the proposed apartments would be in marked contrast to the prevailing pattern of development here, where buildings are arranged with frontage to the highway.
- the development would occupy almost the full width of its plot and have a deep plan form at odds with the traditional detached properties along Reigate Road and the smaller albeit still substantial properties in Deerings Road.
- the overall scale and massing of the scheme with only a modest communal garden area and with very limited space for meaningful landscaping, would result in a cramped form and would, in this backland location, be at noticeable odds with the existing undeveloped open green character of the appeal site and its immediate surroundings.
- The proposed building has been articulated to break up the mass, but that would not mitigate its size.
- The largely undeveloped nature of the neighbouring gardens would not mitigate the harm caused by this scheme: the density here would be in stark contrast to the large undeveloped garden settings which neighbouring buildings benefit from
- The development would be visible from surrounding properties and is a significant and integral part of the local scene
- The close relationship to the western boundary would be likely to result in the loss of existing boundary trees and not allow for any meaningful replanting

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- No objections in principle to the elevational treatments
- The proposed apartment block would due to its position, internal layout and windows at first and second floors result in overlooking of the rear gardens of Deerings Road houses.
- - The scheme would not be seen as unduly overbearing as a result of the separation distance: there would be a change to the outlook of Deerings Road residents but there would be no material harm in this regard
- The scheme could result in the displacement of some unmarked spaces at the rear of no 36 which could increase demand on Reigate Road. However parking is not restricted and it was noted that the blocking of the cycle lane is a matter for parking enforcement. No objections were raised to the collection of refuse – it not changing existing arrangements on site.

## 4.0 Proposal and Design Approach

4.1 This is a full application for the erection of one pair of semi-detached houses with associated parking and amenity space. The houses would be of a traditional design and the scale has been reduced through discussion to minimise impacts upon the surrounding area. It would now encompass two 1 ½ storey houses set behind 4 parking spaces and with the amenity space stretching to the rear and side of the two houses. The roof includes a crown roof, which through design discussions has been amended to lie behind a pitched roof to reduce its visibility from the surrounding area and particularly from Reigate Road.

4.2 The submitted Design & Access Statement advises the following:

*“The amended scheme provides 2 new homes, representing a density of approximately 20 dwellings per hectare. Whilst this is relatively low for a highly accessible location such as this, given the previous refusal this is considered to be one such case where a local circumstances dictate a more moderate density. This reduced amount of development, and the associated coverage and layout, is considered to be an appropriate response and fits comfortably within amongst the grain and density of surrounding developments.*

*In particular, the spacing to the landscaped western boundary has been greatly increased, providing enhanced separation to reduce pressure for significant pruning of existing landscaping and tree cover along this boundary which was acknowledged as a concern in the previous application. This will also provide scope to supplement the existing planting in some areas along this boundary, helping to maintain the verdant backdrop to Reigate Road and Deerings Road.*

*The reduction in footprint also provides for much more generous plot sizes and amenity space to the rear of the proposed units, providing a more open feel to the development in this backland location. The combined built footprint*

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*of the two homes now proposed is approximately 126sqm, compared to 220sqm for the previously refused flatted block.*

*The proposed layout also provides for space to the front of each of the dwellings for generous landscaped areas around the parking bays. When contrasted to the more hardstanding dominated frontage on the previous flatted scheme, this would again help to maintain a more verdant appearance when viewed along the access road between the frontage buildings. The space available could support both low level groundcover planting but also some tree planting.*

*In terms of appearance, the elevational treatment takes cues from the surrounding late Victorian/Edwardian properties which are typical of Deerings Road and Reigate Road, including gabled projections, tile hanging, dentil courses and decorative timber. The design is considered to reinforce local distinctiveness and complies with the requirements of DES2 1(e)."*

## 4.3 Further details of the development are as follows:

Site area	0.11ha
Existing use	Amenity space
Proposed use	Residential
Existing parking spaces	0
Proposed parking spaces	4
Parking standard	2 spaces/unit
Number of affordable units	0
Net increase in dwellings	2
Infrastructure contribution	0
Existing site density	0
Proposed site density	20 dph
Density of the surrounding area	28dph (adjacent houses in Deerings Road)

## 5.0 Policy Context

### 5.1 Designation

Urban area

CIL Charging Zone 2 - £140/sq m

TPO Ref RE1487 relating to a yew tree in the eastern corner of the garden to plot 3.

Area of Medium Accessibility

### 5.2 Reigate and Banstead Core Strategy:

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CS1 Sustainable Development  
CS6 Allocation of land for development  
CS10 Sustainable Development  
CS11 Sustainable construction  
CS12 Infrastructure Delivery  
CS13 Housing Delivery  
CS14 Housing Needs  
CS17 Travel Options and Accessibility

Reigate and Banstead Development Management Plan (2019):

DES1, Design of new development  
DES2, Residential garden land development  
DES3 Residential areas of special character  
DES5 Delivering High quality homes  
DES8 Construction management  
NHE2 Protecting and enhancing bio diversity and areas of geological importance  
NHE3 Protecting Trees, woodland areas and natural habitats  
TAP1 Access parking and servicing  
CCF1 Climate change mitigation

## 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

## 6.0 **Principal Issues**

6.1 The main issues to consider are:

- Principle of Development
- Design & Impact upon Surrounding Character
- Neighbour amenity
- Access and parking
- Trees and landscape
- Other issues

### Principle of development

6.2 The site lies within the built confines of Reigate and in a sustainable location in relation to the proximity to a range of services and facilities. National and local policy is clear that new housing should be delivered in such locations

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unless the scheme would cause harm to interests of acknowledged importance. There are many examples across the Borough of housing on backland sites and in principal it could be acceptable on this site, subject to consideration of the matters below.

## Design & Impact upon Surrounding Character

- 6.3 Policy CS10 requires development to be at an appropriate density, taking account of and respecting the character of the local area.
- 6.4 Policy DES1 of the Development Management Plan requires new development to be of a high quality design that makes a positive contribution to the character and appearance of its surroundings. It must, amongst others, reinforce local distinctiveness, respect the characteristics of the local neighbourhood and visual appearance of the immediate streetscene, have due regard to the layout, density, plot sizes, building siting, scale, massing, height and roofscapes of the surrounding area, the relationship to neighbouring buildings and views into and out of the site.
- 6.5 Policy DES2 sets out criteria with which development of residential garden land must comply and includes a scale of development that would be of a height bulk and mass and siting to ensure the development is in keeping with the streetscene, to respect the scale form and external materials of existing buildings in the locality, provide a good standard of amenity for existing and future occupants, have well designed access roads with space for suitable landscaping and retain mature trees and hedges that support wildlife and maintain green corridors
- 6.6 The Local Distinctiveness Design Guide considers Victorian/Edwardian development such as in the area of this site and identifies that such areas tend to be medium to high density and that the subdivision of existing dwellings/plots leading to an increase of density is a current issue in these areas. It concludes that all development should reflect the surrounding urban grain and incorporate and enhance the existing landscape features. Case Study 3 within the LDDG provides specific guidance in relation to infill developments such as proposed in this application. It sets out that development should seek to retain a continuous street frontage, reflect the height and form of existing dwellings and retain mature landscaping wherever possible, whilst also providing space for new landscaping.
- 6.7 The proposed Scheme would result in one pair of houses being sited on this backland site where previously at appeal an Inspector concluded that the development of the site would result in a scheme, the location of which, would be in marked contrast to the prevailing pattern of development here – essentially identifying that there are no other backland housing sites in this piece of land between Deerings Road and Reigate Road. Clearly that is correct, but it is evident from considering many sites across the Borough that the principle of backland development is not objectionable per-se. Indeed Policy DES2 considers the parameters of the development of garden land, identifying that the development of garden land represents “a type of



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*development that can help make the most efficient use of land in the borough continuing to be an important source of housing supply". It is also clear that this policy does not just address the principle of infill development, but also backland development. The Inspector then goes on to consider the issues that he considered resulted in the previous scheme for flats being unacceptable.*

- 6.8 In respect of the design, these related to the scale of the proposed building, considering its footprint, deep plan form, overall scale and massing and the level of green space around the block.
- 6.9 As can be seen from the proposed plans the scheme now submitted represents a wholly different scale of development compared to the 2 1/2 storey block of flats previously proposed. Not only is the footprint of the scheme significantly smaller – now being representative of two modest scale houses, but the plan form is much smaller – being only 10.4 deep to accommodate a living room and kitchen/diner where previously the floor plate was deep enough to accommodate deep kitchen/diner/living rooms bathrooms and a bedroom. The depth of this scheme is approximately only 2/3's the depth of the block of flats, being some 5m's shallower.
- 6.10 The width of the block was also considered since it resulted in little space around the flank boundaries of the scheme, being close enough to the eastern boundary to only allow a footpath to the rear of the site with a similar separation from the western boundary. The current scheme has a 4m separation between the flank wall of the building and the western boundary and 2.3 on the other boundary. This would certainly provide more lateral space than found in general between houses in Deerings Road. The houses/flats in Reigate Road have a variable lateral spacing and this scheme would be not be uncharacteristic of some nearby properties. The difference in this instance of course being that these two units would sit alone with no other houses adjacent.
- 6.11 The other aspect that the Inspector considered would be unacceptable was the level of amenity space and space for planting around the site. In this instance that is significantly different with not only the lateral space referred to above, but rear gardens that range in depth between more than 18.5m's to just under 12m's and with the narrowest garden being 10m's in width with the widest of the two units having a garden width of just over 21m's. These garden sizes do not replicate those of the Reigate Road houses but are not incomparable to many gardens of the Deerings Road houses: which have an average depth of 18 m's but a variable width – many being narrower than the gardens proposed here. Given that these houses would also provide for off street parking the plot sizes are considered acceptable and would not be considered to result in a cramped form of development.
- 6.12 The other aspect of the garden size that the Inspector referred to was the amount of space available for a planting scheme. Officers understand that some tree planting has been removed from this site, which clearly offered a benefit to local residents, judging by the comments in the letters of objection.

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In order to form usable garden space clearly the rear gardens cannot be planted with a significant degree of planting, without overshadowing either the newly formed gardens or those to houses in Deerings Road. However the scheme under consideration does propose planting along both flank boundaries and the rear boundary. This would comprise native hedging, and on the western boundary would fill a gap where the existing boundary planting finishes. In addition some tree planting is proposed along the flank and rear boundaries that would both soften the visual impacts of the scheme when viewed from its surroundings as well as providing some screening between windows of both houses and the properties in Deerings Road. It is considered that the planting proposed would form an acceptable balance between softening and screening the development from its surroundings whilst enabling a satisfactory residential amenity.

- 6.13 The Inspector noted that the development previously proposed would be at noticeable odds with the existing undeveloped open green character of the appeal site and its surroundings. As a matter of principle this would be the fact whatever form of development is proposed. This would also of course be the same principle for any form of backland development that is the first such development in an area. Given that the Councils policies accept garden development this concern is, in officers view, related to the assessment of the scale of development and the amount of space around the built form. It is considered that the changed spatial layout of this scheme compared to the previous scheme overcomes those previous concerns.
- 6.14 The surrounding area includes a range of property designs, although apart from the flats adjacent to this site, all of a traditional form. The design of the two houses would be of a fairly traditional form, with the first floor contained within the roofspace in order to reduce the scale and bulk of the houses. It is considered that the design would be acceptable in the context of its surroundings: it does not need to copy the style of adjacent buildings, but the generally traditional form would help it fit comfortably within its surroundings.
- 6.15 The final aspect to which the Inspector referred in terms of design was the visibility of the scheme from Reigate Road, commenting that there are clear views down to the existing parking court and appeal site. It is considered against his comments that the reduced scale of the dwellings, the changes that have been made to the design of the roof to screen views of the flat roof, and the additional space around the houses to allow for planting, would be sufficient to visually soften the impacts of the scheme when viewed from the surrounding area, including Reigate Road. It will of course represent a change in character, but that alone does not make the scheme unacceptable and overall in design terms the amended scheme is not considered to cause harm to the character of the streetscene.

## Neighbour Amenity

- 6.16 Policy DES1 of the Development Management Plan requires that new development must provide an appropriate environment for future occupants whilst not adversely affecting the amenities of occupants of existing nearby

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buildings by way of overbearing, obtrusiveness, overshadowing and loss of privacy.

- 6.17 The impacts in neighbour amenity terms would be twofold – in terms of the loss of parking and green open space to residents of the flats on the Reigate Road frontage and overlooking and loss of outlook to residents in Deerings Road.
- 6.18 The residents of the block fronting Reigate Road would still have green amenity space at the rear of the flats, although photographs provided by residents demonstrate that the application site is still used as amenity space. However the Inspector did not find this principle unacceptable and it is not considered that the amenity space available to residents of the flats would be so small as to be unacceptable and materially harmful to their amenities.
- 6.19 The previous scheme showed a 2 1/2 storey building with windows on first and second floors overlooking the residents in Deerings Road. Over the two floors it would have resulted in 4 windows to living rooms and two to bedrooms looking directly over the rear gardens and rear of the houses in Deerings Road. The Inspector noted that the rearmost portions of these gardens appear to be in use with trampolines, a seating area and areas of maintained lawns” and that has not changed.
- 6.20 The revised scheme would place three first floor bedroom windows facing towards the houses and gardens in Deerings Road. Where possible windows have been moved to the side elevations to avoid unnecessary overlooking. Views would still be available from the first floor bedroom windows but given the additional distance now available between the rear of the houses and the shared boundary (between 10 – 18m’s rather than 9 – 12m’s), the reduction not only in the number of windows, but also the removal of windows to living rooms , and the removal of any second floor windows it is considered that the level of overlooking would not be dissimilar to that experienced in many other sites around the Borough. In respect of the side facing windows where close to the western boundary and therefore an adjacent garden, these can be obscure glazed to prevent any overlooking.
- 6.21 Overall the separation distances between the existing houses in Deerings Road and the proposed houses would be between 29 – 37m’s between the two storey principal rear facing elevations. Some of the Deerings Road houses have single storey extensions projecting closer than this, but nevertheless none of those would project so close as to make the separation distances unacceptable. As a guide, it is generally considered that a separation distance of 21m’s between principal facing windows to habitable rooms would be acceptable.
- 6.22 In terms of visual intrusion, the Inspector concluded that the previous scheme would not be seen as unduly overbearing and whilst the outlook for residents would change, there would be no material harm in this regard. In view of the reduced size of this scheme, the increased separation distances and greater

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ability for planting it is not considered that this scheme would be visually intrusive to the Deerings Road residents that are close to the site.

- 6.23 Concern has been expressed about overlooking of the site from the frontage flats. At the distance involved and the change in levels between the two sites it is not considered that the facing windows would cause an unsatisfactory level of overlooking or loss of outlook to either sets of residents.
- 6.24 Overall the scheme is considered to comply with policy DES1 of the Development Management Plan in this respect.

## Access and Parking

- 6.25 Policy TAP1 of the Development Management Plan 2019 requires new development to demonstrate that it would not adversely affect highways safety or the free flow of traffic, that it would provide sufficient off-street parking in accordance with published standards and that it would constitute development in a sustainable location.
- 6.26 The site is in a sustainable location with good access to a range of facilities and services and the appropriate levels of parking for the proposed development are proposed. The site lies adjacent to an existing area of hardstanding that provides parking for some vehicles of those living at the adjacent dwelling fronting Reigate Road. This area would become part of the access/turning area associated with the parking spaces for the new homes and whilst some cars may be able to still use this area without obstructing future residents it is likely that parking would be displaced onto the adjacent highway.
- 6.27 The nearest on street parking is opposite the site entrance and lies over an existing cycle lane within the highway. During officers site visits there have been spaces available here.
- 6.28 Since the appeal decision local residents advise that double yellow lines now prevent parking immediately outside the site, although it is notable that parking along the cycle lane continues. The frontage to this site is approximately 13m's long without encroaching upon the entrance to the site which would accommodate 2 cars. This parking space is lost as a result of the double yellow lines.
- 6.29 The current scheme would be policy compliant whilst the previous scheme had a shortfall of 3 spaces. The Inspectors consideration was of the impacts any displacement could have upon highways safety. Even acknowledging the potential displacement of some parking for existing residents and a shortfall of parking for the previous scheme, the Inspector did not conclude the scheme was unacceptable: concluding there would be sufficient availability of on street parking. In this instance since the current scheme would not itself generate a shortfall of parking spaces even taking account of the loss of two spaces in front of number 36 Reigate Road it is not considered

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that the scheme would result in such additional traffic as to cause adverse highways safety impacts

- 6.30 In respect of the concerns previously expressed by the Council about the ability of refuse vehicles to access the site, the Inspector did not find in the Councils favour, concluding that the existing conditions would not change. On that basis and despite the concerns expressed by the County highways Authority, no objections are raised to this aspect of the scheme

## Trees and Landscape:

- 6.31 Policy NHE3 advises that unprotected but important trees, woodland or hedgerows with ecological, amenity or other value should be retained as an integral part of the design of development. Where replacement tree and hedge planting is required appropriate species should be used and sufficient space provided for tree provision.
- 6.32 In this instance the trees of concern are positioned on the western boundary adjacent to the flank boundary of the house on plot 1 and a retained tree lies in the north east corner of the garden to plot 2. The Councils Tree Officer has considered the scheme and concludes that it would provide sufficient space to protect the long terms retention of the planting that lies along the western boundary and on adjacent land. The trees proposed within the site are also considered appropriate for their position within the site.
- 6.33 A number of trees were removed prior to the submission of the applications but they were not protected individually nor by virtue of lying within an area that would offer protection.
- 6.34 Overall the revised scheme is considered to provide a greater degree of space around the site such as to allow for tree and hedgerow planting that would soften the overall impacts of the scheme when viewed from the wider area and therefore to be in accordance with the relevant policies.

## Other Issues:

- 6.35 Infrastructure Contributions: The scale of scheme is such that none are payable other than a CIL contribution which would be levied at a rate of £140 per square metre.
- 6.36 The site does not lie within a Conservation Area of Green Belt and thus no harm is caused.
- 6.37 Plans have not been submitted to deal with the proposed drainage scheme but the site does not lie in an area at risk and this would be dealt with in the usual way as a matter for building regulations.
- 6.38 In terms of setting a precedent, each case is dealt with on its individual merits.

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- 6.39 A pavement would not be laid in from the houses to Reigate Road, but no objections are raised in this respect by the Highways Authority and nor was this considered to be an issue in respect of the flatted development.
- 6.40 Concerns have been raised regarding impacts upon ecology, local residents having observed the site being used by foxes for instance. The site forms part of a wider green undeveloped area where this would not be unusual. There is no evidence to suggest the site provides a home for protected species and the previous appeal did not identify this issue as a matter of objection.
- 6.41 Concerns have been raised regarding inadequate infrastructure. The application will be CIL liable which would make an infrastructure contribution, but as a matter of principle there is no evidence to suggest that the site cannot be developed due to infrastructure deficiencies. Issues such as drainage can be satisfactorily addressed after the planning application stage as part of a submission to satisfy building regulations.

## CONDITIONS

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

2003s-PL01  
2003s-PL03A  
2003s-PLO5B  
2003s-PL06B  
2003s-PL09B  
2003s-PL12B

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.

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

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

3. Details of any construction activity (including demolition) or construction-related deliveries outside the hours of 0800-1800 Mondays to Fridays inclusive; 0800-1300 hours on Saturdays; and at any time on Sundays or Public Holidays shall be submitted to and approved in writing by the Local Planning Authority in advance of such activity taking place. In the absence of such approval, no construction activity (including demolition) or construction-related deliveries shall take place outside the above stated hours.



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Reason: To ensure that the construction of the development hereby permitted does not unreasonably affect the amenities enjoyed by the residential properties in the vicinity, with regard to the Surrey Structure Plan 2004 policy SE1. For the avoidance of doubt 'Public Holidays' includes New Year's Day, Good Friday, Easter Monday, May Day, all Bank Holidays, Christmas Day, and Boxing Day.

4. 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.

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

6. 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

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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.

- 6a. 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.
- 6b. 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 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.

7. 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

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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.

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

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with the provisions of Policy TAP1 of the Reigate and Banstead Development Management Plan 2019 and the provisions of the NPPF.

9. 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) Construction vehicle deliveries and hours of operation
  - (e) measures to prevent the deposit of materials on the highway
  - (f) 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.
  - (g) details of measures to prevent dust

has been submitted to and approved in writing by the Local Planning Authority (who shall consult with Highways England) and the County highways Authority. The construction of the development shall be carried out in accordance with the approved Construction Management Plan.

Reason: To ensure that construction of the development does not result in unacceptable impacts upon the adjacent highway and to ensure compliance with Policy TAP1 of the Reigate and Banstead Development Management Plan 2019 and the provisions of the NPPF.

10. The development hereby approved shall not be occupied unless and until at least one of the available parking spaces has been 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: In recognition of Section 9 “Promoting Sustainable Transport” in the National Planning Policy Framework 2018 and the provisions of Policy TAP1 of the Reigate and Banstead Development Management Plan 2019 and the provisions of the NPPF.

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11. No development above slab level 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 and the provisions of the NPPF.

12. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) 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 amenities of the neighbouring properties by overlooking and to protect the visual amenities of the area in accordance with Reigate and Banstead Borough Local Plan Development management plan 2019 Policy DES1 and the Provisions of the NPPF.

13. No development shall be undertaken until the details of both existing and proposed ground levels and the proposed finished ground floor levels of the buildings have been submitted and approved in writing by the Local planning Authority. 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 Development Management Plan 2019 and the provisions of the NPPF..

14. The first floor bathroom and en-suite windows in the flank elevations of the development hereby permitted shall be glazed with obscured glass which shall be fixed shut, apart from a top hung opening fanlight whose cill height shall not be less than 1.7 metres above internal floor level, and shall be maintained as such at all times.

Reason: To ensure that the development does not affect the amenity of the neighbouring properties by overlooking with regard to Reigate and Banstead Borough Local Plan Development Management Plan 2019 and the provisions of the NPPF.

15. No development shall commence including groundworks preparation until a detailed, scaled Tree Protection Plan (TPP) and the related Arboricultural Method Statement (AMS) has been submitted to and approved in writing by the Local Planning Authority (LPA) in respect of the protection of the

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trees/hedgerow along the western boundary and the tree in the rear garden of unit 2. 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. The AMS shall also include a supervisory regime for their implementation & monitoring with a 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 'Trees in Relation to Construction - Recommendations' and policy NHE3 of the Reigate and Banstead Borough Local Plan Development Management Plan 2019.

16. No development shall commence on site until a scheme for the landscaping of the site including the retention of existing landscape features has been submitted to and approved in writing by the LPA. Landscaping schemes shall include details of hard and soft landscaping, including details of boundary treatment and 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 policy NHE3 of the Reigate and Banstead Borough Local Plan Development Management Plan 2019 and the provisions of the NPPF.

17. Both dwellings 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

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accordance with Policy INF3 of the Reigate & 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 advised that prior to the initial occupation of any individual dwelling hereby permitted, a 140 litre wheeled bin conforming to British Standard BSEN840 and a 60 litre recycling box should be provided for the exclusive use of the occupants of that dwelling. Prior to the initial occupation of any communal dwellings or flats, wheeled refuse bins conforming to British Standard BSEN840, separate recycling bins for paper/card and mixed cans, and storage facilities for the bins should be installed by the developer prior to the initial occupation of any dwelling hereby permitted. Further details on the required number and specification of wheeled bins and recycling boxes is available from the Council's Neighbourhood Services on 01737 276501 or 01737 276097, or on the Council's website at [www.reigate-banstead.gov.uk](http://www.reigate-banstead.gov.uk). Bins and boxes meeting the specification may be purchased from any appropriate source, including the Council's Neighbourhood Services Unit on 01737 276775.
3. All normal construction activity will be expected to take place between the hours specified above. In exceptional circumstances where technical constraints may result in work extending beyond these hours, developers should first seek the approval of the Local Planning Authority, and if obtained make arrangements to advise residents accordingly taking all reasonable steps to limit disturbance to amenity as far as possible.
4. Environmental Health would like to draw the applicant 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'.

he 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.

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).



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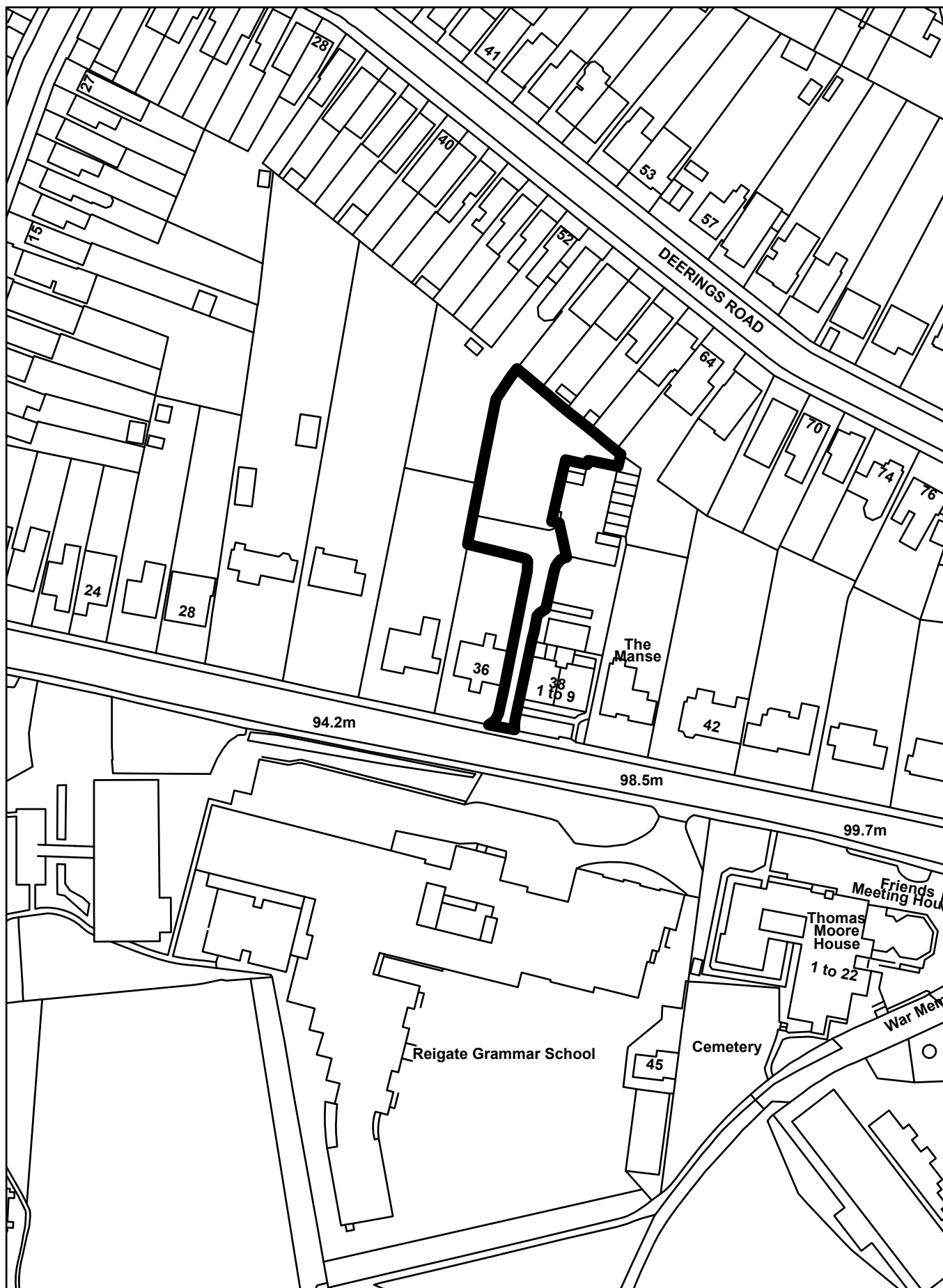
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## **REASON FOR PERMISSION**

The development hereby permitted has been assessed against development plan policies CS1, CS6, CS10, CS11, CS12, CS13, CS14, CS17, DES1, DES2, DES3, DES5, DES8, NHE2, NHE3, TAP1, CCF1 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

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


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19/02020/F - Land To The Rear Of 36-38 Reigate Road,  
Reigate, Surrey RH2 0QN





1 / Roof Plan



Job Title: <b>Residential Development 2 semi-detached houses</b>		Revision Notes: -		CLIENT : Earlswood Homes SITE: 36-38 Reigate Road RH200NN -		 Ideal Planning and Design Ltd Hyde Park House 5 Manfred Road, London, SW15 2RS Tel: 0208 8230750 Web: www.idealplanningdesign.co.uk Email: info@idealpld.co.uk	
Drawing Title: <b>Proposed site plan with roof plan</b>						Scale: <b>1:500@ A3</b> Date: <b>05/03/2020</b>	
						Drawn By: <b>GA</b> Checked By: <b>KL</b>	
						PROJECT <b>2003S</b> Drawing No <b>PL.03</b> Rev <b>A</b>	



Job Title:  
**Residential Development 2 semi-detached houses**

Drawing Title:  
**Proposed site plan with ground floor plan**

Revision Notes:

-

CLIENT : Earlswood Homes  
SITE: 36-38 Reigate Road RH2 0QN

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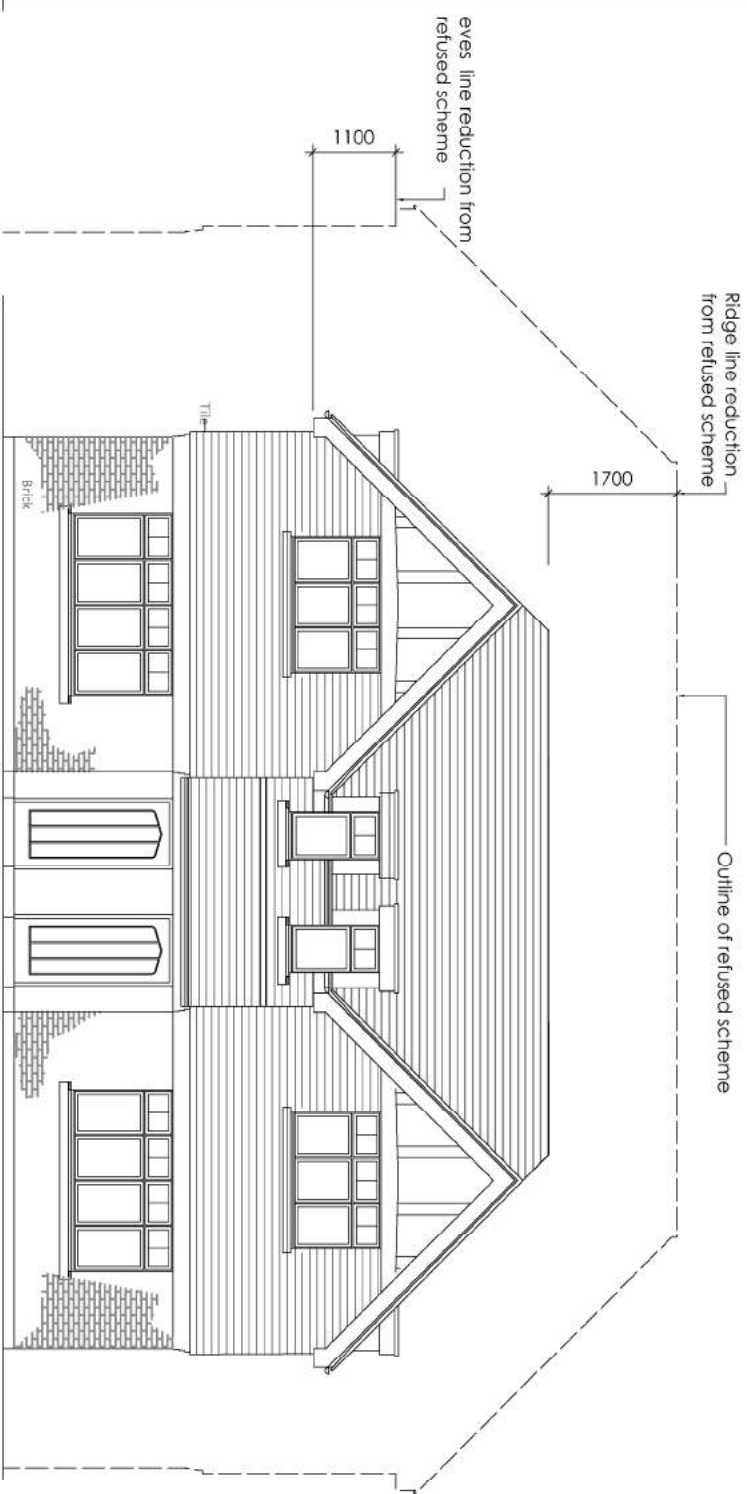
Ideal Planning and Design Ltd.  
Hyde Park House  
5 Manfred Road,  
London, SW15 2RS  
Tel: 0208 8230750  
Web: www.idealplanningdesign.co.uk  
Email: info@idealpd.co.uk

Scale: 1:500@ A3 Date: 24/01/2020

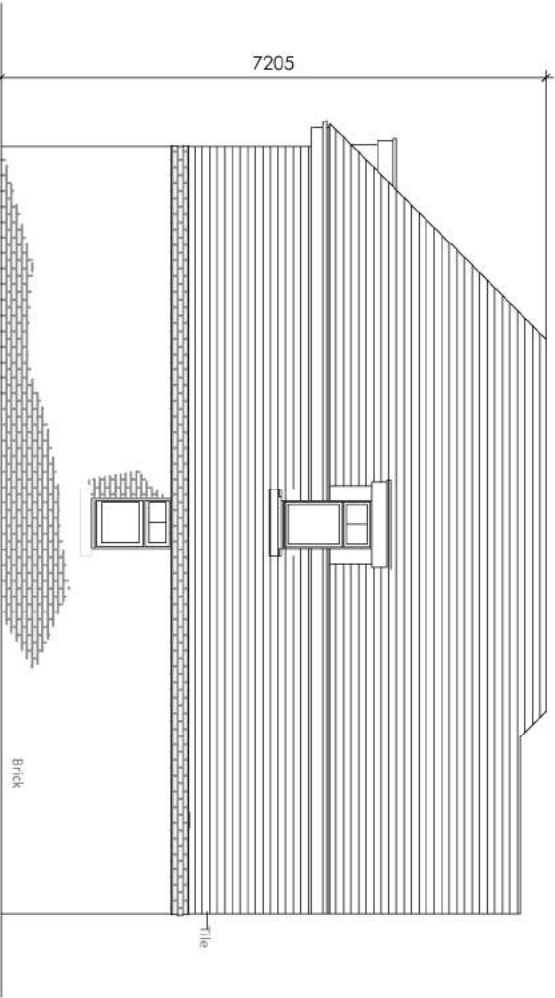
Drawn By: GA Checked By: KL

PROJECT 2003S	Drawing No PL02	Rev
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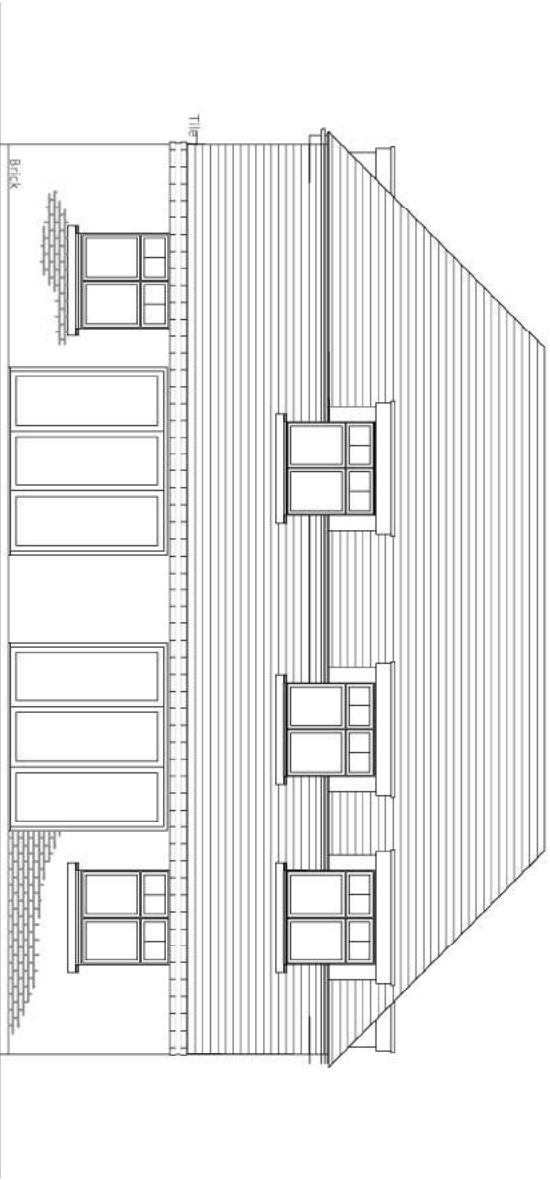




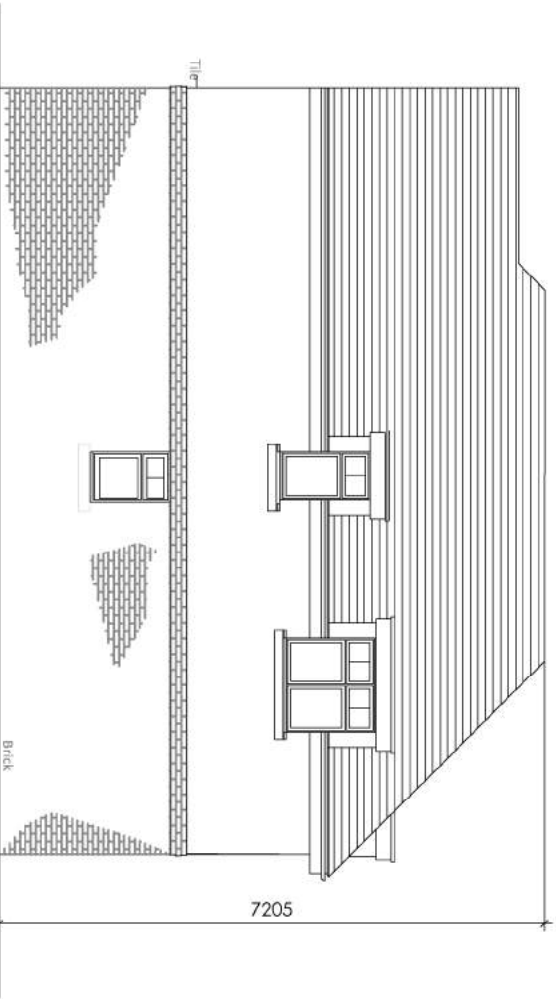
1 / Front Elevation



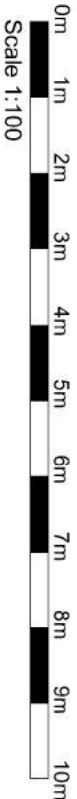
2 / Side Elevation



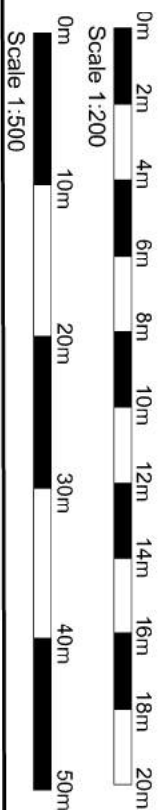
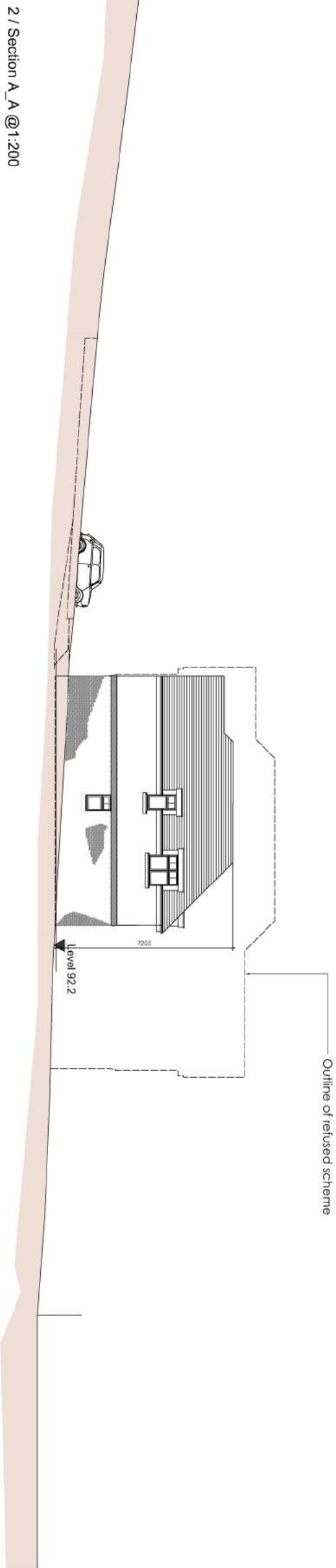
3 / Rear Elevation



4 / Side Elevation



Job Title: <b>Residential Development 2 semi-detached houses</b>		Revision Notes: -	
Drawing Title: <b>Proposed elevation</b>		CLIENT : Earlwood homes SITE: 36-38 Reigate Road RH2 0QN -	
		<div><div><div>IDEAL PLANNING &amp; DESIGN</div></div><div><div>Ideal Planning and Design Ltd. Hyde Park House 5 Manfred Road, London, SW15 2RS Tel: 0208 8230750 Web: www.idealplanningdesign.co.uk Email: info@idealpd.co.uk</div></div></div>	
Scale: 1/100@A3		Date: 16.04.2020	
Drawn By: GA		Checked By: KL	
PROJECT 2003S		Drawing No PLO6	
		Rev B	



Job Title:		Revision Notes:	
Residential Development 2 semi-detached houses			
Drawing Title:			
Proposed site elevation and section AA			
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Ideal Planning and Design Ltd. Hyde Park House 5 Mariner Road London SW15 3RS Tel: 0208 6250750 Web: www.idealplanningdesign.co.uk Email: info@idealdp.co.uk			
Scale:	1/200 at A3	Date:	16/04/2020
Drawn By:	GA	Checked By:	KL
PROJECT	Drawing No	Rev	
2003S	PL09	B	



Agenda Item 9

PLANTING SCHEDULE		
Species	Size	Number / densities / notes
Betula albosinensis 'Fascination'	16-18cm girth	1 no. Container Grown
Pinus pinea	Full standard, 1.8-2m clear stem, 16/18cm girth	2 no. Container Grown
Magnolia graniflora	Full standard, 1.8-2m clear stem 16/18cm girth	2 no. Container Grown
Malus trilobata	16-18cm girth	1 no. Container Grown
Liquidambar styraciflua	1G 18cm girth	1 no. Container Grown
Native hedgerow species - 50% Hawthorn 10% Wild Cherry, Field Maple, Dog Rose, Hazel and Blackthorn		Approximately 285 plants @ 5 per square metre

PLANTING SPECIFICATION

- Ground Preparation:**
- Any rubbish, concrete, metal, glass, decayed vegetation and contaminated topsoil will be removed. Any stones exceeding 50mm diameter will be removed.
  - If weed growth has developed the ground will be treated with an approved herbicide, depending on weather conditions in either late September-early October, to allow the herbicide to work prior to the end of the growing season.
  - Any earth moving works will be carried out while soil and weather conditions are suitable i.e. not during or shortly after rainfall or during high winds. Where existing topsoil and subsoil are to be moved and re-used, the top-soil and sub-soil will be kept separate and deposited within the planting beds in the same profile as the existing ground. Any imported topsoil used will comply with BS 3882:2007.
  - In accordance with BS 4428:1989 a minimum soil depth of 900mm will be provided within 2m radius of each tree and a minimum depth of 600mm for shrubs. Of this depth a minimum depth of 600mm of topsoil will be provided for trees and 400mm for shrubs.
- Planting Stock:**
- All planting stock will comply with BS 8545:2014.

- Unloading and Temporary Storage:**
- Recipients of young trees from the nursery will ensure that they have the resources, both human and mechanical, necessary to unload the lorry in a speedy and efficient manner.
  - A full quality check will take place at the time of unloading to check that the stock is of good form and vigour, free from pest and disease, free from physical damage or deformity, with vigorous leading shoot (trees) or shoots (shrubs), with moist fibrous root systems and stout root collars.
  - Any defects or breakages will be reported to the dispatching nursery immediately. Trees that do not meet the specification or are otherwise unsatisfactory or damaged will be rejected and returned.
  - Containerized trees will be lowered intact from the lorry by hand or machinery. They will not be dropped onto the ground, as this can cause damage to the root system.
  - Any non-porous material will be removed at this stage. Heeled-in root systems will be kept moist at all times.
  - The length of time that trees are held in temporary storage will be kept to a minimum. The site of temporary storage will be isolated from areas where there is potential for contamination from other stored materials on neighbouring sites or damage from vehicles.

- Planting:**
- Trees should be planted during the planting season (November-March) and only when the soil is free from frost and water logging.
  - All trees to be planted out to the same level at which they had previously grown at the nursery. In wet areas trees will be planted on a mound of soil, however the nursery line will still be flush with the finished soil level.
  - Trees to be planted in holes 1.2 x 1.2m x 900 deep. With sub soil and top soil kept separate and returned to the hole with the sub-soil beneath the top soil. Replaced soil should be lightly compacted every 150mm layer.
  - Trees to be supported with a 60mm diameter by 1200mm treated timber stake and with rubber ties and spacers. The stake is to be tied to the tree at a point no higher than a 1/3 of the height of the tree.
  - The bare root hedge to be notched planted. No roots are to be pruned during planting

and the spade is not to be used to push the roots into the notch. The final position will be with the root collar being level with the soil. Make notch: insert tree deeper than it needs to go, ensure the roots are comfortably in place without forcing them with a spade, slightly withdraw the tree as you begin to firm the top of the notch with your boot, gently firm the soil around the tree with your boot, taking care not to scrape the stem.

After irrigation, the ground will be covered with a 70mm depth of wood chippings.

THREE YEAR MAINTENANCE PROGRAMME

- A formal assessment of young tree health and development will be carried out annually. This assessment will include foliar appearance (lack of leaf, chlorosis and/or necrosis), leaf size and leaf canopy density, extension growth and incremental girth development.
- Informal assessment of young tree health and development will take place on an adhoc basis throughout the year to inform maintenance requirements.
- Within the first three growing seasons all stakes and ties will be checked in spring, summer, autumn and winter and additional after strong winds to ensure that the root system remains stable and firm in the ground, and that ties are still effective and not causing any damage to the tree. Any stakes and ties that are found to be not fit for purpose should be adjusted, replaced or removed. After 2 years the stakes and ties can be removed. Tree shelters/fencing will also be checked regularly and replaced/repairs made as necessary.
- The soil around newly planted trees will be regularly inspected for soil capping or compaction and remedial action will be taken as necessary. Standard trees will be firmed into the ground in spring.
- All trees will be checked on a regular basis for mammal, human and other external damage. Remedial action will be taken promptly on discovery, where necessary.
- Unless specific nutritional deficiencies are identified, no fertiliser will be applied to newly planted trees in the first season. (If visual inspection reveals symptoms of nutrient deficiency such as leaf scorching, pale foliage or necrotic spots, then further investigation will take place and appropriate remedial action taken. Remedial action may, in addition to fertilizer application, include pH testing, assessment of organic content and levels of compaction). If necessary, trees and shrubs will be fertilised in year 2-3, in the months of February-March using a slow release fertiliser spread evenly in accordance with the manufacturer's recommendations.
- Area surrounding base of trees to be weeded on a biannual basis for the first three years post-planting to ensure that the young shrubs and trees are free from competing plants. The aim is to maintain a weed-free zone of 1m diameter around trees for the first three years of life.
- Check the depth of wood chip present and top up to 70mm if required. Remove any weeds and rubbish growing within the mulch.
- In the summer of year 2 and year 3 an assessment of the number of failures will take place. Scattered losses of 20% of whips would be acceptable. However, concentrated losses or losses greater than this will require replanting. Replacements will be planted in the following planting season. If losses are associated with a particular species an alternative native species suitable for the site will be selected. Any losses of the Standard Trees within the first three years will require identical replanting.
- Irrigation will be provided as needed. Sufficient water will be applied to ensure establishment and the continued thriving of plants. The full depth of topsoil will be irrigated during each watering session. Water will be applied evenly without damaging or displacing plants or soil.
- Formative pruning of the Standard trees will be carried out as required.



The  
Manse



**DAVID ARCHER ASSOCIATES**  
ARBORICULTURAL CONSULTANCY

Project: Knights Court  
Reigate Road  
Reigate, Surrey  
RH2 0QY

Client:  
Earlswood Homes

Drawing:  
Planting Plan

Based on:  
Proposed site plan

Drawing No: PP 01	Rev:
Date: Jan 2020	Scale: 1:250 @A3
Drawn: MR	

EXISTING TREE	
PROPOSED TREE	
PROPOSED HEDGES	

David Archer Associates.  
01273 597796.  
david@daa-arboriculture.co.uk

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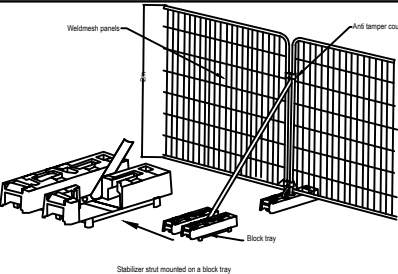
0m 2.5m 5m 7.5m 10m 12.5m  
1:250@A3

237

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PROTECTIVE FENCING

To comprise of 2m tall welded mesh panels on rubber or concrete feet. Panels are to be joined together using a minimum of two anti-tamper couplers, installed so that they can only be removed from inside the fence. The panels should be supported on the inner side by stabiliser struts, which should be mounted on a block tray.



Due to our assessment that any adverse impacts on the retained trees is highly unlikely, we feel that the submission of an Arb Method Statement is not required at this stage.

Subject to consent for the proposal being granted, protective fencing will be erected prior to the commencement of construction works. DAA will inspect these protective measures when installed and the LPA Tree Officer informed of this.

Regular monitoring visits will be undertaken by DAA and a record kept of the findings that will be included in a final report.

PROTECTIVE FENCING

PROTECTIVE FENCING

INDICATIVE PRUNING LINE

Plot 2

Plot 1

Existing garages

Existing garages

Extg shed

The Manse

36


38

1 to 9

H1 Beech, Cherry Laurel & Privet

REIGATE ROAD

0m 2.5m 5m 7.5m 10m 12.5m  
1:250@A3



**DAVID ARCHER ASSOCIATES**  
ARBORICULTURAL CONSULTANCY

Project: Knights Court  
Reigate Road  
Reigate, Surrey  
RH2 0QY

Client:  
Earlswood Homes

Drawing:  
TREE PROTECTION PLAN

Based on:  
Topographic survey







Drawing No:  
TPP 01

Rev:

Date:  
Jan 2020

Scale:  
1:250 @ A3

Drawn:  
MR

Tree nos.: ● 1	Canopies of trees: 	Protective fencing: 
Category 'B' RPA: 	Category 'C' RPA: 	TPO Tree: 
Pruned canopy edge: 		

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01273 597796.  
david@daa-arboriculture.co.uk


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# Agenda Item 10

Planning Committee  
20<sup>th</sup> May 2020

Agenda Item:  
20/00503/F

 <b>Reigate &amp; Banstead</b> <b>BOROUGH COUNCIL</b> Banstead   Horley   Redhill   Reigate	<b>TO:</b>	PLANNING COMMITTEE
	<b>DATE:</b>	20 <sup>th</sup> May 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>	10	<b>WARD:</b> Horley Central and South

<b>APPLICATION NUMBER:</b>	20/00503/F	<b>VALID:</b>	<b>5<sup>th</sup> March 2020</b>
<b>APPLICANT:</b>	Veer Properties	<b>AGENT:</b>	Z Group Architects
<b>LOCATION:</b>	<b>94 BRIGHTON ROAD HORLEY SURREY RH6 7JQ</b>		
<b>DESCRIPTION:</b>	The proposal consists of the extension, alteration and addition of residential accommodation to the existing building on 94 Brighton Road. The proposal would provide an additional 5 No. flats. This includes 2 No. one-bedroom flats and 3 No. studio flats (2 x1b2p and 3 x 1b1p). The existing flat at first floor and retail unit at ground floor will be retained. The existing car park at the rear is also retained and this will provide space for parking, refuse and recycling which are all accessed from Lumley Road. As amended on 13/03/2020 and on 30/03/2020.		
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.			

## SUMMARY

This is a full application for a rear extension, alteration and the addition of a second storey to the existing building at 94 Brighton Road. The proposal would provide an additional 5 No. flats. This includes 2 No. one-bedroom flats and 3 No. studio flats (2 x 1b2p and 3 x 1b1p). The existing flat at first floor and retail unit at ground floor will be retained. The existing car park at the rear is also retained and this will provide space for parking, refuse and recycling which are all accessed from Lumley Road. A total of 7 parking spaces are proposed.

The application site occupies a highly visible location at the junction of Brighton Road and Lumley Road. The design is considered to integrate well with the existing building. Given the varied style and designs of neighbouring buildings in the locality, the proposal is considered to have an acceptable impact upon the visual amenities of the area. The traditional design would accord with local distinctiveness and the increase in height to the existing building would successfully mark the corner site location, whilst the reduction in scale along Lumley Road would gradually decrease towards the residential properties that neighbour the site and accord with the style of character of the streetscene.

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The 2 parking spaces to the front of the site would not be usable and therefore leave the proposal with a total of 7 parking spaces. This would result in 1 less visitor parking space than required by the Development Management Plan and no parking for the retained retail element of the proposal. The County Highways Authority do not consider the loss of those car parking spaces to the front of the site would cause a highway safety problem due to the presence of car parking restrictions that would prevent inappropriate parking. 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.

The proposal is not considered to result in a harmful impact upon the amenities of neighbouring properties

## **RECOMMENDATION**

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

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## 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

Sutton and East Surrey Water Company – no comments received

Horley Town Council – No objection but notes that the site allows for little in the way of amenities. The existing car parking bays to the front of the property are used by customers of the retail unit which entails vehicles crossing the public footpath. The development should address this by having dropped kerbs installed.

Horley Chamber of Commerce – no comments received

## Representations:

Letters were sent to neighbouring properties on 12<sup>th</sup> March 2020, a site notice was posted 17<sup>th</sup> March 2020.

2 responses have been received raising the following issues:

Issue	Response
Inadequate parking	See paragraph 6.13 – 6.15 and conditions 5 - 7
Increase in traffic and congestion	See paragraph 6.13 – 6.15
Hazard to highway safety	See paragraph 6.13 – 6.15 and conditions 5 - 8
Alternative location/proposal preferred	See paragraph 6.1
Inconvenience during construction	See paragraph 6.11
Overlooking and loss of privacy	See paragraph 6.7 – 6.10
Overshadowing	See paragraph 6.7 – 6.10

## 1.0 Site and Character Appraisal

- 1.1 The site is located on the corner of Brighton Road and Lumley Road within the urban area and local shopping area and the premises are currently used as an A1 retail electrical shop selling to the trade and to the public at ground floor level and residential above. The main part of the building is a two-storey detached building with a hipped roof. Towards the rear part of the site is a single storey flat roofed addition and a parking area. The contour of the site is flat and there are no trees affected by this proposal.

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- 1.2 The surrounding area is mixed in character with the properties fronting Brighton Road to the south of the application site mainly in commercial use at ground floor level and residential above. To the north of the site and along Lumley Road, there are residential properties varying in style and scale.

## 2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: Pre-application advice was sought and concern raised over the scale of the proposal, number of units, absence of parking, size of units
- 2.3 Further improvements could be secured: The use of materials would be secured by way of condition.

## 3.0 Relevant Planning and Enforcement History

There is a long planning history for the site, the most recent and materially relevant are detailed below

- |     |            |   |  |
|-----|------------|---|--|
| 3.1 | 11/01894/F | Proposed additional vehicular crossover and provision of 2 gates to match the existing within existing secure boundary fence. To ease goods delivery. | Approved with conditions<br>22 December 2011               |
| 3.2 | 08/02196/F | Raise pitch roof to suit street scene   | Approved with conditions<br>29 <sup>th</sup> December 2008 |
| 3.3 | 08/00081/F | Provision of basement to previously approved bungalow   | Approved with conditions<br>26 March 2008                  |

## 4.0 Proposal and Design Approach

- 4.1 This is a full application for the extension, alteration and addition of residential accommodation to the existing building on 94 Brighton Road. The proposal would provide an additional 5 No. flats. This includes 2 No. one-bedroom flats and 3 No. studio flats (2 x 1b2p and 3 x 1b1p). The existing flat at first floor and retail unit at ground floor will be retained. The existing car park at the rear is also retained and this will provide space for parking, refuse and recycling which are all accessed from Lumley Road.
- 4.2 A new storey is proposed to be added to the existing two-storey building and an extension to the rear, stepping down in height to two and half storeys and then to one and a half storeys as it extends down Lumley Road. At ground floor level seven car parking spaces are proposed and a store to be used in



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conjunction with the existing retail shop. There would also be a bicycle store and refuse area.

- 4.3 The design of the building would follow the architectural features of the existing building with a hipped roof and similar fenestration details
- 4.4 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.
- 4.5 Evidence of the applicant's design approach is set out below:

Assessment	The character of the surrounding area is assessed as predominantly residential, with a mixture of local shops located along Brighton Road. Most of these local shops are mixed-use, with shops at ground level and residential accommodation above. The design of these shops remains traditional, for example No.84-92 is a two-storey block with facing brickwork and a 45-degree pitched roof with large dormer. Along Lumley Road the area becomes fully residential. This area has a clear mixture of flats and houses, meaning there is also a mixture of housing character. Lumley Road includes large housing developments, for example No.7-12 (Lumley court) is a modern three-storey block of flats constructed from brickwork with a hip roof. In contrast, Lumley Road is predominately fronted by Victorian/Edwardian semi-detached houses and a handful detached houses modern in character. The mixture of characters creates an attractive and diverse district for residents in the area
	Site features meriting retention are the existing retail unit and flat and the existing car park at the rear of the site.
Involvement	No community consultation took place.
Evaluation	The statement does not include any evidence of other development options being considered.
Design	The applicant's reasons for choosing the proposal from the available options were informed by pre-application advice.

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## 4.5 Further details of the development are as follows:

Site area	0.04 hectares
Existing parking spaces	7
Proposed parking spaces	7
Parking standard	8 (minimum) residential 6 (maximum) retail
Net increase in dwellings	4
Proposed site density	125 dwellings per hectare
Density of the surrounding area	125 dwellings per hectare – Lumley Court

## 5.0 Policy Context

### 5.1 Designation

Urban area  
Local Shopping Centre

### 5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)  
CS4 (Valued Townscapes and Historic Environment)  
CS5 (Valued People/Economic Development),  
CS7 (Town/Local Centres),  
CS10 (Sustainable Development),  
CS11 (Sustainable Construction),  
CS14 (Housing Needs)  
CS15 (Affordable Housing)

### 5.3 Development Management Plan

DES1 (Design of new development),  
DES5 (Delivering high quality homes),  
TAP1 (Access, parking and servicing),  
CCF1 (Climate change mitigation),  
INF3 (Electronic communication networks),  
RET3 (Local Centres)

### 5.4 Other Material Considerations

National Planning Policy Framework  
National Planning Practice Guidance

Supplementary Planning Guidance

Surrey Design  
Local Distinctiveness Design Guide

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20<sup>th</sup> May 2020

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20/00503/F

A Parking Strategy for Surrey  
Parking Standards for Development  
Affordable Housing

Other

Human Rights Act 1998  
Community Infrastructure Levy  
Regulations 2010

## 6.0 Assessment

- 6.1 The site is located within the urban area where there is a presumption in favour of sustainable development and where the principle of residential development is acceptable.
- 6.2 The main issues to consider are:
- Design appraisal
  - Neighbour amenity
  - Access and parking
  - Infrastructure contributions
  - Affordable Housing

### Design appraisal

- 6.3 The application proposes the addition of a second storey to the existing building and part 2 and half, part 1 and a half storey extension to the rear of the site, along Lumley Road. The application site occupies a highly visible location at the junction of Brighton Road and Lumley Road. The parade of shops to the south do have roof accommodation served by dormers and the flatted development to the north on the opposite side of the junction is a collection of 3 storey, 2 and half storey and 2 storey residential buildings. Heading along Lumley Road the scale of development decreases to two storey residential houses, and also includes a bungalow, immediately adjacent to the site. The scale and design of the proposed development is considered to be in accordance with the locality, following the principles of good design practice in marking the corner site and defining the location of a junction. The height of the building would be similar to that on the opposite side of the junction which is also a three-storey building.
- 6.4 Turning to the rear extension, this element of the proposal would decrease in height as it heads south eastwards along Lumley Road towards the neighbouring residential properties. This reduction in scale respects the pattern of development where the character of the locality changes from that fronting Brighton Road to a residential nature, formed largely by two storey houses.
- 6.5 The design of the extensions are informed by the existing building. The additional storey to the existing building would have a hipped roof and this design would mirror in the rear extension with hipped roofs and matching

# Agenda Item 10

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Agenda Item:  
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fenestration albeit for a glazed staircase that would have a more contemporary appearance.

- 6.6 The design is considered to integrate well with the existing building. Given the varied style and designs of neighbouring buildings in the locality, the proposal is considered to have an acceptable impact upon the visual amenities of the area. The traditional design would accord with local distinctiveness and the increase in height would successfully mark the corner site location. Overall, the design is considered acceptable.

## Neighbour amenity

- 6.7 To the south east of the site is a detached bungalow, 147 Lumley Road. The proposed rear extension would retain a gap to the shared boundary 3.3m and the addition would reduce in scale as it becomes closer to no. 147. The eaves height of the building at this nearest point would be 4.4m. There is one side facing window in no. 147 that looks towards the application site. Plans (reference 08/00081/F) show this window serves a bathroom and the proposal would pass the 45-degree assessment, as it would not intersect a 45 degree vertical plain drawn from this window. The proposal would not therefore result in an unacceptable loss of light to this neighbour. Given the reduction in scale and level of separation the proposal is not considered to result in an overbearing or dominating impact upon the dwelling. No windows are proposed to face No.147 and is not there considered to result in a harmful impact in terms of overlooking or loss of privacy.
- 6.8 To the north of the site on the opposite side of Lumley Road is Lumley Court, a collection of three buildings containing a total of 25 flats. Flats 1 – 6 would be sited between 15.5m and 17.5m from the proposal and 154 and 152 Lumley Road would be sited approximately 18.6m from the proposed rear extension. Given the level of separation the proposal is not considered to result in a harmful impact upon the amenities of the neighbouring dwellings on the north eastern side of Lumley Road in terms of overbearing, domination or overlooking and loss of privacy.
- 6.9 To the south of the site lies a terraced building made up of commercial uses at ground floor and residential at first and second floor. The nearest neighbour to the application site is 92 Brighton Road. At ground floor level there is a takeaway business and a maisonette above at first and second floor, 92a. To the rear of the building there are two first floor windows and a dormer window. There are also two smaller side facing windows at first floor and a side facing dormer window at second floor level. Looking at the planning history for this neighbouring building, plans ref: 55/0541 show the layout of the maisonette, no. 92A. The first floor rear facing windows serve a kitchen and bathroom. The first floor side facing windows serves a pantry off to the side of the kitchen and the hallway. At second floor, the side facing dormer window serves the hallway area. The rear facing dormer window serves a bedroom.

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- 6.10 The proposal would have some impact upon light to the rear facing kitchen window and the outlook, with the two and a half storey element of the proposal extending approximately 3m beyond the rear elevation of 92a before stepping down in height. Whilst there would some impact upon this window as described above, the kitchen is relatively modest in size and therefore it is considered reasonable to conclude that dining would take place in one of the two reception rooms that are served by front facing windows and set further away from the proposed development. Due to the less habitable nature of the room, the impact upon this window is thus not considered so harmful as to warrant refusal of the application on this basis. The side facing windows do not serve habitable spaces and therefore the proposal is not considered to result in a harmful impact upon the amenities of these spaces. The side facing windows proposed to the second floor extension would look more directly towards the front of No. 92 and the proposal is not therefore considered to result in a harmful impact in terms of overlooking or loss of privacy.
- 6.11 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
- 6.12 Overall, the proposal is not considered to result in a harmful impact upon the amenities of neighbouring properties and complies with policy DES1.

## Highway matters

- 6.13 The application proposes a total of 7 parking spaces to the rear of the site, accessed from Lumley Road. The application proposes 5 new flats along the with retention of 1 existing flat. This would provide 1 parking space per unit and 1 visitor parking space. Under the requirements of the DMP 2 visitor bays would be required. The Application also proposes 2 parking spaces to the front of the site. The County Highways Authority have reviewed the proposal and provided the following comments:
- 6.14 *'The application site currently has 7 car parking spaces for the existing use. The developer is proposing 2 more spaces taking the total number of spaces on the site to nine spaces.*

*According to Reigate and Banstead Parking standards the proposed development should include six parking spaces, one of which is for visitors.*

*Two of the spaces are located at the western end of the site on the junction of London Road with Lumley Road. There is no dropped kerb to serve those spaces and it is unlikely that one would be acceptable because of the aforementioned junction. It would also not be possible to create an access onto the service road next to London Road. This is because a driver leaving the access would have their back to the south bound carriageway on London*

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*Road and therefore not have appropriate sight lines. The loss of those car parking spaces would not cause a highway safety problem due to the presence of car parking restrictions that would prevent inappropriate parking.*

*The proposed development include car parking off Lumley Road but the access needs to be modified so that drivers are not bumping over the kerb.*

*Please note that due to the Covid 19 outbreak, this advice is based upon a desk top assessment, using all available resources. Despite the absence of a site visit the Highway Authority is satisfied that the response adequately considers the highways and transport implications arising from the proposed development.'*

- 6.15 Whilst the two parking spaces to the front of the site would not be usable and therefore leave the proposal with a total of 7 parking spaces, the County Highways Authority do not consider this would cause a highway safety problem. 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 site fronts Brighton Road within a Local Centre, in nearby proximity to bus stops well served by bus routes to the north and south and shops, services and facilities. The site is also located approximately 650m from High Street Horley whereby local amenities and of key services can be accessed. On this basis it is considered that the absence of parking spaces would not warrant refusal of the application in this instance. With regard to parking requirements for the retail element of the proposal, maximum parking standards apply and on this basis the proposal is not considered to warrant refusal on this basis.
- 6.16 The County Highway Authority therefore has no highway requirements subject to conditions. The recommended conditions require the existing access to Lumley Road has been modified to serve the proposed car parking spaces on Lumley Road in accordance with a scheme to be submitted, the means of access to the development to be from Lumley Road only, no means of access from London Road or the service road next to London Road, plans for a parking scheme, bicycle parking, a construction transport management plan and fast charge parking sockets.

## Amenity for future occupants

- 6.17 The application proposes 2 x 1 bedroom 2 person flats and 3 x 1 person studio flats. All units would meet the minimum internal space standards. In this instance the proposal does not include the provision of private or communal outdoor space. This is similar to the neighbouring properties to the south fronting Brighton Road and to the existing flat which does not currently have outdoor amenity space. The site is located approximately 250m north east of Horley Recreation Ground where open space and sports courts can be found. The close proximity to recreational space nearby to the application site whereby residents would have access to open space is considered to provide adequate access to outdoor amenity space for future occupants.



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## Community Infrastructure Levy

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

## Affordable Housing

- 6.19 Policy CS15 of the Core Strategy states that the Council will negotiate to achieve affordable housing taking account of the mix of affordable units proposed and the overall viability of the proposed development at the time the application is made.
- 6.20 DMP Policy DES6 relates to the provision of affordable housing. This states that on all sites which provide 11 or more homes, 30% of the homes on the site should be affordable housing. This proposal would not therefore qualify for the provision of affordable housing.

## **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>
Proposed Plans	PL03		30.03.2020
Floor Plan	PL01		13.03.2020
Proposed Plans	PL02		13.03.2020
Proposed Plans	PL04		13.03.2020
Existing Plans	SURV01		05.03.2020
Existing Plans	SURV2		05.03.2020

### 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.

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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 DES1.

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

Reason:

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

5. No part of the development shall be occupied unless and until the existing access to Lumley Road has been modified to serve the proposed car parking spaces on Lumley Road 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 0.6 metres high above the ground.

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. (a) The means of access to the development hereby approved shall be from Lumley Road only.  
(b) There shall be no means of access from the development hereby approved to London Road or the service road next to London Road.

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 2019.

7. Notwithstanding the submitted plans the development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with a revised scheme to be submitted to and approved in writing by the Local Planning Authority for vehicles to be parked. 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

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TAP1 Parking, access , and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

8. 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 bicycles to be stored in a secure and covered location. Thereafter the bike 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 and and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

9. 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) provision of boundary hoarding behind any visibility zones
- (e) measures to prevent the deposit of materials on the highway

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason:

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.

10. The development hereby approved shall not be occupied unless and until one of the available parking spaces has been 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) and one of the parking spaces has been fitted with an electrical supply to fit a future fast charge socket 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 TAP2 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).

11. The development shall not be occupied until a plan indicating the positions, design, materials and type of boundary treatment to be erected has been

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submitted to and approved in writing by the Local Planning Authority. The boundary treatment shall be completed before the occupation of the development hereby permitted.

Reason:

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

12. 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

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.

13. 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.

## 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.

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3. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, a 140 litre wheeled bin conforming to British Standard BSEN840 and a 60 litre recycling box should be provided for the exclusive use of the occupants of that dwelling. Prior to the initial occupation of any communal dwellings or flats, wheeled refuse bins conforming to British Standard BSEN840, separate recycling bins for paper/card and mixed cans, and storage facilities for the bins should be installed by the developer prior to the initial occupation of any dwelling hereby permitted. Further details on the required number and specification of wheeled bins and recycling boxes is available from the Council's Neighbourhood Services on 01737 276501 or 01737 276097, or on the Council's website at [www.reigate-banstead.gov.uk](http://www.reigate-banstead.gov.uk). Bins and boxes meeting the specification may be purchased from any appropriate source, including the Council's Neighbourhood Services Unit on 01737 276775.
4. You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:
  - (a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs Saturday and not at all on Sundays or any Public and/or Bank Holidays;
  - (b) The quietest available items of plant and machinery should be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels;
  - (c) Deliveries should only be received within the hours detailed in (a) above;
  - (d) Adequate steps should be taken to prevent dust-causing nuisance beyond the site boundary. Such uses include the use of hoses to damp down stockpiles of materials, which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of bowsers and wheel washes;
  - (e) There should be no burning on site;
  - (f) Only minimal security lighting should be used outside the hours stated above; and
  - (g) Building materials and machinery should not be stored on the highway and contractors' vehicles should be parked with care so as not to cause an obstruction or block visibility on the highway.

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

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

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

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

6. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
7. 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.

## **REASON FOR PERMISSION**

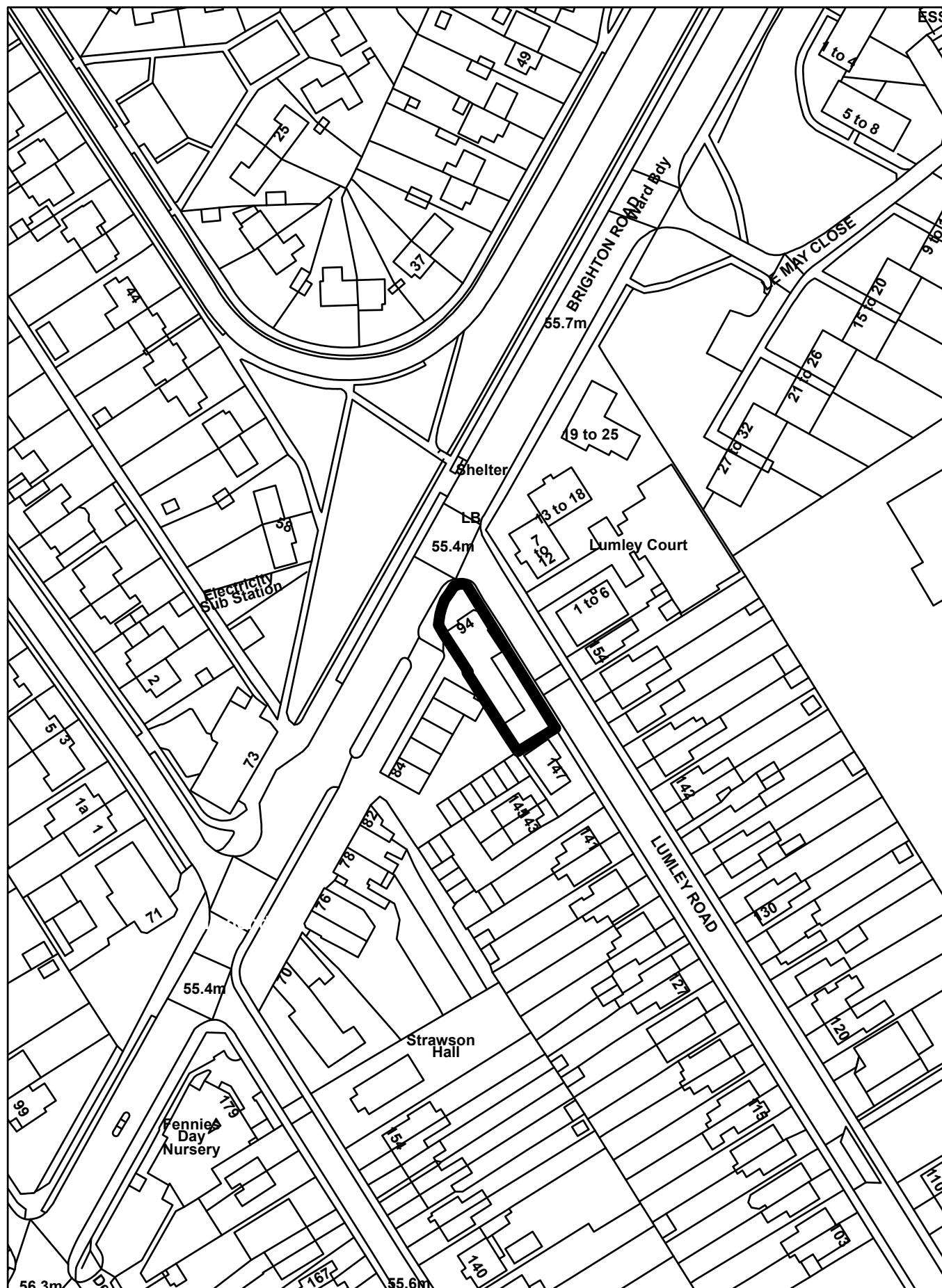
The development hereby permitted has been assessed against development plan policies DES1, DES5, TAP1, CCF1, INF3, RET3 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

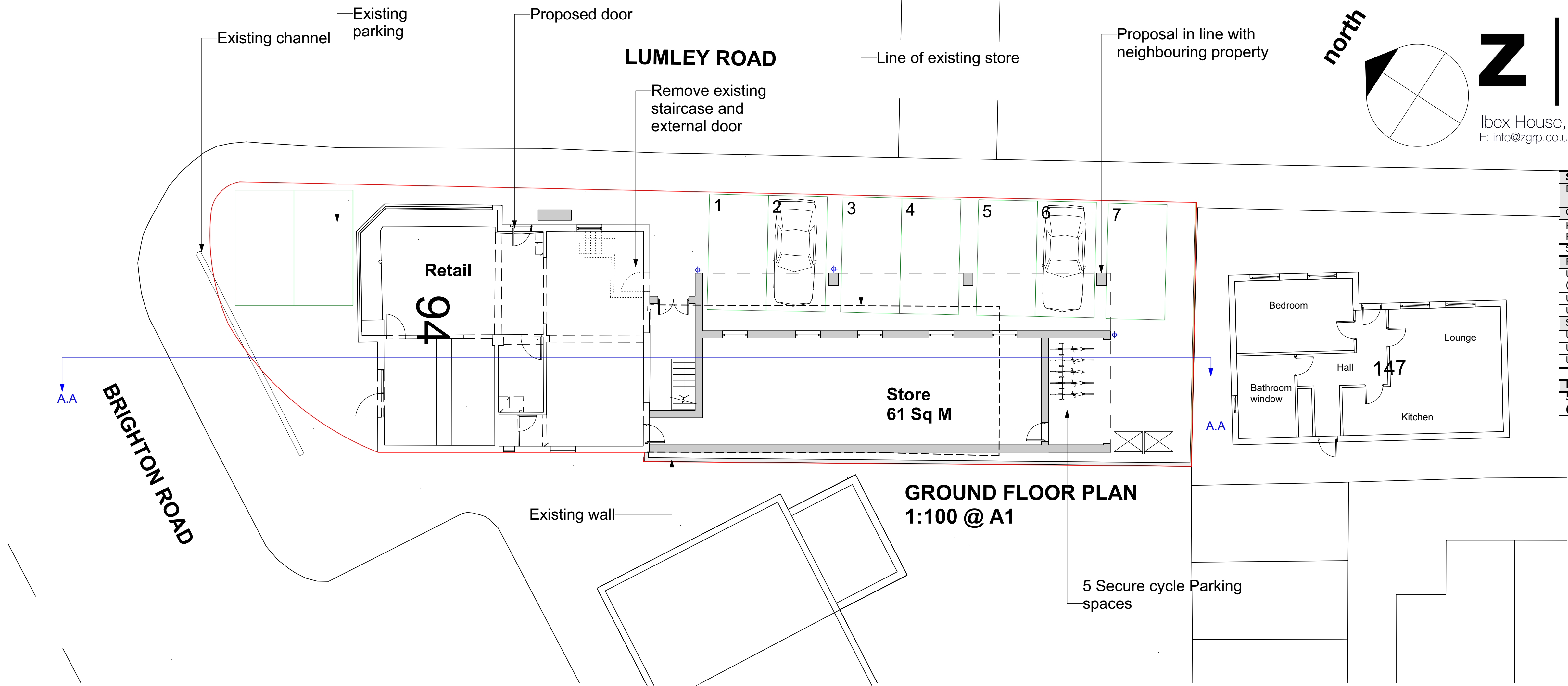
## **Proactive and Positive Statements**

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.

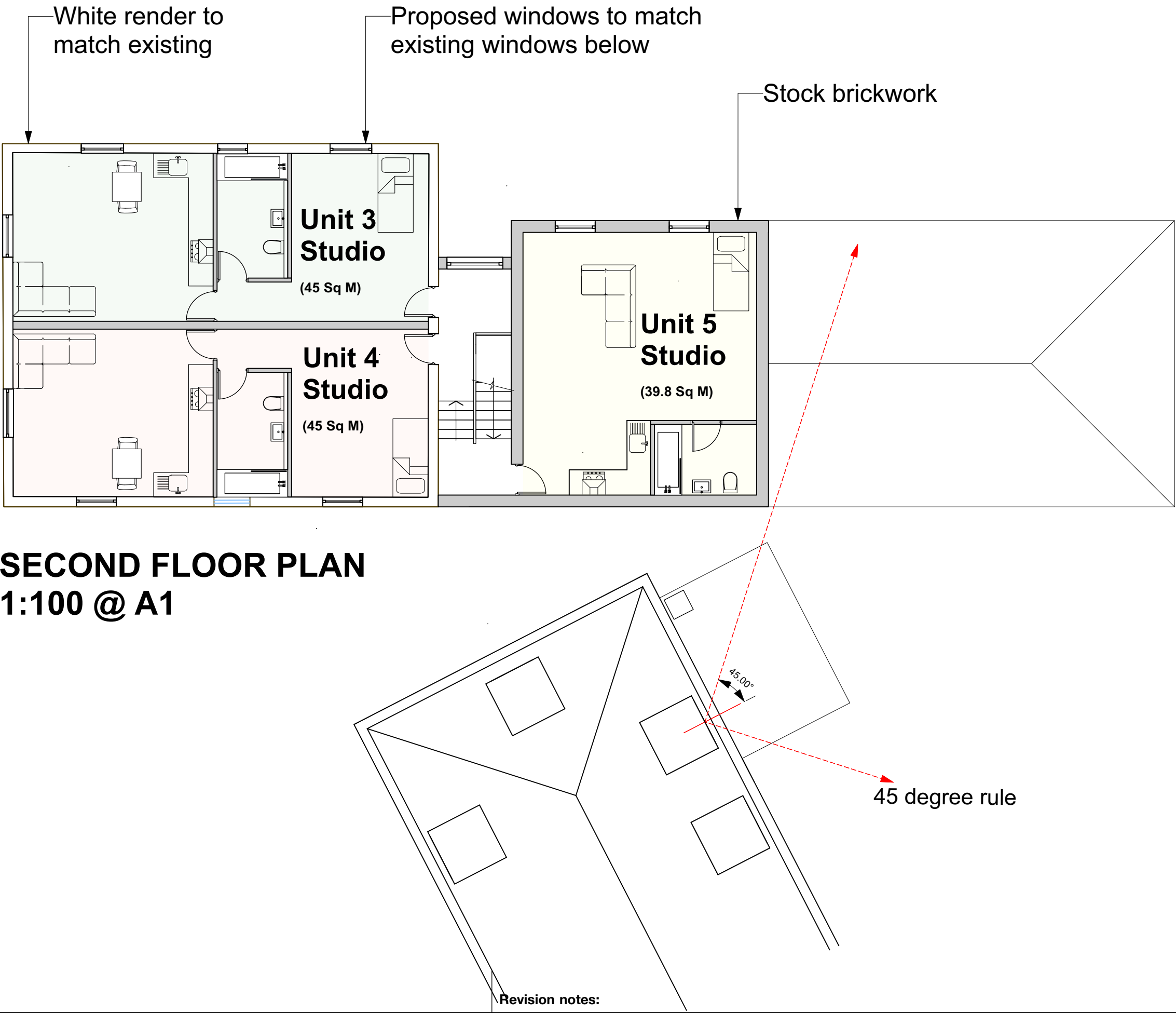
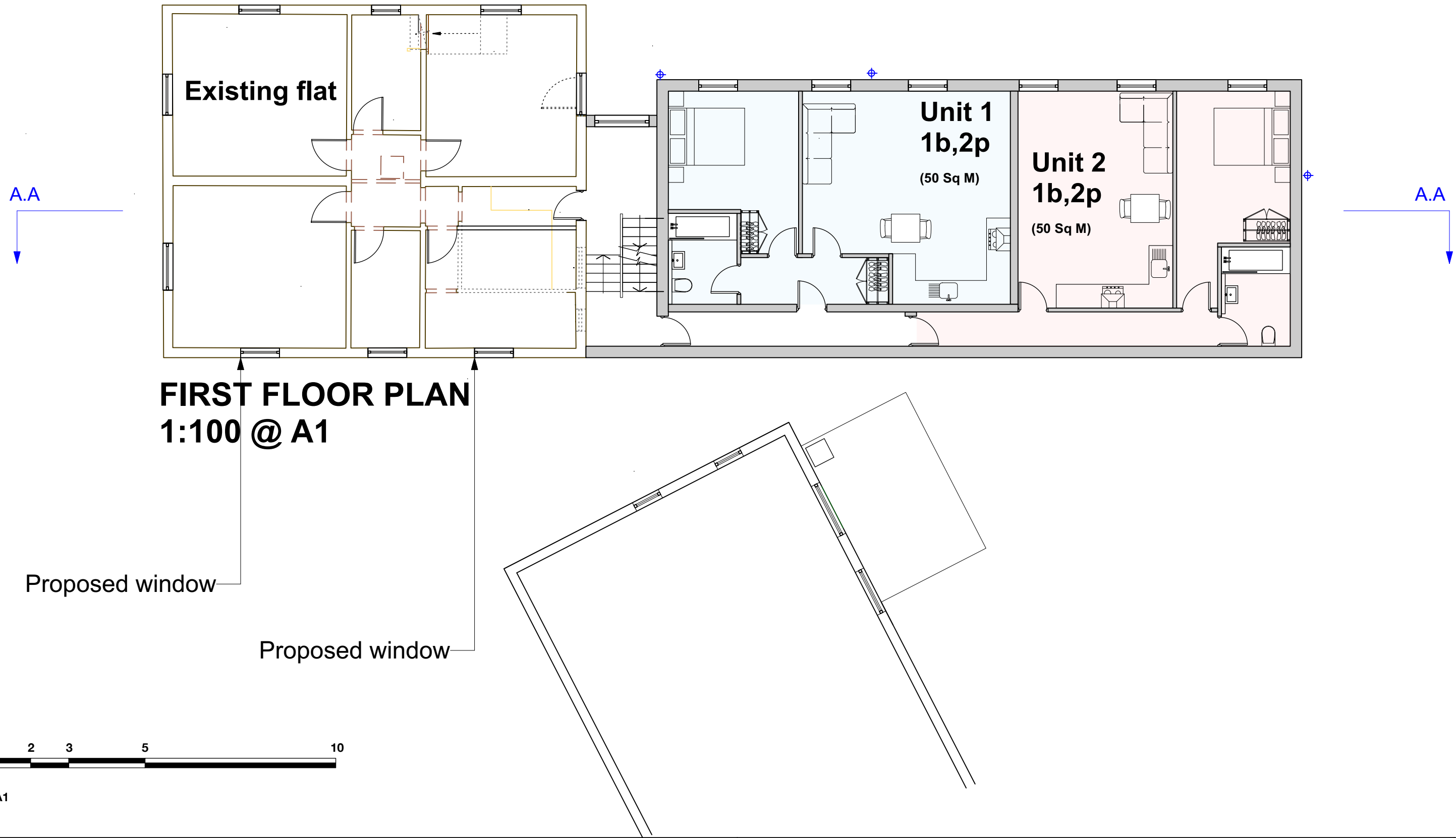


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20/00503/F- 94 Brighton Road, Horley,  
Surrey, RH6 7JQ

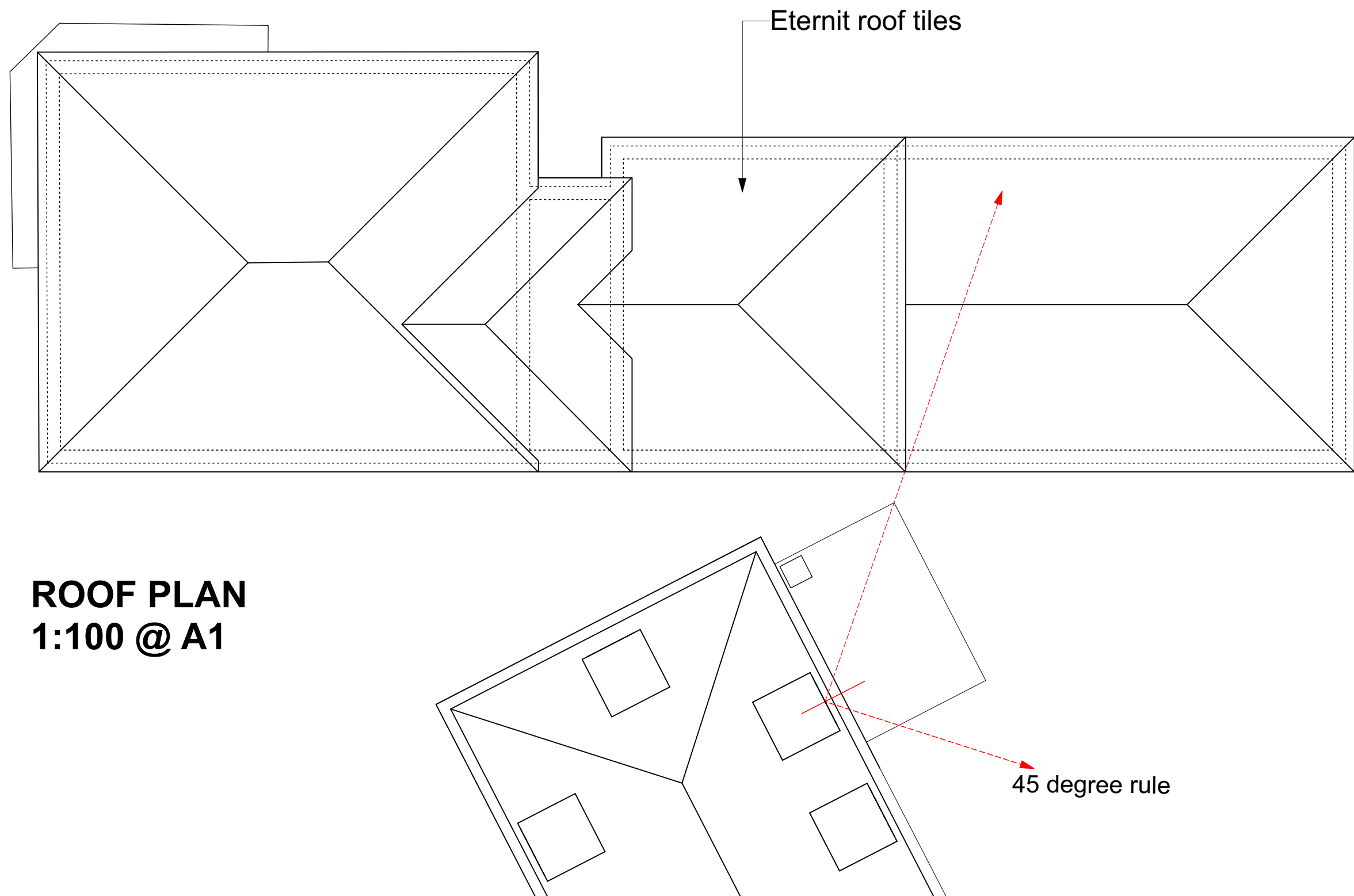
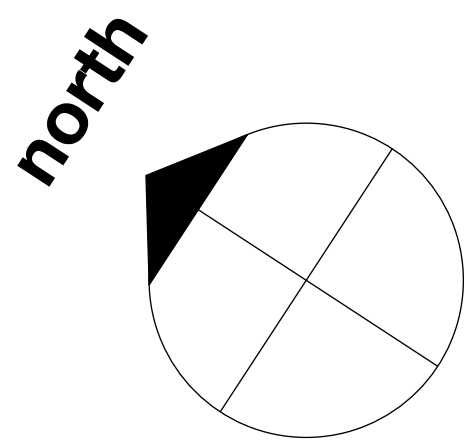




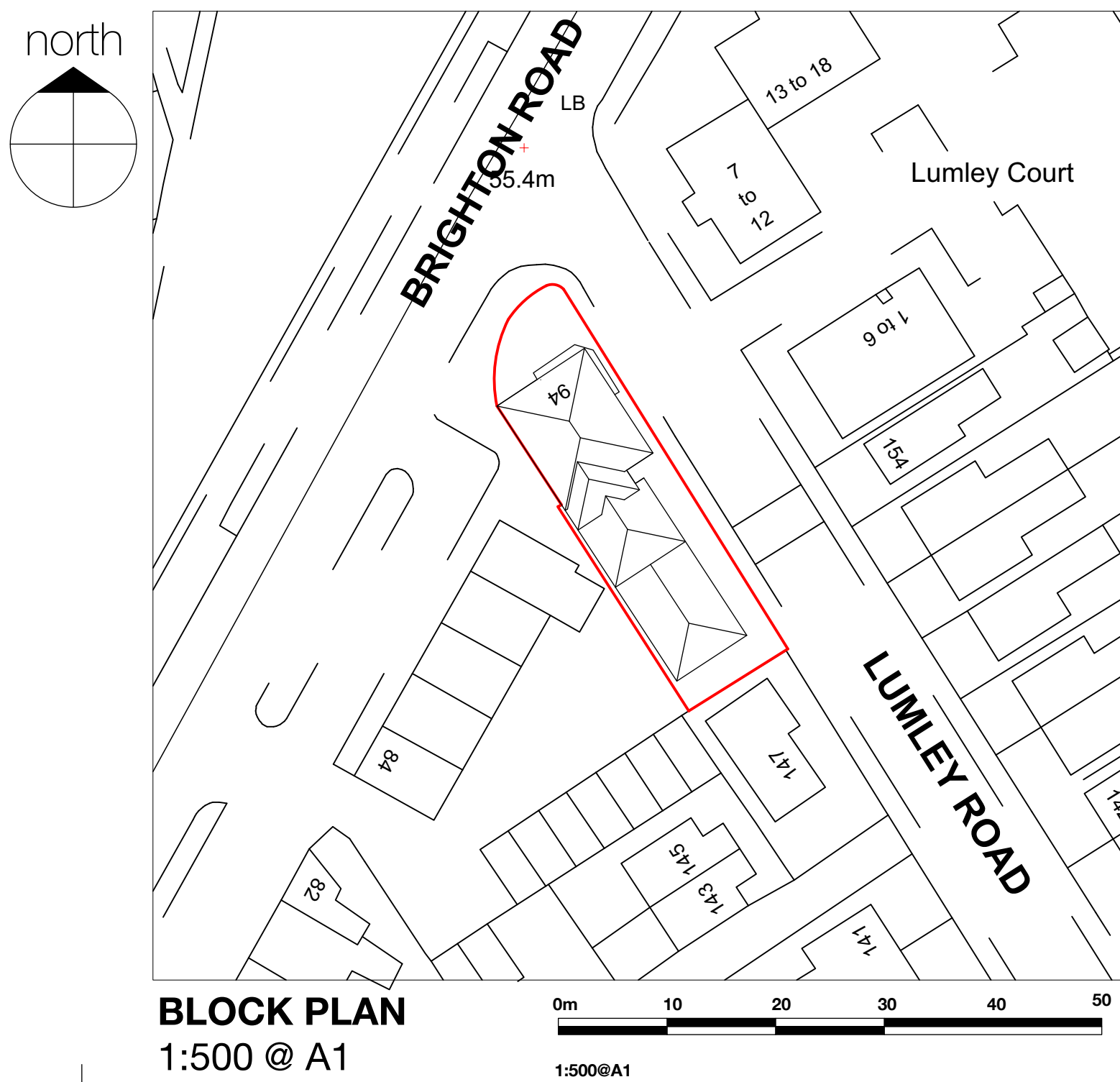
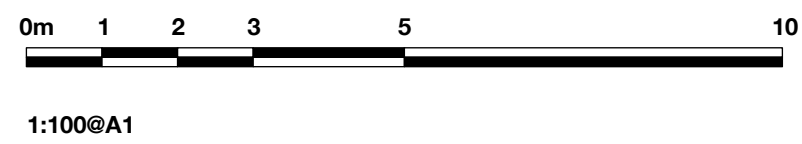
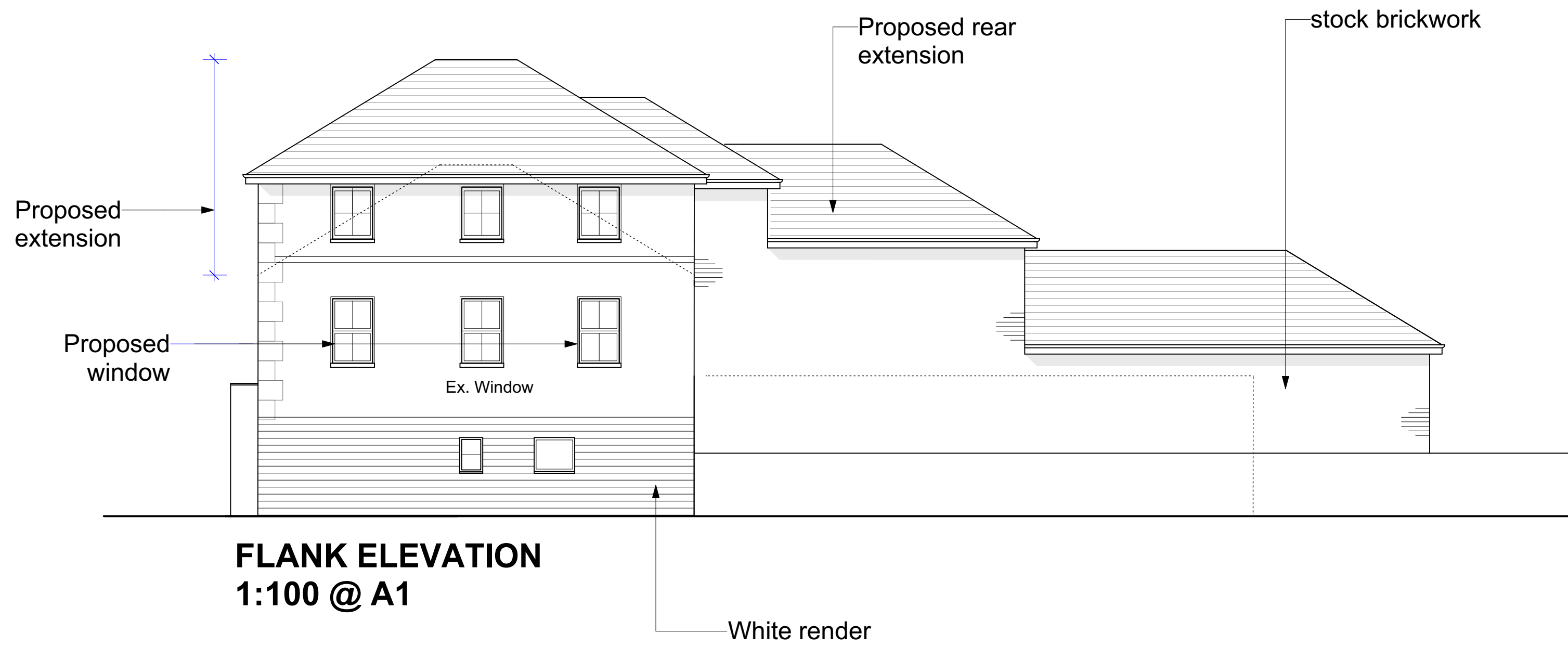
SCHEDULE		
Description	Bedrooms	All flats in accordance with the London Plan
Ground Floor		
Retail Unit / Parking / Refuse/ cycle parking		
Store	61 Sq M	
First Floor		
Unit X (Existing flat)	Existing flat retained	
Unit 1	1 Bed, 2p	50 Sq M
Unit 2	1 Bed, 2p	50 Sq M
Second Floor		
Unit 3	Studio = 1 Bed, 1p	45 Sq M
Unit 4	Studio = 1 Bed, 1p	45 Sq M
Unit 5	Studio = 1 Bed, 1p	39.8 Sq M
Proposed Total		
5 dwelling flats proposed (1 retained)		





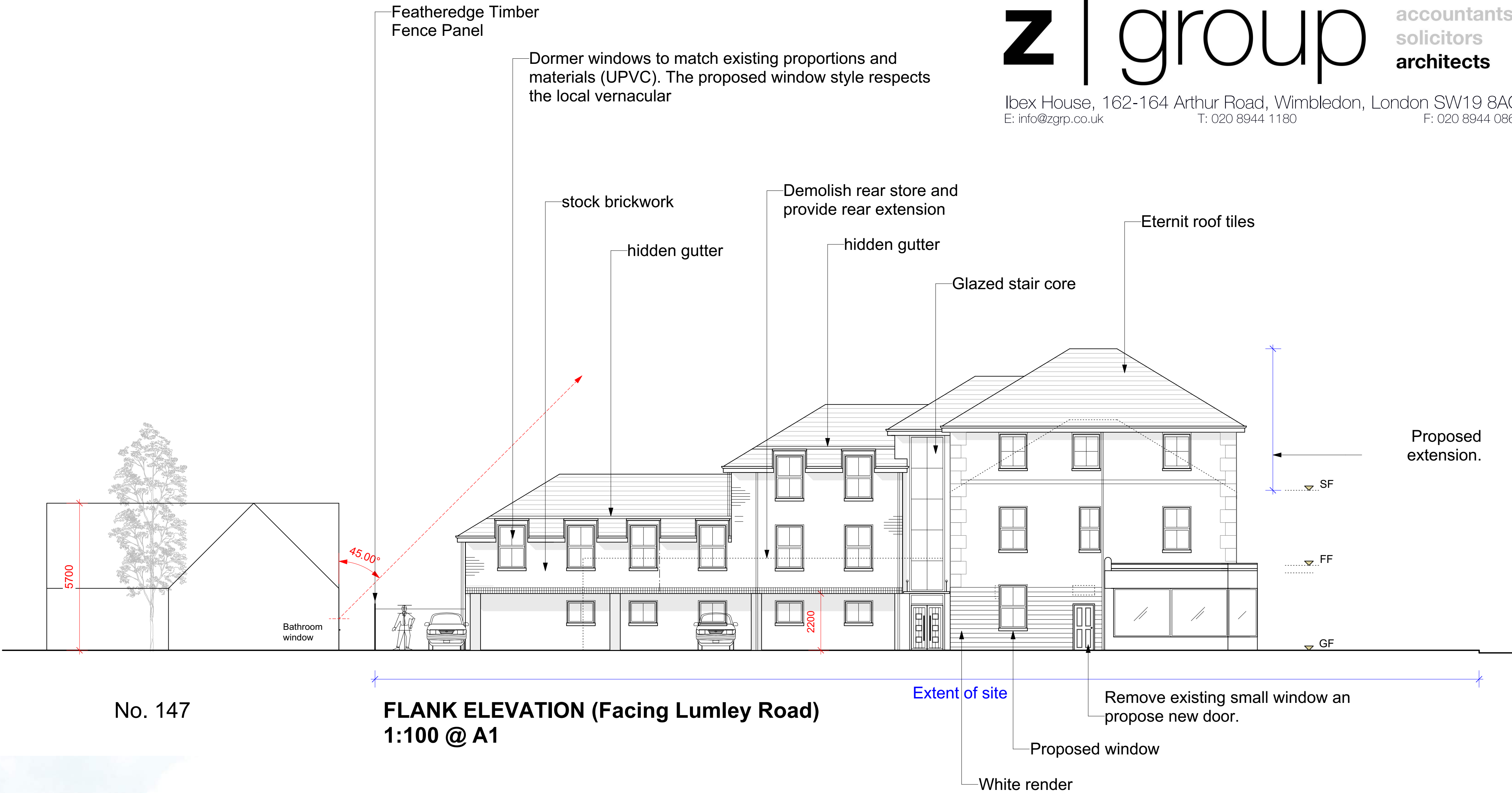


3D PERSPECTIVE FROM BRIGHTON ROAD

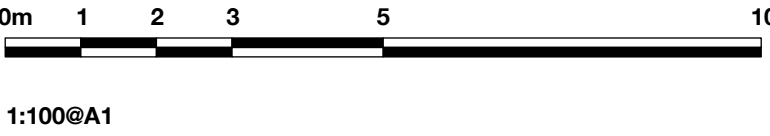
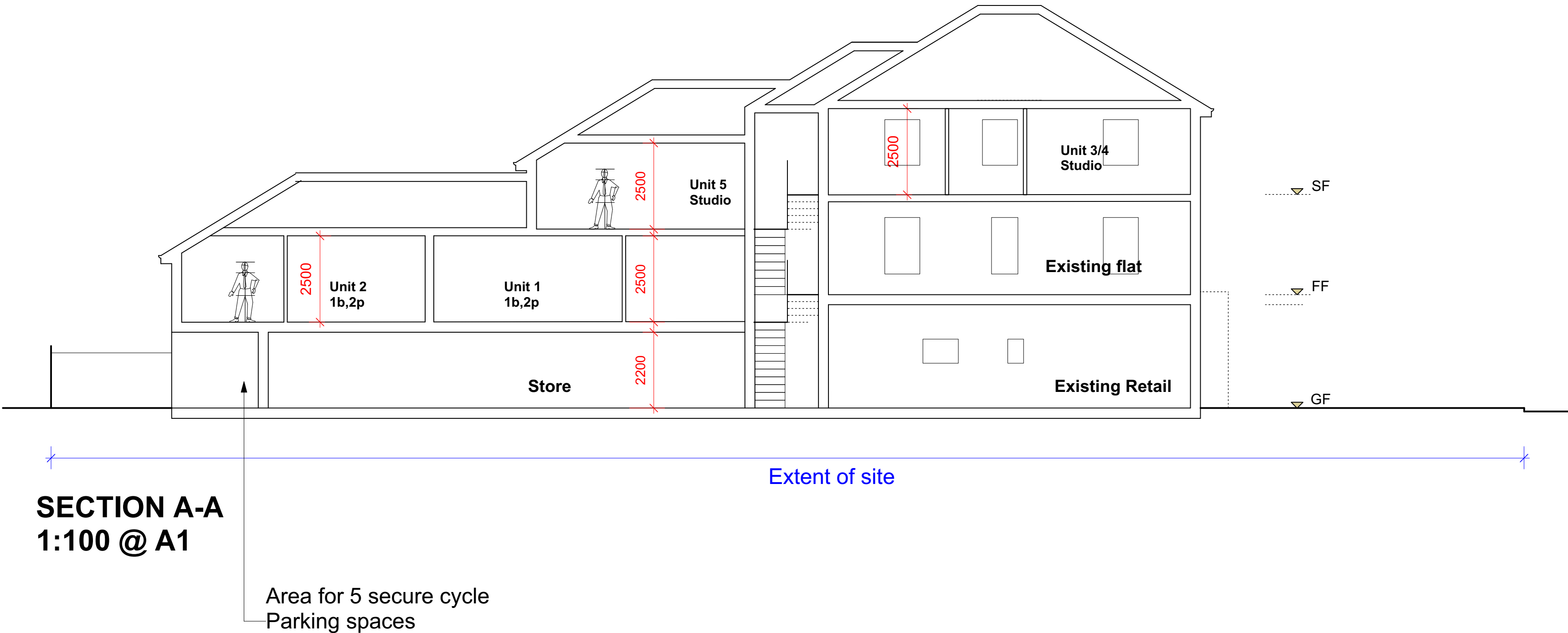


<div><div>drawing notes:</div><div>This Drawing must not be scaled. Only figured dimensions should be used. Critical site dimensions must be checked on site before proceeding. Any adjoining buildings or features are by way of illustration only and dimensions have not been checked unless specifically noted otherwise. This drawing has been produced for our client for the purposes noted on it and it is not intended for use by any other person for any other purpose. The copyright in this drawing belongs to <b>ZGRP LTD ©</b>. This drawing must not be reproduced in whole or in part or disclosed to any third party unless expressly authorised in writing by a Director of <b>ZGRP LTD</b>.</div></div>	<div>project:</div> <div>94 Brighton Road, Horley, RH6 7JQ</div>	<div>client:</div> <div>Veerproperties</div>	<div>drawing title:Roof Plan and Elevations as Proposed</div>					
			<div>date</div> <div>FEB 2020</div>	<div>scale</div> <div>1:100 @ A1</div>	<div>project no</div> <div>2470</div>	<div>drawing no</div> <div>PL02</div>	<div>revision</div> <div></div>	<div></div>





3D PERSPECTIVE FROM LUMLEY ROAD



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project:

94 Brighton Road, Horley, RH6 7JQ

client:

Veerproperties

Revision notes:

drawing title: Flank elevation and Section as Proposed

date  
FEB 2020

scale  
1:100 @ A1

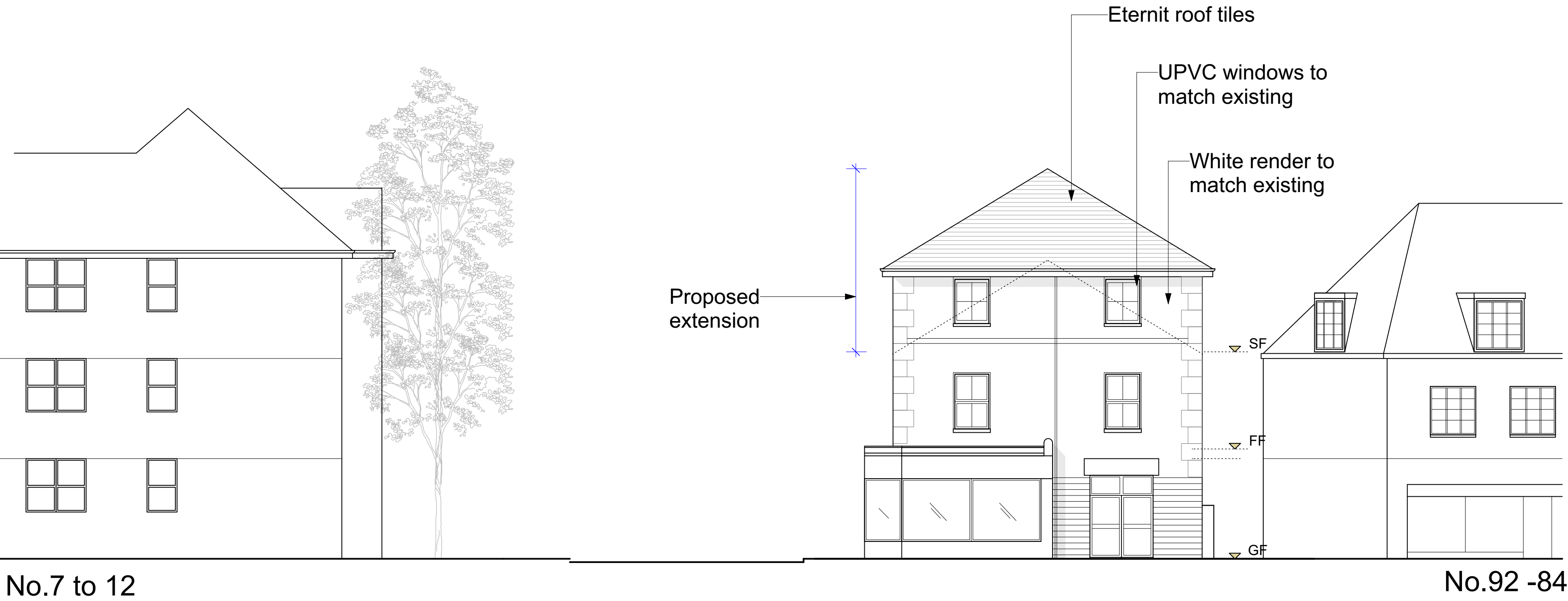
project no  
2470

drawing no  
PL03

revision

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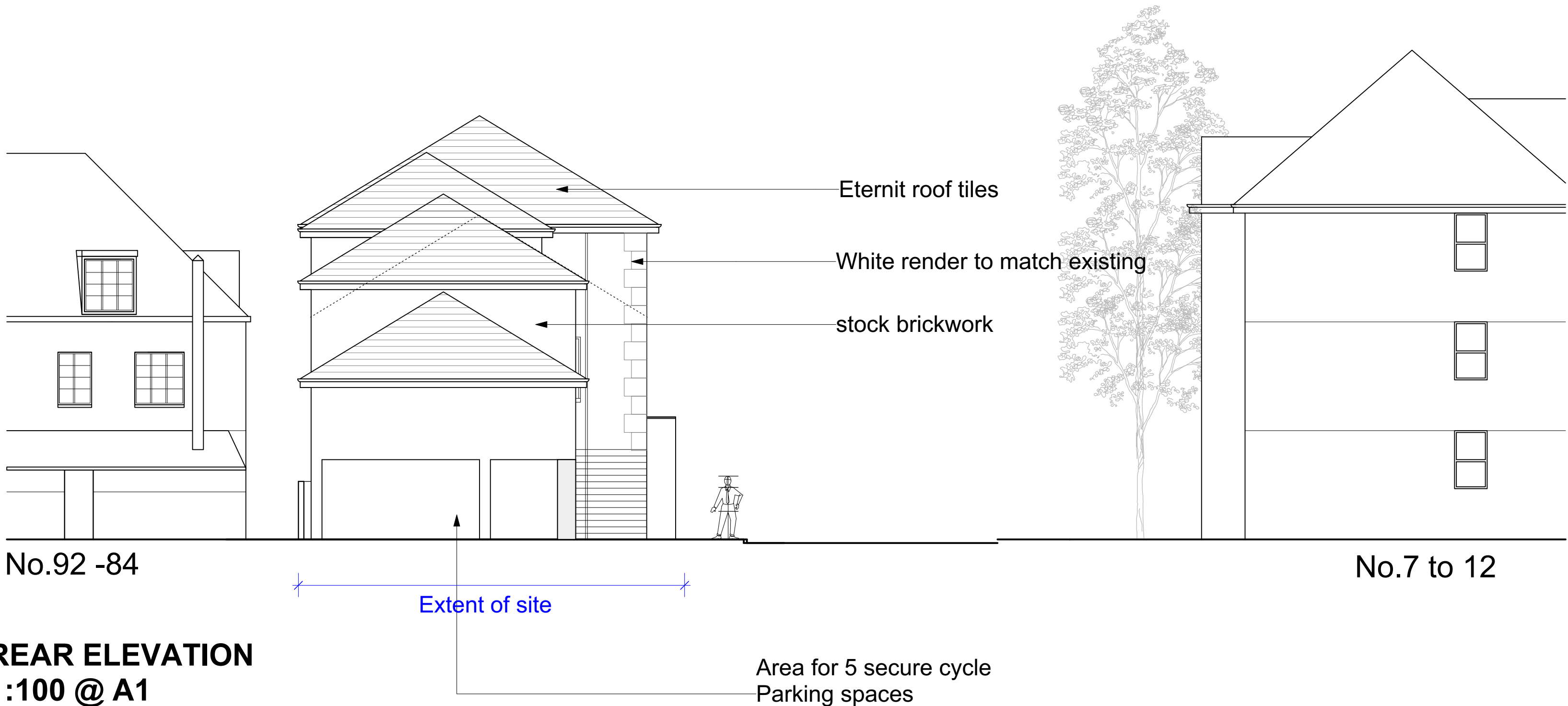
No.7 to 12

No.92 -84

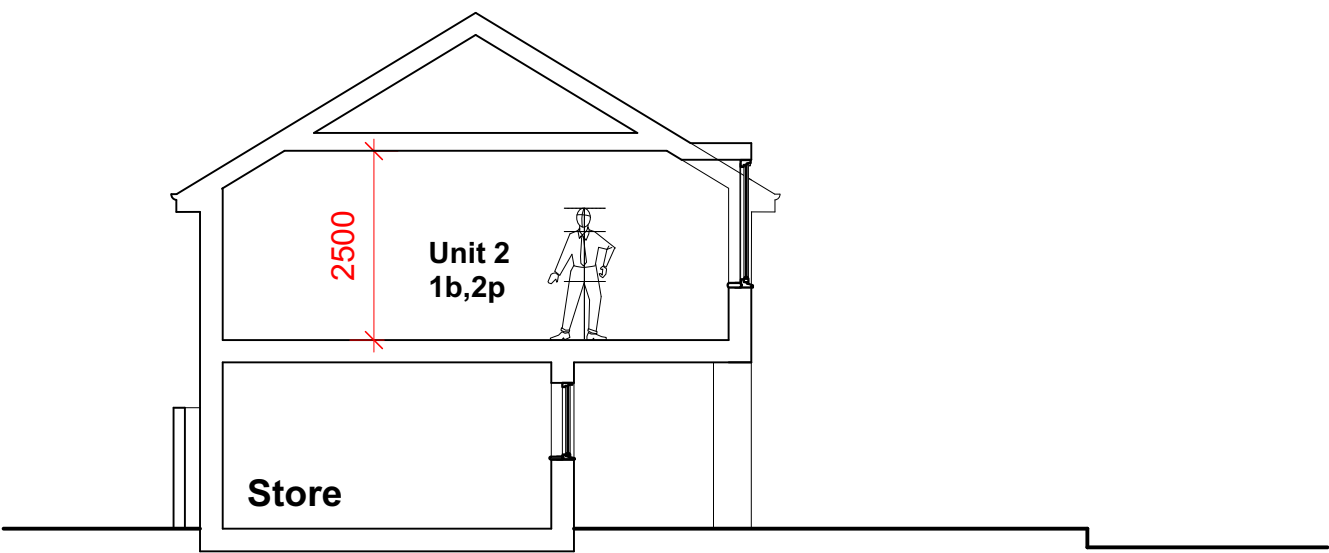
FRONT ELEVATION (Facing Brighton Road)  
1:100 @ A1



3D PERSPECTIVE FROM BRIGHTON ROAD



REAR ELEVATION  
1:100 @ A1



TYPICAL SECTION  
1:100 @ A1



<div>drawing notes: This Drawing must not be scaled. Only figured dimensions should be used. Critical site dimensions must be checked on site before proceeding. Any adjoining buildings or features are by way of illustration only and dimensions have not been checked unless specifically noted otherwise. This drawing has been produced for our client for the purposes noted on it and it is not intended for use by any other person for any other purpose. The copyright in this drawing belongs to <b>ZGRP LTD</b>. This drawing must not be reproduced in whole or in part or disclosed to any third party unless expressly authorised in writing by a Director of <b>ZGRP LTD</b>.</div>	project:		client:		Revision notes:				
	94 Brighton Road, Horley, RH6 7JQ		Veerproperties		drawing title: Front / rear elevation and typical section as Proposed				
	date	scale	project no	drawing no	revision				
FEB 2020	1:100 @ A1	2470	PL04	-					


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# Agenda Item 11

Planning Committee  
20 May 2020

Agenda Item: 11

 <b>Reigate &amp; Banstead</b> <b>BOROUGH COUNCIL</b> Banstead   Horley   Redhill   Reigate	<b>TO:</b>		PLANNING COMMITTEE
	<b>DATE:</b>		20 May 2020
	<b>REPORT OF:</b>		HEAD OF PLACES & PLANNING
	<b>AUTHOR:</b>		Clare Chappell
	<b>TELEPHONE:</b>		01737 276004
	<b>EMAIL:</b>		Clare.Chappell@reigate-banstead.gov.uk
<b>AGENDA ITEM:</b>	11	<b>WARD:</b>	Banstead Village

<b>APPLICATION NUMBER:</b>		19/02386/F	<b>VALID:</b>	09/12/2019
<b>APPLICANT:</b>	Romans International Ltd		<b>AGENT:</b>	Hillman Design Ltd
<b>LOCATION:</b>	<b>ROMANS GARAGE, BRIGHTON ROAD, BANSTEAD, SURREY SM7 1AT</b>			
<b>DESCRIPTION:</b>	<b>Single storey side and rear extension to existing car showroom and erection of a row of garages to rear of site.</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 application for an extension to the main showroom building and for a row of garages to the rear of the site. The main building extension would provide an additional 139 sqm of floorspace to be used as offices, staff facilities and customer lounge. The garages would provide an additional 155 sqm of floorspace to be used for storing and displaying cars.

This application follows a string of permissions in the last few years which are yet to be implemented. The current scheme represents another variation of the company's plans to improve the premises.

There has been a key shift in the way Romans International Ltd would like to improve the site in order to better suit market conditions, and so the improvements are 'cost-effective'. Previous permissions focused on providing additional showroom space for displaying cars under cover and creating a 'state of the art' showroom. Instead, the current scheme focuses on extending to create ancillary rooms including offices, facilities for staff and customer lounge. It is understood that this shift in design approach is partly to do with the cost implications of a) the showroom extension/refurbishment plans in themselves and b) closing the showroom to facilitate the extension/refurbishment. The other reason for the shift is that the nature of selling high value cars has moved to more virtual methods and the cars are often sold unseen. Romans International have concluded that it is actually "backroom" admin space that is more needed to accommodate their team of salespeople.

The current scheme is the smallest development scheme relative to all the previous permitted schemes. As a comparison, historic permission 12/00101/S73 (which remains

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extant because the cleaning bay element of this scheme has been implemented) totalled 550 sqm of floorspace, whereas the current scheme totals 294 sqm.

The proposed extension to the main building is similar to permission 17/00478/F, the difference being that this current proposal does not involve altering the existing showroom, and the rear leg of the extension is 1.0m wider.

The proposed row of garages to the rear of the site are identical to those previously approved under 18/01414/F and 18/02504/F, apart from the doors, which are now proposed to be glazed and sliding rather than the solid roller shutter type. The garages are included again in the current permission so that there is one comprehensive permission for the whole site.

The development will not intensify the use of the premises and does not alter the vehicular access arrangements. The number of staff and visitor parking spaces would remain the same as existing and the same as approved by past permissions.

The designs of the extension and garages are of a utilitarian appearance, but these are in keeping with the use and the character of nearby commercial sites.

The proposal will not result in any material adverse impact on neighbouring residential property occupiers, given that the site is already in use as a car showroom with associated valeting operations to the rear.

As approved by previous permissions, tree protection measures and new hedge planting are incorporated in the current scheme.

## **RECOMMENDATION(S)**

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

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## Consultations:

Surrey County Council Highways: Following amendment to number of staff parking spaces, no objection. See comments in report below.

Banstead Village Residents Association: no response.

Contaminated Land Officer: Historical and current uses of the site may have resulted in ground contamination; however, site investigations have found no contamination. The Officer has no objection subject to condition controlling unexpected contamination. See comments in report below.

Tree Officer: No objection subject to conditions to ensure retained trees are protected during construction and soft landscaping is implemented. See comments in report below.

## Representations:

Letters were sent to neighbouring properties on 12 December 2019. A site notice was posted on 17 December 2019. Neighbours and relevant consultees were re-notified on the revised plans for 14-day periods commencing 03 Feb and 21 Feb. No representations from neighbours have been received.

### 1.0 Site and Character Appraisal

- 1.1 The application site is located on the eastern side of Brighton Road and comprises an existing car showroom, an open car storage / display area and a valeting / car preparation building to the rear. The car dealership is a single storey building with a grey fascia and sheet roofing sitting atop full-length windows and glazed canopy. The car forecourt is situated between the building and Brighton Road extending towards the north.
- 1.2 The site fronts onto Brighton Road which on the eastern side of the road is characterised by commercial buildings to the south and north, including a petrol station to the south and Ford garage to the north. The wider area is predominantly residential with the nearest residential dwellings situated on Diceland Road to the south and Gerrards Mead to the east.

### 2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: The opportunity did not arise because the applicant did not approach the Local Planning Authority before submitting the application. Although pre-application advice has been given prior to past applications.
- 2.2 Improvements secured during the course of the application: Staff parking spaces reintroduced to address Highways comments. Swept path and construction

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management information submitted. Design and Access Statement amended to better explain current scheme. All contamination related documents submitted.

## 2.3 Further improvements to be secured through conditions or legal agreement:

The following conditions shall be attached to the permission:

- Main building extension materials (details to be submitted pre-above ground level)
- Garages materials (compliance with materials specified)
- Tree protection (compliance)
- Soft landscaping (compliance)
- Living green wall (details to be submitted pre-above ground level)
- Construction transport management plan (details submitted pre-commencement)
- Parking layout and retention (compliance)
- Electric vehicle chargers (details submitted pre-occupation)
- Hours of operation (compliance)
- No external ventilation/plant (compliance or details submission)
- Contaminated land (compliance)
- Contaminated land unexpected (compliance and submission requiring remediation in the event of unexpected contamination)

## 3.0 Relevant Planning and Enforcement History

3.1	18/01414/DET12	Discharge of condition submission relating to remediation method statement details pursuant to condition 12 of permission 18/01414/F. Erection of a row of garages to rear of site.	WITHDRAWN 26.03.2020 (Could not be discharged at this stage because works have not started and hence there has been no opportunity to discover any unexpected contamination)
3.2	18/00478/DET10 and 12	Discharge of conditions relating to contamination pursuant to 18/00478/F - Extension and remodelling of existing car showroom.	APPROVED 12.03.2020
3.3	18/01414/DET06	Discharge of condition submission relating to construction transport management plan pursuant to 18/01414/F - Erection of a row of garages to rear of site.	APPROVED 28.02.2020.
3.4	18/01414/DET08, 09, 10, 11	Discharge of conditions relating to contamination	

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3.5	18/02504/F	Extension to existing showroom and cleaning bay and conversion to showroom, erection of a row of garages to rear of site.	APPROVED 18.04.2019
3.6	18/01414/DET05	Discharge of condition submission relating to landscaping	APPROVED 21.03.2019
3.7	18/01414/F	Erection of a row of garages to rear of site	APPROVED 04.10.2018
3.8	18/00478/DET04, 09, 11	Discharge of condition submissions relating to tree protection plan and contamination	APPROVED
3.9	18/00478/DET05	Discharge of condition submissions relating to construction management plan	WITHDRAWN
3.9	18/00478/F	Extension and remodelling of existing car showroom	APPROVED 12.06.2018
3.10	17/01883/F	Extension to existing car showroom, and reduction in size of existing vehicle preparation building.	APPROVED 21.12.2017
3.11	12/00101/DET03, 05, 06	Discharge of condition submissions relating to materials, construction method statement and landscaping	APPROVED
3.12	12/00101/S73	Demolition of existing public house and erection of extension to adjoining car showroom. Variation of condition 2 of 10/01393/F. Amendment to elevations.	APPROVED 16.03.2012.
3.13	11/00389/CU	Erection of temporary screening and use of front part of site for the sale of cars for a temporary period of two years	APPROVED 16.05.2011
3.14	10/01393/F	Demolition of existing public house and erection of extension to adjoining car showroom	APPROVED 24.11.2010
3.15	09/01881/F	Demolition of existing public house and erection of extension to adjoining car showroom	REFUSED September 2010

## 4.0 Proposal and Design Approach

- 4.1 The proposal is for a single storey side and rear extension to the existing car showroom building and the erection of a row of garages to the rear of the site. This application follows a string of previous permissions which are yet to be implemented. The current scheme represents another variation of the company's plans to improve the premises.
- 4.2 There has been a key shift in the way Romans International Ltd would like to improve the site in order to better suit market conditions, and so the improvements are cost-effective. Previous permissions focused on providing additional showroom

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space for displaying cars under cover and creating a 'state of the art' showroom. Instead, the current scheme focuses on extending to create ancillary rooms including offices, facilities for staff and customer lounge. It is understood that this shift in design approach is partly to do with the cost implications of a) the showroom extension/refurbishment plans in themselves and b) closing the showroom to facilitate the extension/refurbishment. The other reason for the shift is that the nature of selling high value cars has moved to more virtual methods and the cars are often sold unseen. Romans International have concluded that it is actually "backroom" admin space that is more needed to accommodate their team of salespeople.

- 4.3 The design statement says that the majority of customers visit the site by pre-arrangement and that it is rare to get passing customers browsing. Consequently, the applicant suggests that there would not be any change to the customer parking provision required (4 visitor spaces are currently provided, and 4 spaces are proposed). The number of staff employed at the site will remain unchanged (currently 19) as will the number of staff car parking spaces (10 spaces).
- 4.4 The existing cleaning bay would not be altered. The design statement says that the only onsite operations are the sale of the cars, and their cleaning and preparation (scratch repair, glass polishing etc); no servicing takes place on site, so there is no parking or vehicle movements generated by this. The statement also says that the delivery of the cars is made individually, accommodated within the site without disruption to surrounding roads.
- 4.5 The row of garages to the rear of the site are identical to those previously approved apart from the doors, which are now proposed to be glazed and sliding rather than the solid roller shutter type. The garages are included again in the current permission so that there is one comprehensive permission for the whole site.
- 4.6 The proposed extension to the building is similar to permission 17/00478/F, the difference being that this current proposal does not involve altering the existing showroom, and the rear leg of the extension is 1.0m wider.
- 4.7 The current scheme is the smallest extension scheme relative to all the previous permitted schemes. Within the design statement it is confirmed that the development will not intensify the use of the premises.
- 4.8 The applicant has submitted a design and access statement. 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.
- 4.9 Evidence of the applicant's design approach is set out below:



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Assessment	The statement does not include an assessment of local character.
Involvement	No community consultation took place.
Evaluation	The statement briefly makes comparison to the previous applications and reasons why the current scheme is preferred to the other options. As described above, reasons are financial and to do with the nature of the business.
Design	The applicant's reasons for choosing the design are that the it has a simplified flat front glazed façade more in keeping with current design trends.

4.10 Further details of the development are as follows:

Site area	0.25 hectares
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Summary of car spaces and previous schemes:

		Number of car spaces					10/01393/F (approved Nov 2010) and 12/00101/S73 (approved March 2012)
	Location	Current proposed scheme	Existing	18/02504/F (approved April 2019)	18/00478/F (approved June 2018)	17/01883/F (approved Dec 2017)	
Commercial activity spaces	Garages at rear	8	0	8	0	0	Not shown on plans
	Outside	28	38	23	31	21	
	Inside	11	11	24	18	28	
	Cleaning bay	8	8	2	8	4	
	Total	55	57	57	57	53	
Support spaces	Visitor spaces	4	4	4	4	4	
	Staff spaces	10	10	10	10	14	
	Additional spaces	2	2	2	2	2	
	Total	16	16	16	16	20	
Overall total		71	73	73	73	73	?

## 5.0 Policy Context

### 5.1 Designation

Urban Area

Tree Preservation Order (BAN 65) to rear of site.

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## 5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)  
CS4 (Valued Townscapes and Historic Environment)  
CS10 (Sustainable Development)  
CS11 (Sustainable Construction)  
CS17 (Travel Options and accessibility)

## 5.3 Reigate and Banstead Development Management Plan

EMP3 (Employment development outside employment areas)  
DES1 (Design of New development)  
DES8 (Construction Management)  
DES9 (Pollution and Contaminated Land)  
TAP1 (Access, Parking and Servicing)  
CCF1 (Climate Change Mitigation)  
NHE3 (Protecting trees, woodland areas and natural habitats)  
EMP5 (Local Skills and Training Opportunities)  
INF3 (Electronic communication networks)

## 5.4 Other Material Considerations

National Planning Policy Framework

National Planning Practice Guidance

Supplementary Planning Guidance

Other

Local Distinctiveness Design Guide

Human Rights Act 1998

Community Infrastructure Levy

Regulations 2010

## 6.0 **Assessment**

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 commercial development is acceptable in land use terms.

6.2 The planning history is a material consideration in the determination of this application. In particular, application 12/00101/S73, which granted consent for a large extension and was part implemented when the cleaning building to the rear was erected; the recent permissions 17/01883/F for a much larger extension to that now proposed; 18/00478/F for larger extensions including a similar side/rear wing extension to that now proposed; permission 18/01414/F for garages to the rear; and 18/02504/F for larger extensions plus the garages to the rear.

6.3 It is noted that since the previous permissions the Council's Development Management Plan 2019 (DMP) has been adopted, which replaces the Local Plan 2005. The key policies which are relevant to the proposal, DES1, EMP3, TAP1 do not introduce any new or materially different considerations in respect of this scheme compared to the old policies. In other words, the assessment approach is largely the same.

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6.4 The main issues to consider are:

- Design and effect on the character of the area
- Neighbour amenity
- Highways matters
- Impact upon trees
- Contaminated land
- Community Infrastructure Levy

## Design and effect on the character of the area

- 6.5 The applicant states within the design and access statement that the proposal will not result in an intensification of the site. The business is the sale of luxury/performance cars. Compared to previous schemes, the current scheme is more focused on providing ancillary office, staff facilities and customer lounge space, and there is a lesser requirement for keeping cars on the site under cover. This change is in part driven by financial reasons, and in part by the changing nature of how sales are made; less face-to-face on the showroom floor and more online trading which needs 'back office' space. That said, the format of the garages to the rear are unchanged from the previous schemes and would still provide additional space for cars to be stored, secured and displayed under cover.
- 6.6 The number of staff (19) would remain unchanged and the revised plans confirm staff and visitor parking will be retained at the same level as existing and the same as the last two permissions for the site as a whole. The current plans show a reduction in the number of 'commercial' parking spaces (i.e. for display or valeting) relative to the existing and previous schemes from 57 to 55.
- 6.7 The proposed scheme does not therefore represent an intensification of the site, rather just a re-organisation of the site to provide improved facilities.
- 6.8 The design approach and elevational form of the extension to the main building is considered complimentary to the use of the site and be in keeping with the mixed character of the surrounding area, which includes a number of large commercial buildings of substantive scale. Noting the extension would be significantly lower in height than both the Ford garage immediately to the north and the BP garage to the south on the corner of Diceland Road. An existing storage container would be removed from the site to allow the extension to be constructed.
- 6.9 The applicant has also agreed to the suggestion to install a living green wall on the fence in front of the cleaning bay. This would improve the street scene appearance by concealing the utilitarian grey, metal fence panels.
- 6.10 The proposed 8 garages would be single storey, of utilitarian appearance in keeping with their use and identical in scale and layout to those approved under 18/01414/F and 18/02504/F. The only difference in their design is the use of glazed sliding doors instead of the roller shutter doors previously approved. The modest scale and form and siting of the garages to the rear of this commercial site is considered acceptable and would not be out of place in this location. Whilst sited proximate to residential properties bounding the site, the visual appearance of the garages would

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be mitigated by the sedum roof and choice of dark green colour proposed, secured by condition. As per previous permissions, a condition would be attached requiring hedges to be planted to the rear of the garages and to the south along the boundary with nos. 59, 61 and 63 Diceland Road to mitigate proposed tree works and the visual impact of the development.

- 6.11 Overall the proposed development would be acceptable in terms of its design and impact upon the street scene and character and appearance of the wider area, and complies with policies DES1 and EMP3 of the DMP.

## Neighbour Amenity

- 6.12 The site is currently in use as a car sales showroom and valeting facility. The application does not represent an intensification of the site and is not considered to result in material change to the existing noise environment post construction. A construction method statement is conditioned to mitigate noise and inconvenience during construction.
- 6.13 The application is sited adjacent to the existing Ford garage to the north with residential development in Garratts Lane, Gerrards Mead and Diceland Road to the north-east, east and south.
- 6.14 The proposed garages would be closest to 3 Gerrards Mead directly to the rear (east) of the proposed garages with 49 Garratts Lane (to the north-east) and 59, 61 and 63 Diceland Road to the south also proximate. The residential impact of the proposal was assessed under 18/01414/F and 18/02504/F and there are no material considerations since which would lend me to reach an alternative view. 3 Gerrards Mead is sited at an angle and the garages would be located approximately 6.4m from the closest wall of this property. Two retained protected trees are located on the applicant's land between the garages and this property, together with a strip of land approx. 3.5m in width which is proposed to be planted. Given the single storey nature of the garages, the existing use of this part of the site, the retention of the TPO trees and other retained trees on the site, the improvements that can be secured by conditioning planting (both on the strip of land to the rear of the garages and adjacent to 59, 61 and 63 Diceland Road) and materials (green coloured cladding and sedum roof) the proposal is considered to have an acceptable impact.
- 6.15 The proposed extension to the main building would have a very similar relationship with neighbouring homes as the extension approved by 18/00478/F. The difference being that the proposed scheme would bring the south elevation 1.0m closer to the rear garden boundaries of nos. 65 and 67 Diceland Road; there would be a 4.2m gap whereas previously this was 5.2m. Despite this reduction, the separation gap together with the retained sycamore trees which provide screening, and the single storey built form with low and flat roof profile, mean that the development is considered to have an acceptable impact on the amenities of these properties with respect to dominance, outlook, and daylight. Given the single storey height, the proposed windows and door which face southwards would not create a privacy issue as the existing intervening boundary fence would remain.

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- 6.16 Conditions would be carried forward from previous permissions to control hours of operation, particularly noise from the valeting operations, and also to capture and control any need for ventilation or other plant. These conditions will safeguard the amenity of neighbouring properties in regards to noise and disturbance.
- 6.17 While giving rise to a degree of change in the relationship between buildings, the proposed scheme would not adversely affect the amenity of neighbouring properties, and complies with policies DES1 and EMP3.

## Highways Matters

- 6.18 The Highway Authority were dissatisfied with the original plans for this scheme as these showed a reduction in staff car parking spaces from 10 to 3. The plans have subsequently been amended to reinstate the 10 staff car parking spaces. The plans also maintain 4 visitor spaces and 2 'when needed' spaces which is consistent with previous applications. The overall number of 'commercial' parking spaces (for the display or valeting of cars for sale, both inside and outside) is 55, which is a reduction from 57 (the existing arrangement and the most recent two permissions). This arrangement is not considered to result in an intensification of the site and the parking provision is considered acceptable.
- 6.19 The County Highway Authority's (CHA) final comments are as follows:  
*"The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY who having assessed the application on safety, capacity and policy grounds, recommends the following conditions be imposed in any permission granted"* (these include control of parking spaces, seven electric vehicle chargers to be approved and a construction transport management plan to be approved, plus informatives).

The additional note from the Highways Officer states:

*"The CHA are aware that this application follows on from a number of other recent applications, all seeking approval for a similar consideration. In a review of this latest application the CHA has taken account of these other permissions and has applied the same principles in assessing this application. Of note the CHA would continue to require a CTMP [Construction Transport Management Plan], and what has been requested does take account of an earlier application 2018/01414, which also had a CTMP condition. However, the CHA are seeking more information given the consolidation of the works now being proposed. The CHA have also requested the car parking to laid out as per the approved drawing, this reflects a previous permission but also provides comfort to the CHA that the 10 staff and 4 visitor parking spaces are being provided as proposed."*

- 6.20 Accordingly, with the attachment of the recommended conditions, the proposed scheme is considered acceptable from a highways viewpoint and complies with policies TAP1 and DES8.

## Impact upon Trees

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- 6.21 The site has protected oak trees to the rear together with other unprotected trees on the southern boundary. The scheme involves the removal of some of the self-seeded boundary trees and vegetation, but the TPO trees T1 and T2 would obviously be retained as would G3 and T4 which have screening value alongside the south boundary. No objection has been raised by the tree officer subject to conditions relating to tree protection and new laurel hedging on land in the applicant's ownership to the rear of the proposed garages and alongside the southern boundary proximate to the rear gardens of 59, 61 and 63 Diceland Road.
- 6.22 The Tree Officer's comments are as follows: *"The lack of space means there is very limited opportunity for replacement trees being planted. Using a living wall overcomes this issue and whilst it may not be as visually prominent within the street scene it will not only provide screening but also has other benefits such as air purification, noise reduction and dust suppression. The details of the type and size of plants, maintenance regime can be secured by condition. The arboricultural report demonstrates how the remaining trees can be protected during the construction phase."*
- 6.23 The application therefore considered acceptable and accords with policies DES1 and NHE3 of the DMP.

## Contaminated Land

- 6.24 The site is situated on or in close proximity to land that could be potentially contaminated by virtue of previous historical uses of the land. The applicant has employed a specialist ground investigation company 'Soils Limited' to investigate the application site. The desktop study, risk assessment and various phases of site investigation work have been carried out and approved by the Council's Contaminated Land Officer under submission of details application for previous permissions. The submitted documents, including the Construction Phase Delivery Strategy demonstrate that no contamination has been found on the site. The report therefore concludes that that no remediation is required because no contamination has been found by the site investigation.
- 6.25 The Council's Contaminated Land Officer has confirmed that the Soils Limited Information submitted has been sufficient to discharge the all of the pre-commencement conditions on the previous permissions, and as such he recommends a condition to cover unexpected ground contamination on the current scheme. I have also added a condition to require compliance with the watching brief and discovery parts (health and safety measures) in the Soils Construction Phase Delivery Strategy. The development would therefore prevent any adverse impacts from any unexpected contamination and comply with policy DES9.

## Community Infrastructure Levy

- 6.26 The Community Infrastructure Levy (CIL) is a fixed charge which the Council has been collecting from some new developments since 1 April 2016. It will raise money to help pay for a wide range of infrastructure including schools, roads, public



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transport and community facilities which are needed to support new development. This development would be CIL liable although the exact amount would be determined and collected after the grant of planning permission.

## CONDITIONS

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

Plan type	Reference	Version	Date Received
Location Plan	ROM/4/001		26.11.2019
Site Layout Plan	ROM/4/100	C	06.05.2020
Proposed Plans	ROM/4/101	A	09.12.2020
Site Layout Plan	ROM/4/110	C	06.05.2020
Elevational Plan	ROM/4/111		26.11.2020
Arb / Tree Protection Plan	TPP3_RO		28.02.2020
Arboricultural Plan	ROM/4/200		26.11.2019

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.

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

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

3. No construction of the main building extension shall take place above ground level 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 with regard to Reigate and Banstead Development Management Plan policies DES1 and EMP3.

4. The garages shall be constructed in accordance with the materials as specified on the approved plans, including use of dark green coloured panelling for the garages and sedum roof and there shall be no variation without prior approval and agreement in writing with the Local Planning Authority.

Reason: To ensure that the development hereby permitted is only constructed using the appropriate external facing materials or suitable alternatives in the interest of the visual amenities of the area with regard to Reigate and Banstead Development Management Plan policies DES1 and EMP3.

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5. No development shall commence including groundworks preparation and demolition until all related arboricultural matters, including arboricultural supervision, monitoring and tree protection measures are implemented in strict accordance with the approved details contained in the Tree Protection Plan and Arboricultural Method Statement compiled by ACS Trees dated 22nd November 2019.

Reason: To ensure good arboricultural practice in the interests of the maintenance of the character and appearance of the area and to comply with policies DES1 and NHE3 of the Reigate and Banstead Development Management Plan and the recommendations within British Standard 5837.

6. All soft landscaping work shall be completed in full accordance with the approved scheme drawing no. ROM/4/200 dated Nov 19, prior to occupation of the extension and garages or within the first planting season following completion of the development hereby approved.

If any of the new or existing tree/s or hedge/s, detailed and approved under this condition, are removed, die, or become significantly damaged or diseased within 5 years of completion, it/they shall be replaced before the expiry of one calendar year, to a planting specification agreed in writing by the Local Planning Authority. The hedges detailed shall be retained at a minimum height of 1.8 metres, or if new, once grown to this height thereafter.

Reason: To ensure good 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.

7. No construction of the main building extension shall take place above ground level until details of the living green wall to be attached to the metal fence in front of the cleaning bay 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. If any of the new plants die within 5 years of completion of the living green wall, they shall be replaced before the expiry of one calendar year.

Reason: To improve the overall appearance of the site with regard to Reigate and Banstead Development Management Plan policies DES1 and EMP3.

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

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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 condition is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and policies TAP1 and DES8 of the Reigate and Banstead Local Plan Development Management Plan September 2019.

9. The extension and garages hereby approved shall not be first occupied or used for vehicle storage and open for trading unless and until space has been laid out within the site in accordance with the approved plan ROM/ 4 100 Rev C, and that thereafter the parking spaces for use by staff and visitors shall be retained and maintained for their designated purposes.

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

10. The extension and garages hereby approved shall not be first occupied or used for vehicle storage and open for trading unless and until the proposed at least 7 of the available parking spaces are provided with a fast charge socket (current minimum requirements - 7 kw 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.

Reason: In recognition of Section 9 "Promoting Sustainable Transport" in the National Planning Policy Framework 2019 and policy TAP1 of the Reigate and Banstead Development Management Plan 2019.

11. No machinery associated with the car valet area or elsewhere on the site, shall be operated; no process shall be carried out and no deliveries taken or despatched from the site outside the following times 08.00hrs - 18.00hrs Monday to Friday (excluding public holidays) and 08:00hrs – 13:00hrs Saturdays and at no time on Sundays and public holidays. For the purposes of clarity, no working on cars outside of the valeting and vehicle preparation area shall occur and doors and windows to the vehicle preparation area shall be closed at all times whilst any powered tools are being used (including vacuum cleaners).

Reason: In order to maintain the amenities of the area and, in particular, the amenities enjoyed by the residential properties in the vicinity with regard to Reigate and Banstead Development Management Plan 2019 policies DES1 and EMP3.

12. No external mechanical ventilation or plant shall be constructed, unless otherwise agreed in writing by the Local Planning Authority. Such a submission shall include full details of acoustic housing and noise abatement, and the equipment shall be installed in accordance with the approved details.

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Reason: To ensure that the proposed development does not prejudice the amenities of the properties in the surrounding area or the appearance of the building, with regard to Reigate and Banstead Development Management Plan 2019 policies DES1 and EMP3.

13. The development hereby approved shall be implemented in accordance with the watching brief and discovery details as specified in the Construction Phase Discovery Strategy report by Soils Limited dated April 2019.

Reason: To ensure that the proposed development will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Development Management Plan 2019 policy DES9 and the NPPF.

14. If, prior to or during 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 Local Planning Authority to demonstrate the agreed strategy has been complied with.

Should no ground contamination be readily identified during the development, confirmation of this should be provided in writing to the Local Planning Authority.

Reason: To comply with Reigate and Banstead Development Management Plan 2019 policy DES9 and the NPPF which requires development to contribute to 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 and to ensure that adequate site investigation information, prepared by a competent person, is presented.

## INFORMATIVES

1. In seeking to address and discharge the “contamination remediation” condition above, the applicant’s attention is drawn to the fact that the application site is situated on or in close proximity to land that could be potentially contaminated by virtue of previous historical 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 ground 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).

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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.

2. 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.
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 un-cleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders (Highways Act 1980 Sections 131, 148, 149).
4. 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. 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.
6. 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.
7. 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)
8. 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

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materials, which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of bowers 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.

9. 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.

## REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies CS1, CS2, CS4, CS10, CS11, CS12, CS14, DES1, DES4, DES5, DES8, DES9, TAP1, CCF1, INF3 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.

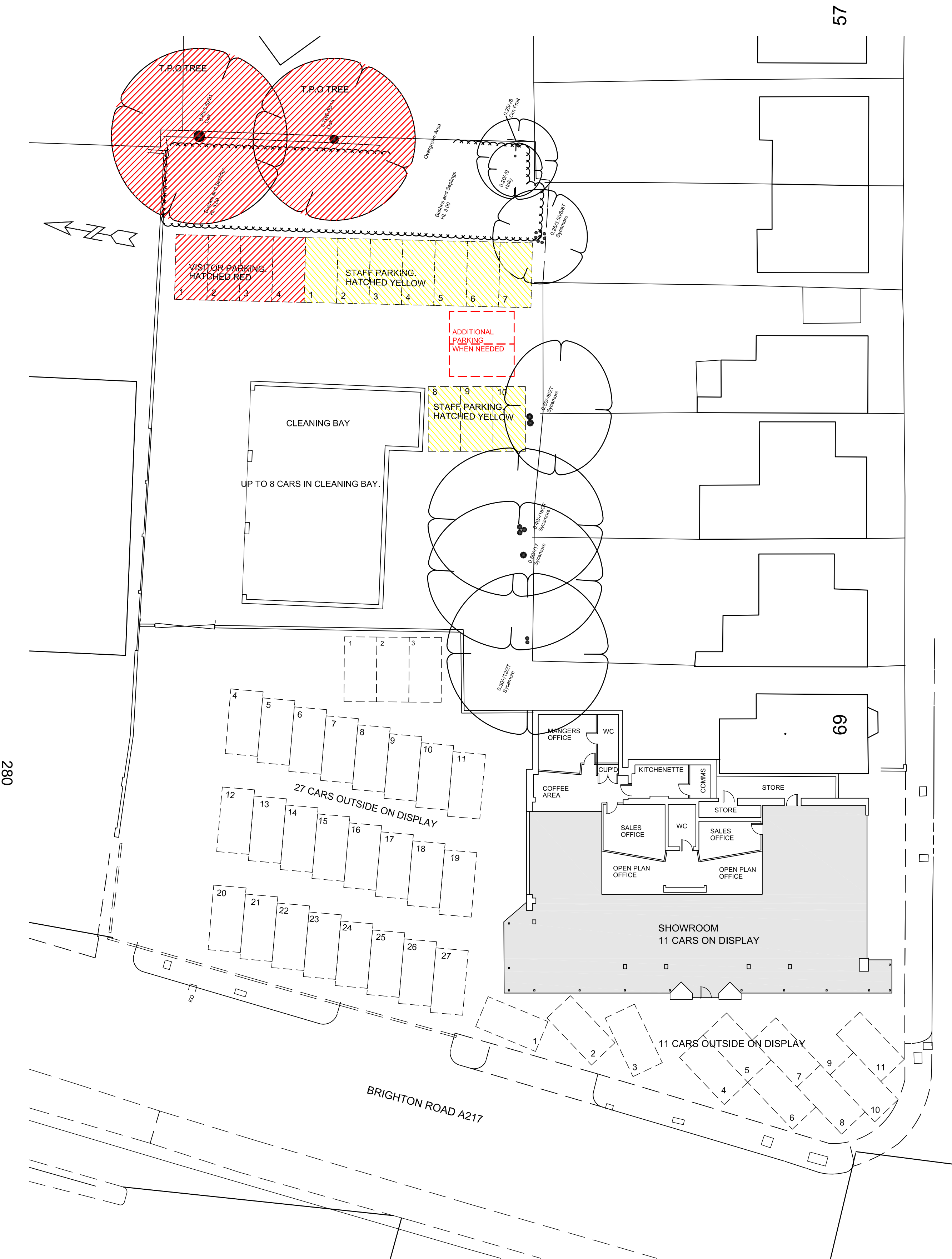
## Proactive and Positive Statements

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

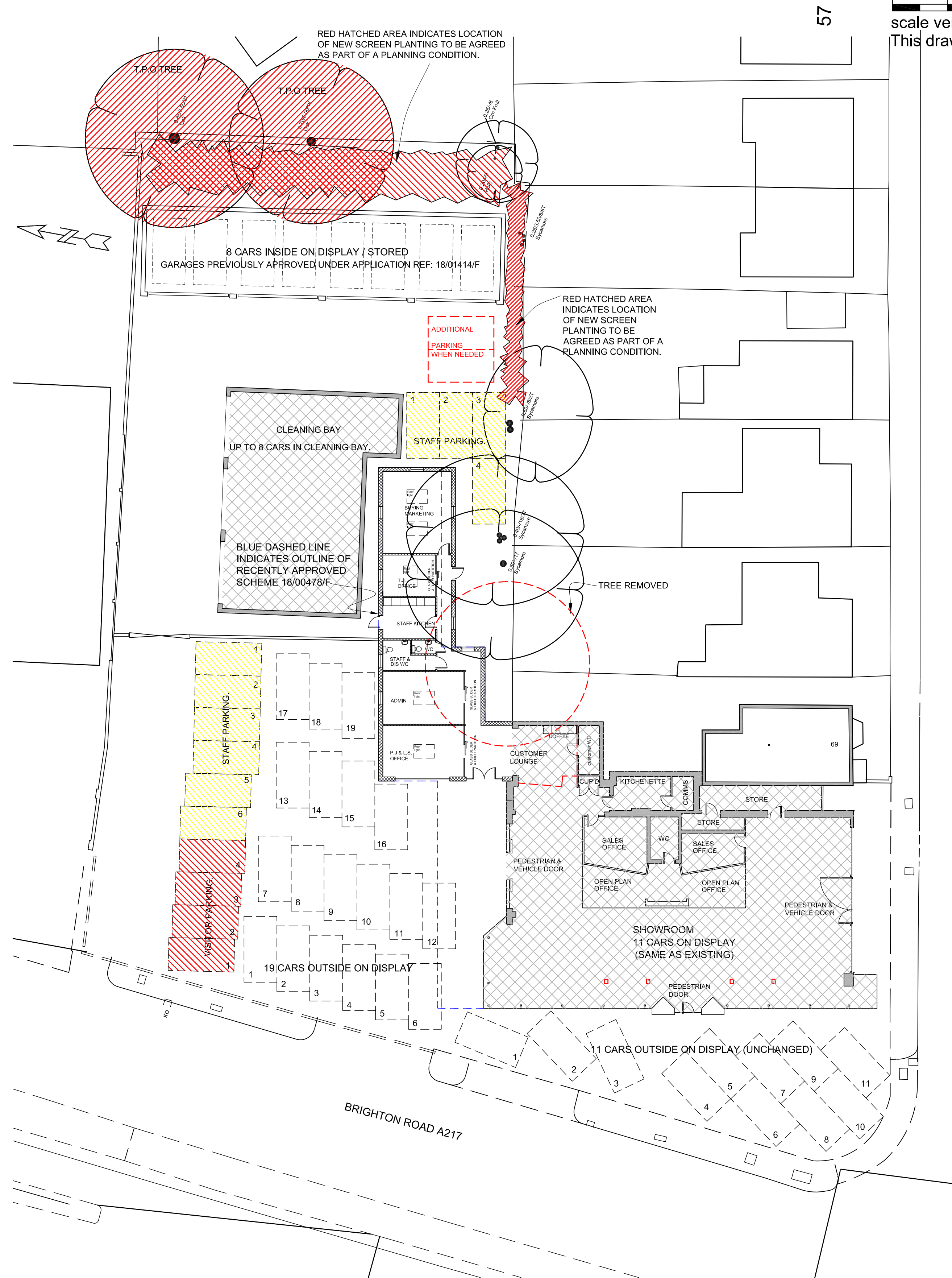


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19/02386/F - Romans International Ltd, Romans Garage,  
Brighton Road, Banstead





EXISTING SITE PLAN 1:200



PROPOSED SITE PLAN 1:200

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scale verification bar scale:1:100  
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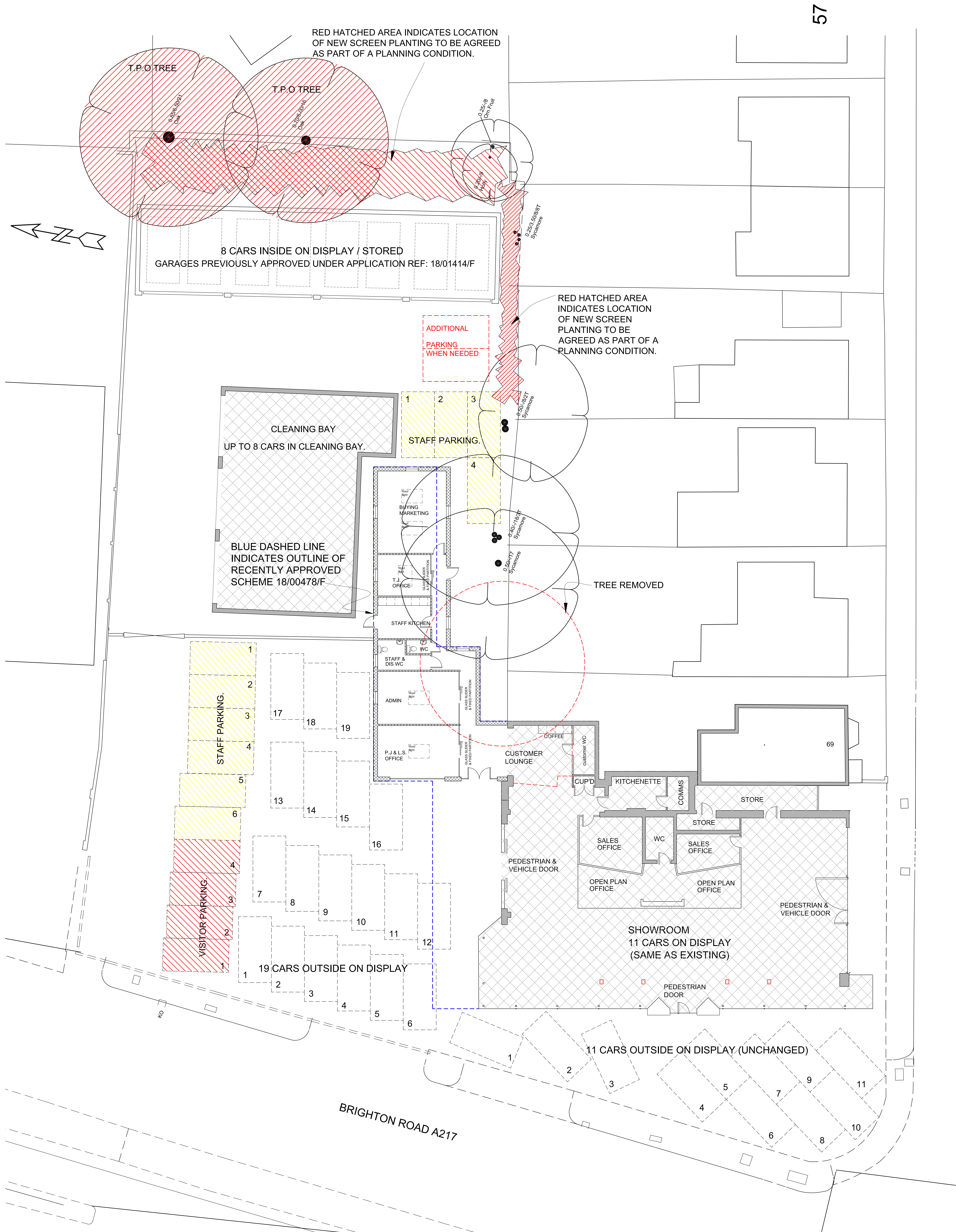
B PARKING SPACES RE-ASSIGNED TO SHOW JAN 20  
10 ALLOCATED STAFF PARKING SPACES  
A OPENING THROUGH TO NUMBER 69 CLOSED DEC 19

**Hillmandesign Ltd**  
**Chartered Architects**

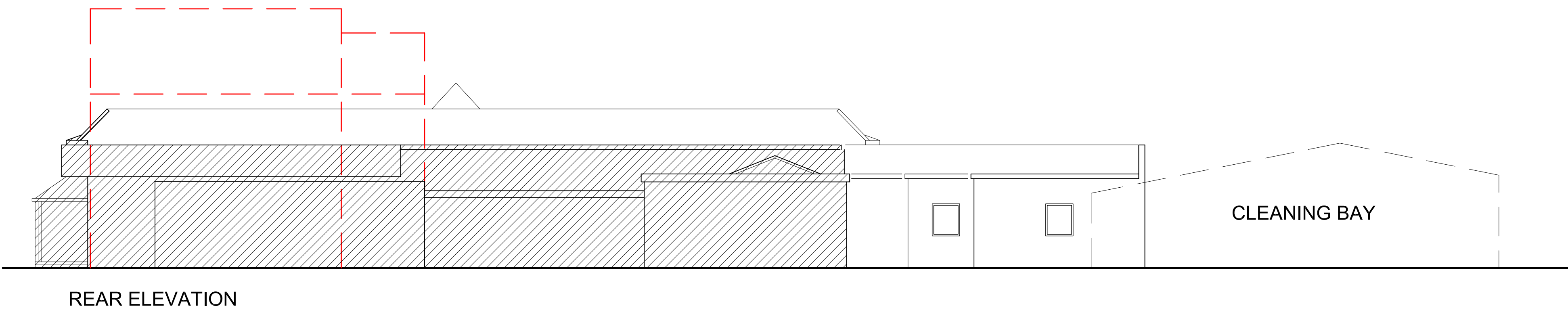
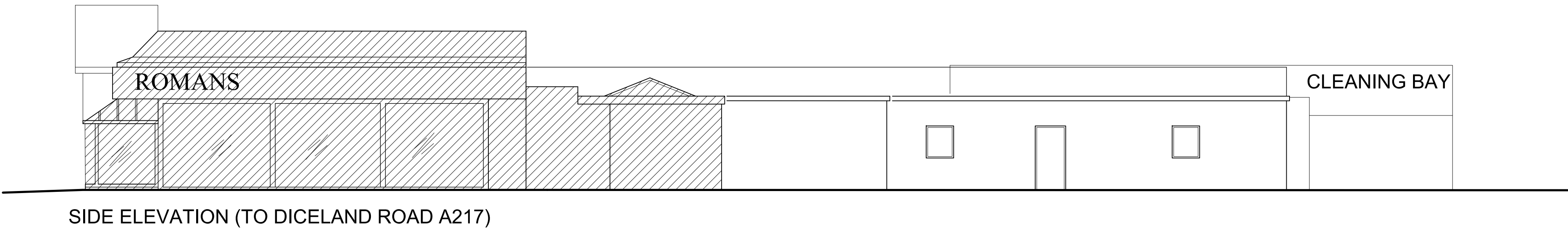
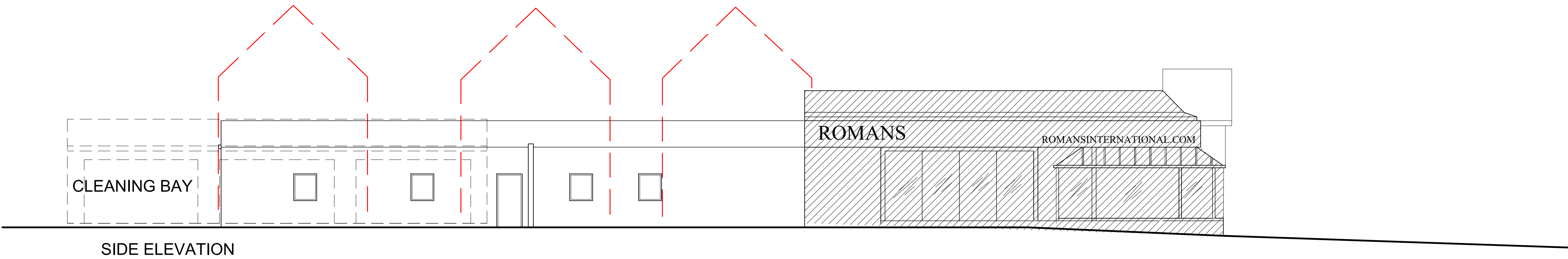
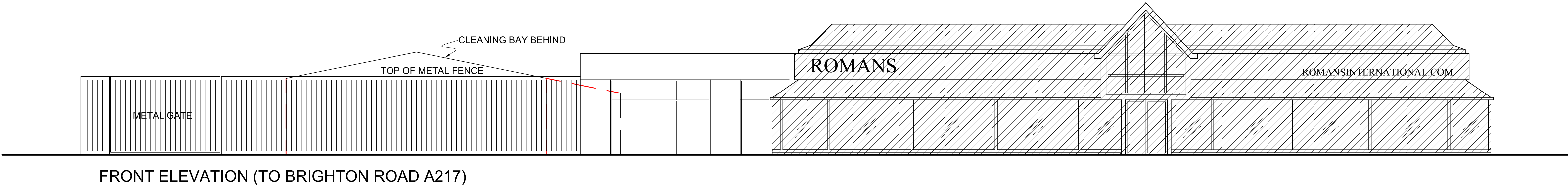
24 Crichton Road  
Carshalton Beeches  
Surrey, SM5 3LS  
t:(020) 8715 5584  
f:(020) 8715 8134  
mail@hillmandesign.co.uk

PROJECT  
ROMANS INTERNATIONAL  
BRIGHTON ROAD, BANSTEAD,  
SURREY SM7 1AT  
DRAWING  
PROPOSED SHOWROOM EXTENSION  
EXISTING & PROPOSED SITE PLAN  
SCALE 1:200 DATE NOV 19  
DRAWING NO ROM/4/100 REVISION B









**Hillman**design ltd  
Chartered Architects

24 Crichton Road  
Carshalton Beeches  
Surrey, SM5 3LS  
t:(020) 8715 5584  
f:(020) 8715 8134  
mail@hillmandesign.co.uk

PROJECT	
ROMANS INTERNATIONAL BRIGHTON ROAD, BANSTEAD, SURREY SM7 1AT	
DRAWING	
PROPOSED SHOWROOM EXTENSION PROPOSED ELEVATIONS	
SCALE	DATE
1:200	NOV 19
DRAWING NO	REVISION
ROM/4/111	



GARAGES PREVIOUSLY APPROVED UNDER APPLICATION REF: 18/01414/F




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# Agenda Item 12

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20 May 2020

Agenda Item:  
20/00728/F

 <b>Reigate &amp; Banstead</b> <b>BOROUGH COUNCIL</b> Banstead   Horley   Redhill   Reigate	<b>TO:</b>	PLANNING COMMITTEE
	<b>DATE:</b>	20 May 2020
	<b>REPORT OF:</b>	HEAD OF PLACES & PLANNING
	<b>AUTHOR:</b>	Matthew Holdsworth
	<b>TELEPHONE:</b>	01737 276752
	<b>EMAIL:</b>	Matthew.Holdsworth@reigate-banstead.gov.uk
<b>AGENDA ITEM:</b>	12	<b>WARD:</b> Earlswood and Whitebushes

<b>APPLICATION NUMBER:</b>	20/00728/F	<b>VALID:</b>	09 April 2020
<b>APPLICANT:</b>	Merstham Cricket Club	<b>AGENT:</b>	Mr R Ellis
<b>LOCATION:</b>	<b>THE RING PAVILION, HORLEY ROAD, REDHILL</b>		
<b>DESCRIPTION:</b>	Proposed extension to building to replace existing container (24.725sq m)		
<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 site is owned by the Council.**

## SUMMARY

This is a full application for a single storey rear extension to the existing pavilion in order to replace the temporary storage container. The site is located within the Metropolitan Green Belt and Earlswood Common, and is leased by Merstham Cricket Club from the Council who own the site.

The proposed extension would be located to the rear of the existing pavilion, adjacent to a dense area of woodland. This would replace the existing metal storage container and required to store equipment, particularly mowers and rollers, which are needed so that the club is able to fulfil its lease requirements to maintain the cricket square.

The proposal, in constituting appropriate facilities for outdoor sport/recreation, is not an inappropriate form of development in the Green Belt. The design of the extension would be functional and in keeping with the existing pavilion and would be constructed out of matching materials.

A condition requiring the removal of the existing storage container within three months of the completion of the extension would be added to the permission to ensure that the harm to the green belt is minimised.

The proposal, whilst functional in its form is considered acceptable in principle and the limited harm to the openness of the Metropolitan Green Belt is outweighed by the essential need by the club for storage.

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## **RECOMMENDATION**

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

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## Consultations:

Tree Officer: It is unlikely that the proposed extension to the existing building would result in any significant, long lasting harm to the nearby trees subject to the correct tree protection measures being taken. It will be necessary to ensure that careful consideration to the excavation for foundation so that they do not result in the significant loss of roots and changes to the rooting environments of the nearby trees. The agent is experienced and has strangely not considered the potential damage to nearby trees and vegetation particularly as a previous application for a temporary storage container required a minor Tree Protection condition, in order to maintain control over not only the construction but the construction activity and processes it will be necessary to impose a full tree protection condition due to the nature of the proposed development.

Sport England: No objection raised

Natural England: No objection raised

## Representations:

Letters were sent to neighbouring properties on 17 April 2020, a site notice was posted 20 April 2020. No responses have been received.

### 1.0 Site and Character Appraisal

- 1.1 The application site comprises of a cricket square and pavilion, but specifically relates to land adjacent to the pavilion. The site is located within Earlswood Common and the pavilion is situated adjacent to dense woodland. The pavilion is a modest single storey building that accommodates changing rooms, toilets, a kitchen and communal area. The changing room facility, storage and wicket is used by Merstham Cricket Club.
- 1.2 The site is located within the metropolitan green belt and is designated common land. The surrounding area is characterised by open common land and the site is well separated from any residential dwellings.

### 2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: No pre application advice was sought.
- 2.2 Improvements secured during the course of the application: None
- 2.3 Further improvements could be secured: Matching materials, tree protection condition, removal of container

### 3.0 Relevant Planning and Enforcement History

- 3.1 15/00398/F - Temporary installation of storage container - approved with conditions 28/02/2015

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- 3.2 17/02685/S73 - Temporary installation of storage container. As amended on 25/01/2016. Removal of condition 2 of permission 15/00398/F. To enable planning and funding to be put in place for a permanent building to replace the previous store demolished as unsafe – approved with conditions 19/01/18

## 4.0 Proposal and Design Approach

- 4.1 This is a full application for the erection of a single storey rear extension to the pavilion at the Ring Cricket Ground and the rearrangement of the rooms within the pavilion in order to expand the facilities including storage.
- 4.2 Merstham Cricket Club lease the site, as due to expanding membership, the club's main ground cannot accommodate the amount of playing members. The lease includes sole use of the cricket ring and pavilion. There is currently a storage container as approved under 15/00398/F and 17/02685/S73. However, this container must be removed from the site by 28 February 2021.
- 4.3 The extension would be across the rear of the pavilion and would measure 25sqm. It would have level access from doors to the side to allow equipment such as rollers and mowers to be easily moved from the shed.
- 4.4 Merstham Cricket Club play within The Ryman Surrey Championship. The Grounds and Facilities Strategy for teams within the Ryman Championship states that clubs/grounds should have access to efficient ground maintenance equipment that can be inspected and kept in a lockable shed where appropriate.
- 4.5 The existing pavilion on the site does not offer the scope to store maintenance equipment and is accessed via steps that exceed 3ft in site, making it an unusable space for the storage of the necessary equipment.
- 4.6 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:
- Assessment;
  - Involvement;
  - Evaluation; and
  - Design.
- 4.10 Evidence of the applicant's design approach is set out below:

Assessment	The statement does not include an assessment of local character
	No site features worthy of retention were identified.

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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

## 5.0 Policy Context

### 5.1 Designation

Metropolitan Green Belt  
Common Land

### 5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)  
CS3 (Green Belt)  
CS4 (Valued Townscapes and Historic Environment)  
CS10 (Sustainable Development)  
CS11 (Sustainable Construction)

### 5.3 Reigate & Banstead Development Management Plan

Design	DES1
Nature and Heritage	NHE3, NHE5
Open space and Recreation	OSR3

### 5.4 Other Material Considerations

National Planning Policy Framework  
National Planning Practice Guidance

Other	Human Rights Act 1998 Circular 05/2005 Community Infrastructure Levy Regulations 2010
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## 6.0 Assessment

### 6.1 The main issues to consider are:

- Impact on the green belt
- Design and character
- Neighbour amenity
- Impact upon trees

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## Impact on the green belt

- 6.3 The application site is located within the metropolitan green belt and the fundamental aim of green belt policy is to prevent urban sprawl by keeping land permanently open.
- 6.4 The NPPF states that the local planning authority should regard the construction of new buildings as inappropriate development. However, a number of exceptions to this are listed. This includes the provision of appropriate facilities for outdoor sport and recreation, as long as it preserves the openness of the green belt.
- 6.5 The proposed development seeks consent for a single storey extension to replace a temporary storage container that has accommodated the essential equipment necessary to maintain the cricket square, as there is nowhere else this can be provided on the site. The extension is of a modest scale (25sqm) and would replace the temporary 'shipping' container.
- 6.6 It is considered appropriate to impose a condition that within three months of the completion of the extension to the pavilion that the container is removed and the land returned back to its natural state. As a result of this it is considered to preserve the openness of the green belt in accordance with the requirements of the NPPF.

## Design and character

- 6.7 The proposed extension would be to the rear of the existing pavilion and would be single storey in nature. It would have a roof with a catslide to lower the eaves height to the rear thereby minimising the both the scale and the impact of the extension.
- 6.8 A condition would be added ensuring that the extension was built out of matching materials to the existing pavilion.
- 6.9 Subject to conditions, the proposed development is considered to cause no significant harm with regards to design and character and would be acceptable in this regard.

## Neighbour amenity

- 6.10 Due to the significant separation distance between the proposed development and neighbouring properties, no adverse harm is considered to occur to these properties as a result of the proposal.

## Impact upon trees

- 6.11 To the rear of the site, are a number of mature oak trees. The Council's Tree officer has been consulted and has made the following comments:  
"It is unlikely that the proposed extension to the existing building would result in any significant, long lasting harm to the nearby trees subject to the correct tree



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protection measures being taken. It will be necessary to ensure that careful consideration to the excavation for foundation so that they do not result in the significant loss of roots and changes to the rooting environments of the nearby trees. The agent is experienced and has strangely not considered the potential damage to nearby trees and vegetation particularly as a previous application for a temporary storage container required a minor Tree Protection condition, in order to maintain control over not only the construction but the construction activity and processes it will be necessary to impose a full tree protection condition due to the nature of the proposed development.”

- 6.12 Consequently, subject to the proposed tree protection condition being complied with, the proposal complies with NHE3 of the Development Management Plan.

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## CONDITIONS

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

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

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

Plan Type	Reference	Version	Date Received
Block Plan	UNNUMBERED		06.04.2020
Elevation Plan	3886/E/02		06.04.2020
Floor Plan	3886/E/01		06.04.2020
Proposed Plans	3886/01		06.04.2020
Location Plan	UNNUMBERED		09.04.2020

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

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

3. The materials to be used in the construction of the external surfaces of the extension must be of a similar appearance to those used in the construction of the exterior of the existing building.

Reason: To ensure that the development hereby permitted is only constructed using the appropriate external facing materials or suitable alternatives in the interest of the visual amenities of the area with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

4. No development shall commence including any partial demolition or removal of existing container any 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 supervisory regime for their implementation & monitoring with an agreed reporting process to the

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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 NHE3 of the Reigate and Banstead Borough Local Plan September 2019.

5. Within three months of the completion of the extension to the pavilion or by 28 February 2021, whichever is sooner, the existing storage container shall be removed and the land returned to its former state.

Reason: To limit the impact of the proposal on the green belt and character of the locality, with regards to policy NHE5 of the Reigate and Banstead Development Management Plan 2019

## **INFORMATIVES**

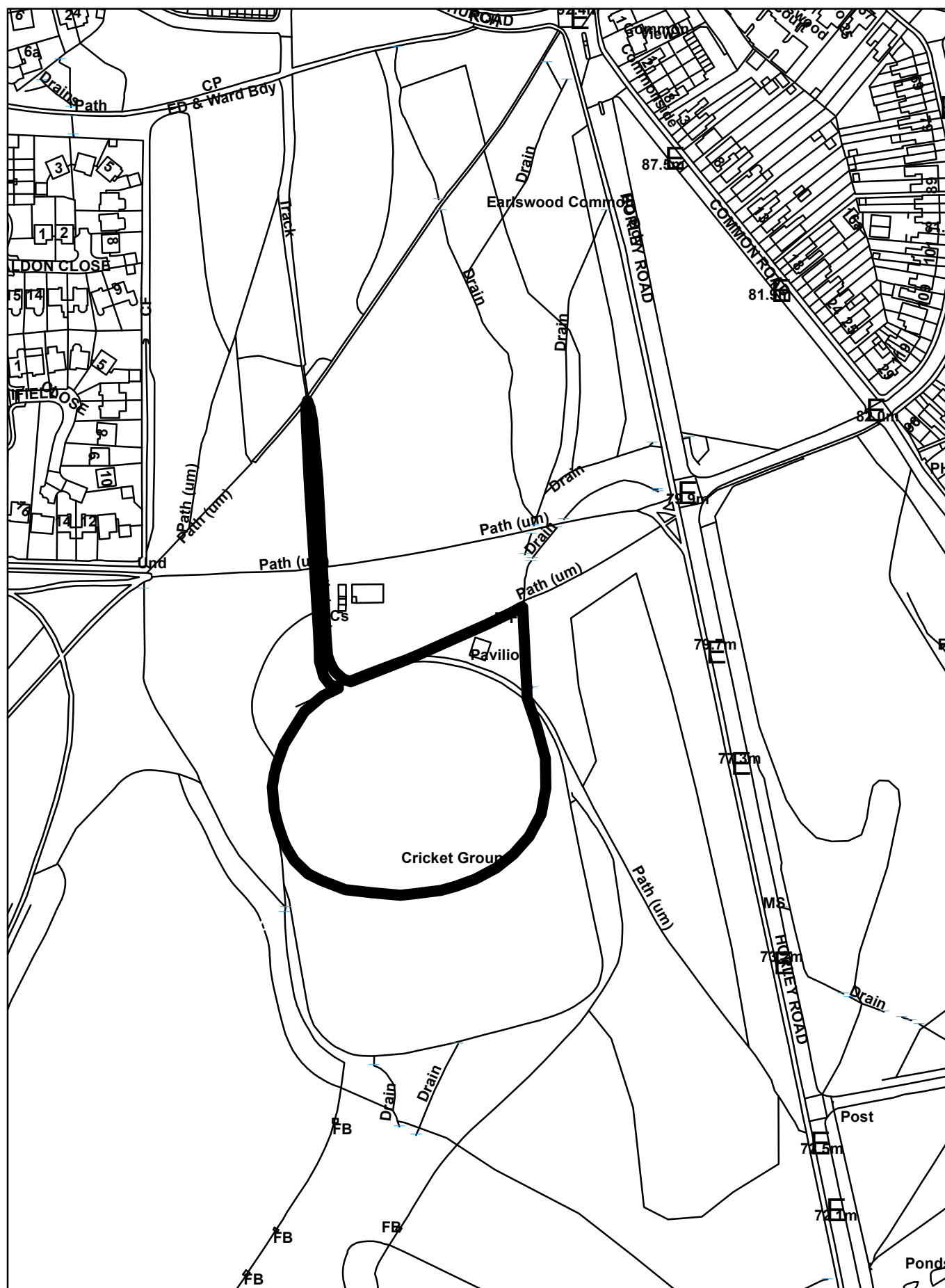
1. The use of a suitably qualified arboricultural consultant is essential to provide acceptable submissions in respect of the arboricultural tree condition above. All works shall comply with the recommendations and guidelines contained within British Standard 5837

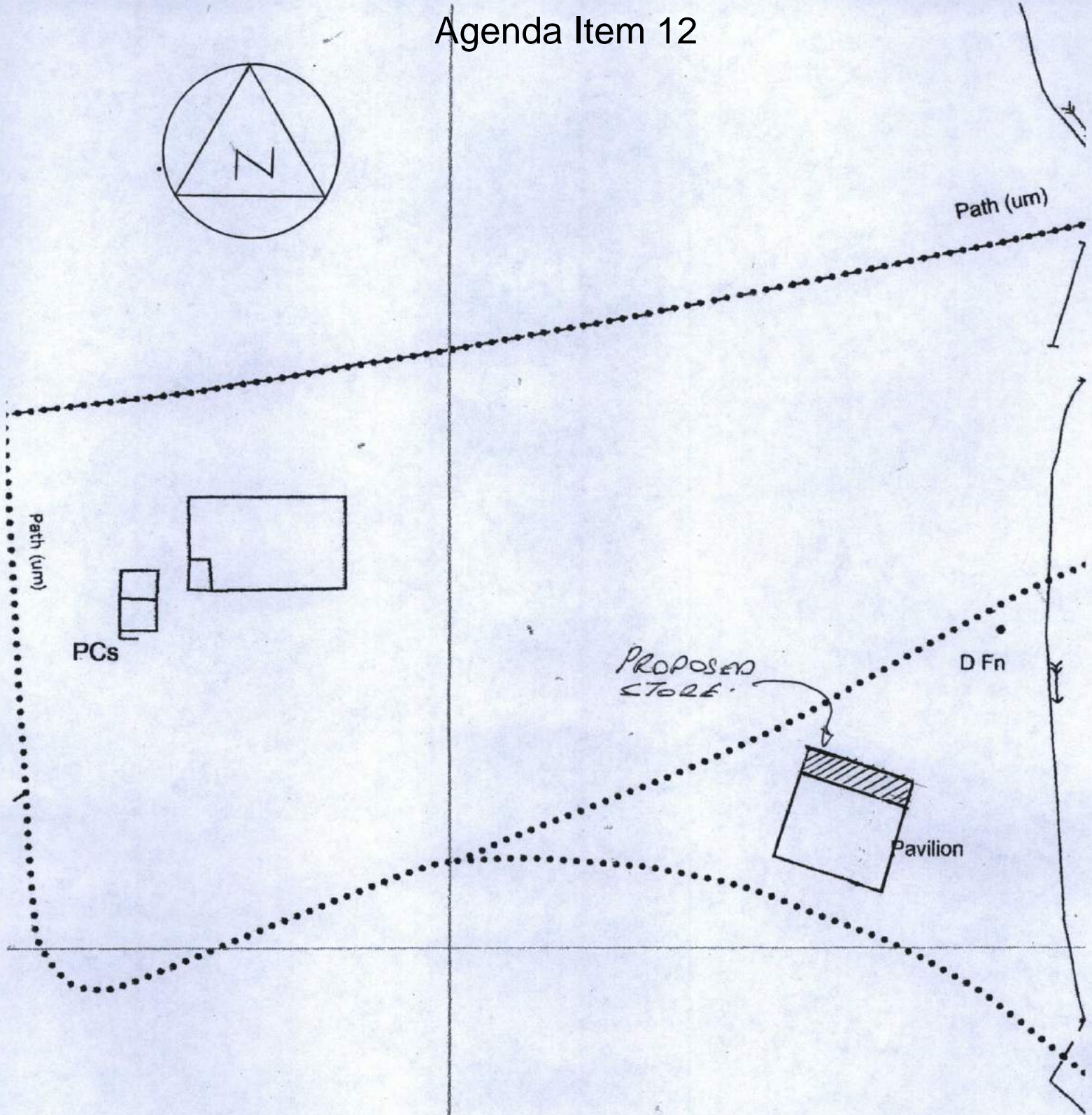
## **REASON FOR PERMISSION**

The development hereby permitted has been assessed against development plan policies DES1, NHE3, NHE5, OSR2, the National Planning Policy Framework and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

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

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20/00728/F - Redhill And Old Coulsdon Cricket Club,  
The Ring Pavilion, Horley Road, Redhill





**1 : 500 BLOCK PLAN**



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Scale 1:100 (metres)  
0 1 2 3 4 5 6 7 8

Scale 1:50 (metres)  
0 1 2 3 4

Please check the drawing scale before taking measurements

**ROBERT ELLIS**

Stanton House  
1 Castlefield Road  
Reigate  
Surrey Tel 01737 243859  
RH2 0SA Fax 01737 244653

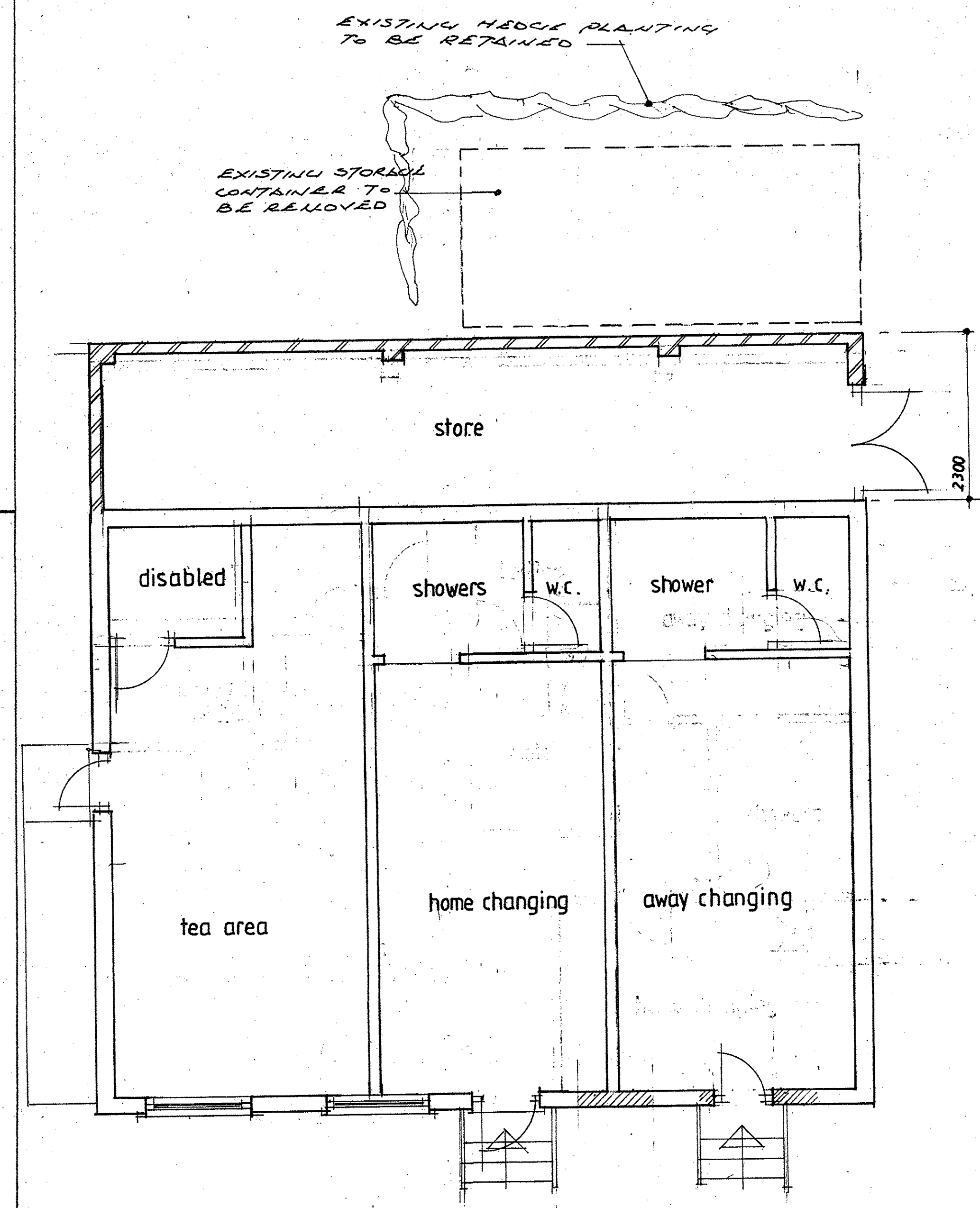
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**REDHILL CRICKET CLUB**

Job title  
**THE RING  
EARLSWOOD COMMON  
REDHILL  
SURREY  
RH1 5AL**

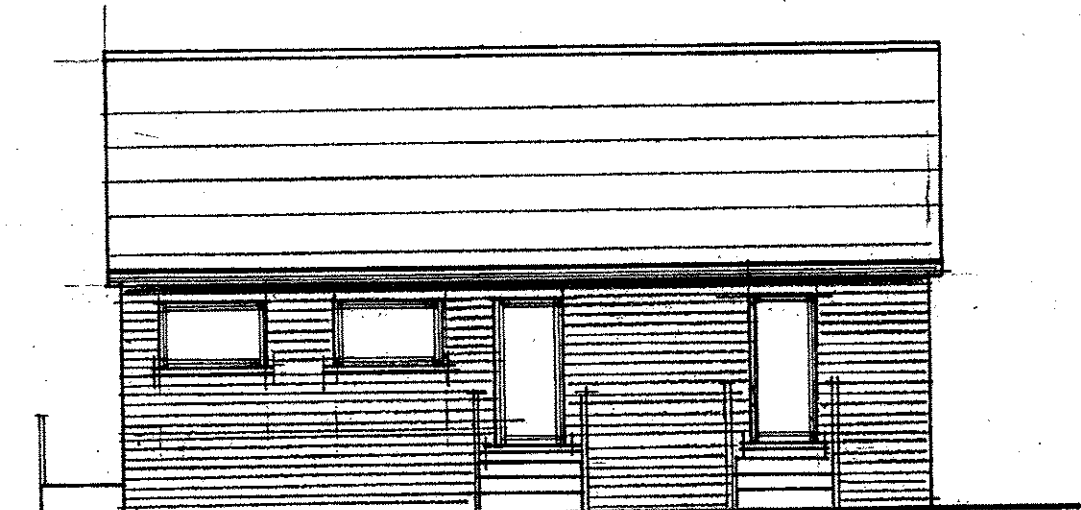
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BUILDING**

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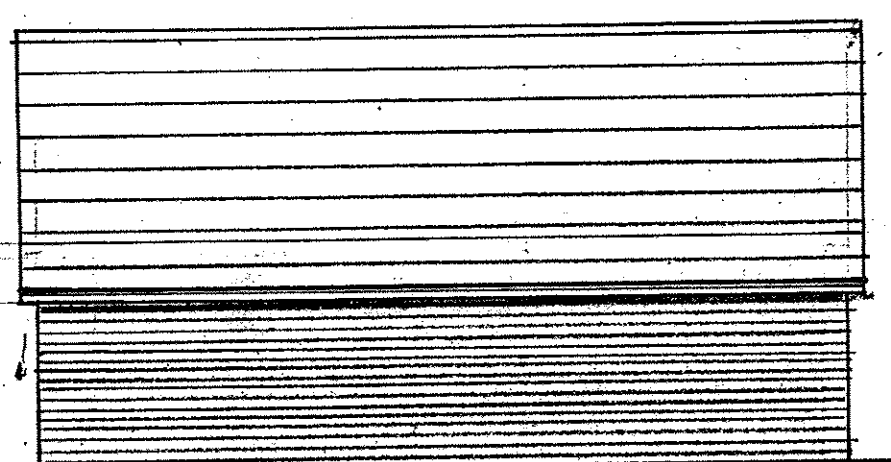
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LAYOUT PLAN  
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FRONT ELEVATION  
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REAR ELEVATION  
1:100



SIDE ELEVATION  
1:100

SIDE ELEVATION  
1:100

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