

Agenda

Planning Committee

Wednesday, 10 June 2020 at 7.30 pm

Remote meeting via video link



This meeting will be held **remotely**. Members will be provided with the details of how to connect to the meeting one day before the meeting.



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Members:

M. S. Blacker
J. S. Bray
P. Harp
J. Hudson
F. Kelly
J. P. King
S. A. Kulka
S. McKenna

R. Michalowski
S. Parnall
R. Ritter
K. Sachdeva
C. Stevens
R. S. Turner
S. T. Walsh

Substitutes:

Conservatives:	D. Allcard, K. Foreman, N. C. Moses, C. M. Neame, J. Paul and S. J. G. Rickman
Residents Group:	G. Adamson, R. J. Feeney, R. Harper, N. D. Harrison and C. T. H. Whinney
Green Party:	H. Brown, J. C. S. Essex and S. Sinden
Liberal Democrats	D. A. Ross

John Jory
Chief Executive

For enquiries regarding this agenda;

Contact: Democratic Services (01737 276182)

Email: Democratic@reigate-banstead.gov.uk

Published 02 June 2020

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

1. Election of Chairman

To agree the appointment of the Chairman for the municipal year 2020/21.

2. Election of Vice-Chairman

To agree the appointment of the Vice-Chairman for the municipal year 2020/21.

3. Minutes

(Pages 5 - 8)

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

4. Apologies for absence

To receive any apologies for absence.

5. Declarations of interest

To receive any declarations of interest.

6. To agree a start time for meetings of the Planning Committee

The Committee is asked to agree its preferred start time for meetings during the 2020/21 municipal year.

7. 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 :

8. 20/00503/F 94 Brighton Road, Horley, Surrey, RH6 7JQ (Pages 9 - 30)

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.

9. 19/02386/F Romans Garage, Brighton Road, Banstead, Surrey, SM7 1AT (Pages 31 - 54)

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

10. 20/00728/F The Ring Pavilion, Horley Road, Redhill (Pages 55 - 66)

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

11. Development Management Q4 Performance (Pages 67 - 70)

To inform members of the 2019/20 Q4 Development Management performance against a range of indicators.

12. Any other urgent business

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



Our meetings

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



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Notice is given of the intention to hold any part of this meeting in private for consideration of any reports containing "exempt" information, which will be marked accordingly.

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20 May 2020

Minutes

BOROUGH OF REIGATE AND BANSTEAD

PLANNING COMMITTEE

Minutes of a meeting of the Planning Committee held as a Webex Remote meeting on 20 May 2020 at 7.30 pm.

Present: Councillors D. Allcard (Chairman), M. S. Blacker (Vice-Chair), J. S. Bray, H. Brown, J. P. King, S. A. Kulka, S. McKenna, R. Michalowski, C. Stevens, R. S. Turner, S. T. Walsh, R. Absalom, C. T. H. Whinney (Substitute) and S. J. G. Rickman (Substitute).

Also present: Councillor R. Ashford.

130. MINUTES

RESOLVED that the minutes of the meeting held on 29 April 2020 be approved and signed as a correct record.

131. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Harp (substituted by Councillor Whinney) and Councillor Kelly (substituted by Councillor Rickman).

132. DECLARATIONS OF INTEREST

There were none.

133. ADDENDUM TO THE AGENDA

RESOLVED that the addendum be noted.

134. 19/01176/F KINGSWOOD FIELDS, MILLFIELD LANE, LOWER KINGSWOOD, SURREY, KT20 6RP

The Committee considered an application at Kingswood Fields, Millfield Lane, Lower Kingswood, for the extension of a multi-decked car park to provide 326 car parking spaces, with associated landscaping and plant enclosure.

Jeffrey Harris, a local resident, spoke in objection to the application on the grounds that the Travel Plan had not demonstrated the objectives set out in national guidance, insofar as it made unrealistic assumptions on the future capacity of the site, and had not realistically reflected the likely peak time travel demands on Smithy Lane nor mentioned the potential impact on Chipstead Lane.

Robert Gardner, a local resident, spoke in objection to the application on the grounds that the Travel Plan had not taken into account the likely growth in staff numbers, and that the cost and time implications of the public transport alternatives contained within the plan served to demonstrate that staff would still choose to drive to the site. The Travel Plan would lead to greater congestion and more pollution overall.

Peter Horrell, the Chief Executive of Fidelity International (the applicant), spoke in support of the application on the grounds that the company had chosen to invest in the Kingswood site, whilst closing its site in Tonbridge. The site would benefit from

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significant landscaping, including the planting of trees, and the car parking provision would ensure that residents would not be affected by parking displacement as a consequence of the increase in the number of staff using the site. The new pavilion would provide health and wellbeing opportunities for staff, and the plans reflected the feedback received from the consultation, particularly around rescheduling delivery times to the site.

Councillor Ashford, a Ward Member for Lower Kingswood, Tadworth and Walton, explained to the Committee that residents were concerned about the road safety implications of the application and that the consultation undertaken by the applicant had not considered those concerns.

A motion to defer the application was proposed by Councillor Bray, and seconded by Councillor Walsh, whereupon the Committee voted and **RESOLVED** that planning permission be **DEFERRED** for instruction of independent transport advice to review the highways information and Travel Plan supporting the application.

135. 19/01184/F KINGSWOOD FIELDS, MILLFIELD LANE, LOWER KINGSWOOD, SURREY, KT20 6RP

The Committee considered an application at Kingswood Fields, Millfield Lane Lower Kingswood, for the demolition of an existing pavilion, grounds maintenance buildings and hard standing areas; and the 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.

Linda Heaton, a local resident, spoke in objection to the application on the grounds that the development was on green belt land, would disturb wildlife, and increase noise pollution due to the movement of heavy goods vehicles. The proposed sports facility would not benefit residents and there would be a negative overall environmental impact. The objector urged the Committee to consider traffic calming measures to offset the negative impact on the local community.

Joanne Leek, an agent for the applicant, spoke in support to the application on the grounds that the uniqueness of the site had been reflected in the application, with landscaping and safeguarding of the natural habitat provided by the planting of 108 new trees. The wellbeing of staff would be enhanced by the new pavilion, with greater cycling provision. The pavilion was of a high sustainable design standard, on a key employment site for the Borough.

RESOLVED that planning permission be **GRANTED** as per the recommendation and addendum, **subject to** the strengthening of the Construction Management Plan (condition 11).

136. 19/01177/F KINGSWOOD FIELDS, MILLFIELD LANE, LOWER KINGSWOOD, SURREY, KT20 6RP

The Committee considered an application at Kingswood Fields, Millfield Lane, Lower Kingswood, for the provision of new landscaping in-between the existing three office buildings.

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RESOLVED that planning permission be **GRANTED** as per the recommendation and addendum, **subject to** the strengthening of the Construction Management Plan (condition 3).

137. 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.

The Committee were satisfied that the application had been discussed at North Forum and that the tree removal proposals had been clarified.

RESOLVED that planning permission be **GRANTED** as per the recommendation.

138. 19/2020/F REAR OF 36-38 REIGATE ROAD, REIGATE, SURREY

The Committee considered an application at the rear of 36-38, Reigate Road, Reigate, for the construction of one pair of semi-detached houses with associated car parking and landscaping.

Mel Weber, a local resident, spoke in objection to the application on the grounds that the proposal was not compliant with local planning policy, specifically, CS10, DES1 and DES2. The objector felt that the proposed development would be prominent and incongruous, that would fail to maintain the character of the locality.

James Westcott, from the Deering's Road Residents' Association, spoke in objection to the application on the grounds that the size of the site was materially smaller than stated, that there was no housing need justification, and that a similar 3 bedroom dwelling on the site had been previously refused by the Committee.

Billy Clements, representing the applicant, spoke in support of the application on the grounds that the Council's own planning policies acknowledged the contribution of garden land development to local housing supply. The decision of the previous appeal was that the scale and massing of that application was not in character, *not* the presence of a building. The footprint of the application now being considered was one-third of that of the previous application, and the scale and height of the development had been substantially reduced.

Reasons for refusal were proposed by Councillor Absalom and seconded by Councillor Blacker, whereupon the Committee voted and **RESOLVED** that planning permission be **REFUSED** on the grounds that:

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.

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2. 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 DES1 of the Reigate and Banstead Development Management Scheme (2019) and the NPPF.
3. The proposal would result in the displacement of existing car parking within the site leading to harm to the residents whose parking arrangements are lost and potential amenity issues associated with the displacement parking occurring in the wider area, contrary to Policy TAP1 of the Reigate and Banstead Development Management Plan 2019.

139. 20/00503/F 94 BRIGHTON ROAD, HORLEY, SURREY, RH6 7JQ

RESOLVED that the application be **DEFERRED** to the next Ordinary meeting of the Committee, in accordance with Committee Procedure Rule 4.10.

140. 19/02386/F ROMANS GARAGE, BRIGHTON ROAD, BANSTEAD, SURREY, SM7 1AT

RESOLVED that the application be **DEFERRED** to the next Ordinary meeting of the Committee, in accordance with Committee Procedure Rule 4.10.

141. 20/00728/F THE RING PAVILION, HORLEY ROAD, REDHILL

RESOLVED that the application be **DEFERRED** to the next Ordinary meeting of the Committee, in accordance with Committee Procedure Rule 4.10.

142. ANY OTHER URGENT BUSINESS

There was none.

The Meeting closed at 11.00 pm

Clerk's note:

- a) In accordance with Committee Procedure rule 4.10.2, the business of the meeting had not been concluded by 10:30pm. The Committee resolved that the meeting be continued in order to conclude items 8 and 9 and that Items 10, 11 and 12 be deferred to the next Ordinary meeting of the Committee.
- b) Councillors Stevens and Whinney left the meeting at 10.50pm.
- c) These minutes reflect the order of business on the published agenda.

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 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	10 June 2020
	REPORT OF:	HEAD OF PLANNING
	AUTHOR:	Hollie Marshall
	TELEPHONE:	01737 276010
	EMAIL:	Hollie.marshall@reigate-banstead.gov.uk
AGENDA ITEM:	8	WARD: Horley Central and South

APPLICATION NUMBER:	20/00503/F	VALID:	5th March 2020
APPLICANT:	Veer Properties	AGENT:	Z Group Architects
LOCATION:	94 BRIGHTON ROAD HORLEY SURREY RH6 7JQ		
DESCRIPTION:	<p>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.</p>		
<p>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.</p>			

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 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. 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 12th March 2020, a site notice was posted 17th 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
22 December 2011 |
| 3.2 | 08/02196/F | Raise pitch roof to suit street scene | Approved with conditions
29 th December 2008 |
| 3.3 | 08/00081/F | Provision of basement to previously approved bungalow | Approved with conditions
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	<p>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</p> <p>Site features meriting retention are the existing retail unit and flat and the existing car park at the rear of the site.</p>
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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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

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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 interject 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:

Plan Type	Reference	Version	Date Received
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 he 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.
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. 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.

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.

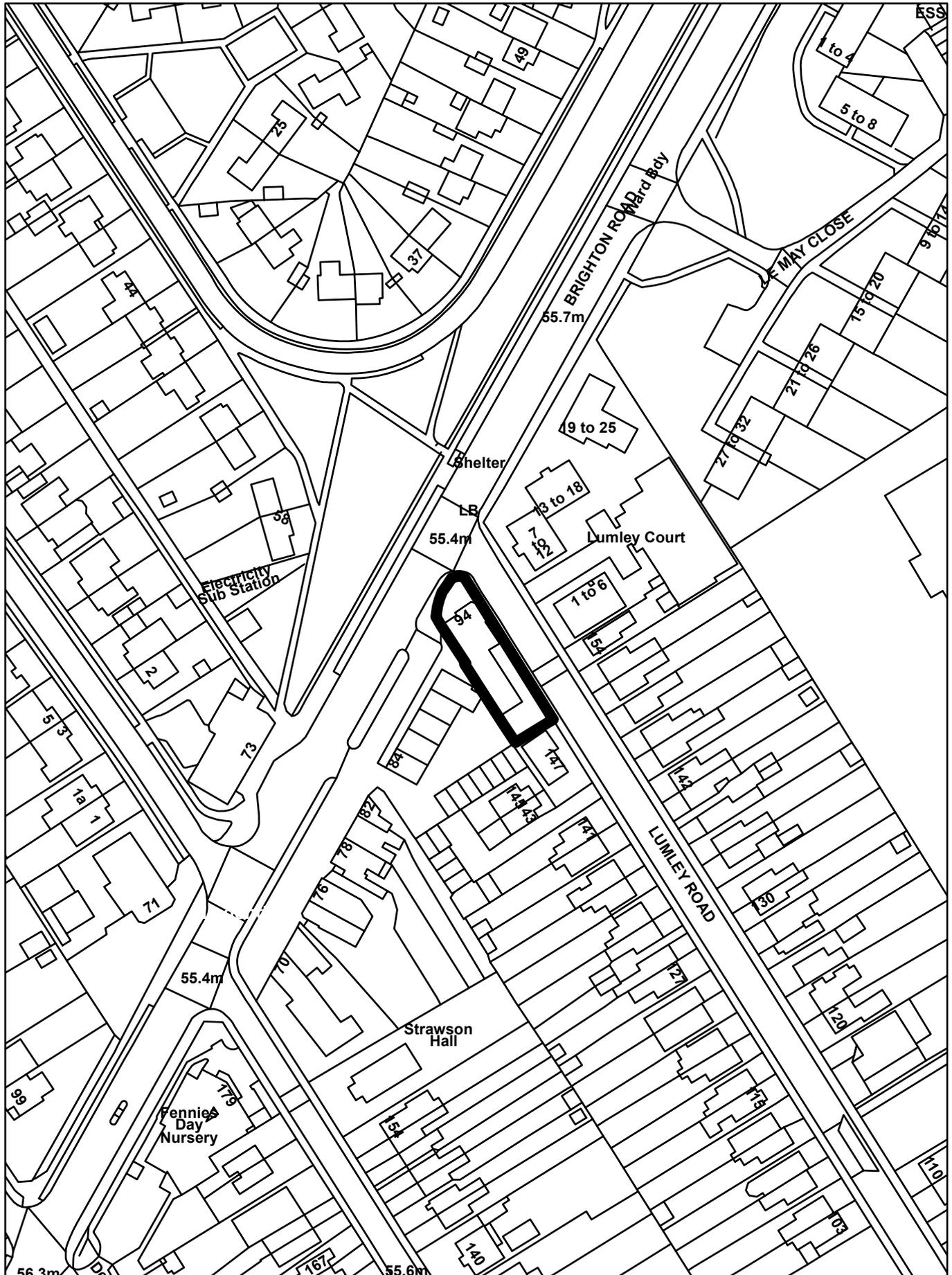
REASON FOR PERMISSION

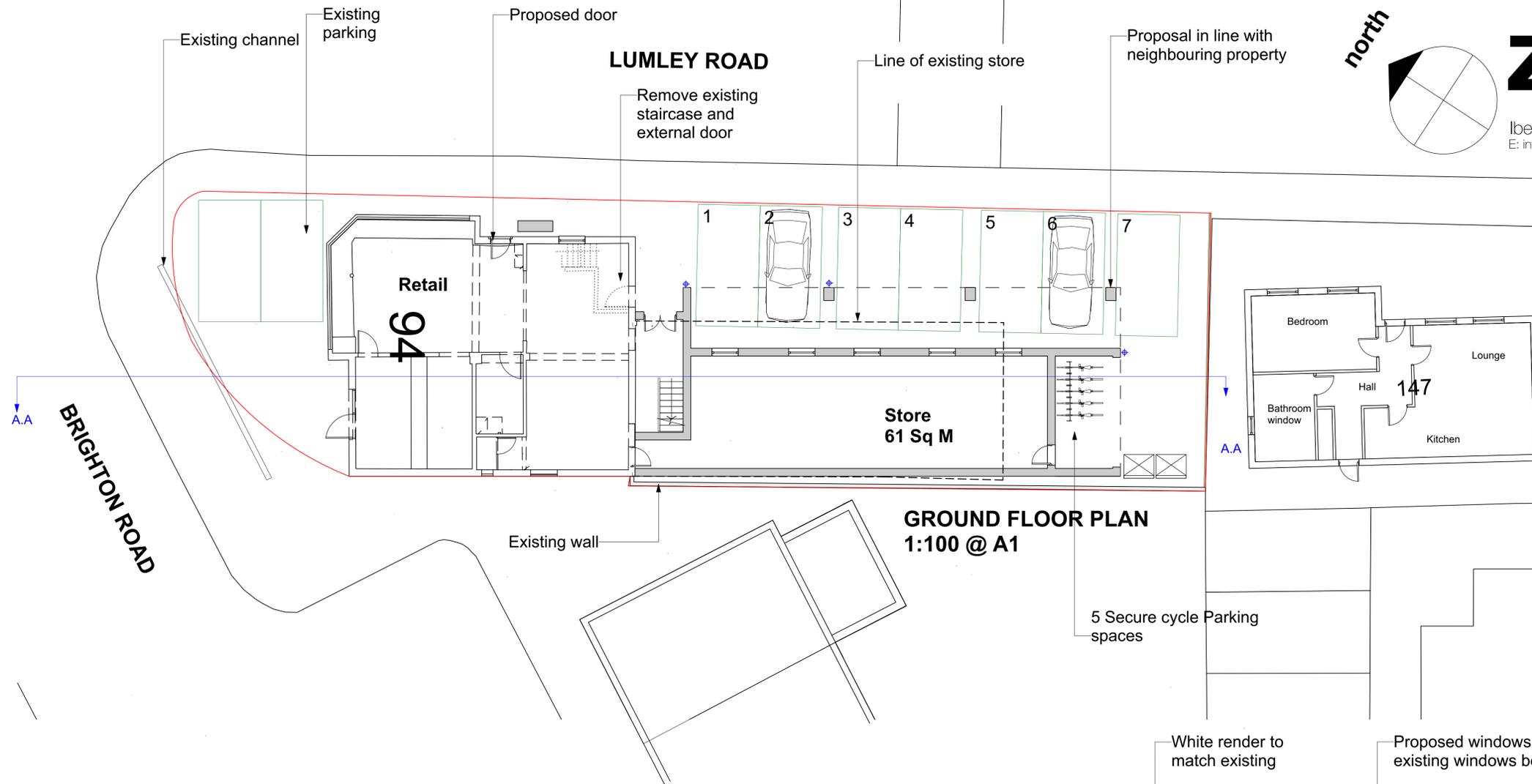
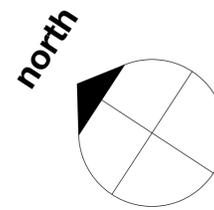
The development hereby permitted has been assessed against development plan policies DES1, DES5, TAP1, CCF1, INF3, RET3 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations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

Proactive and Positive Statements

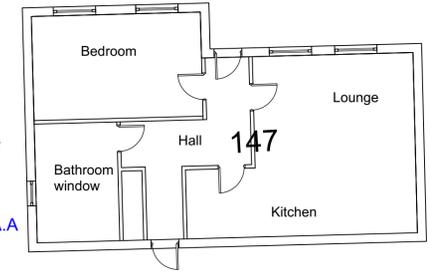
The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in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

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Surrey, RH6 7JQ

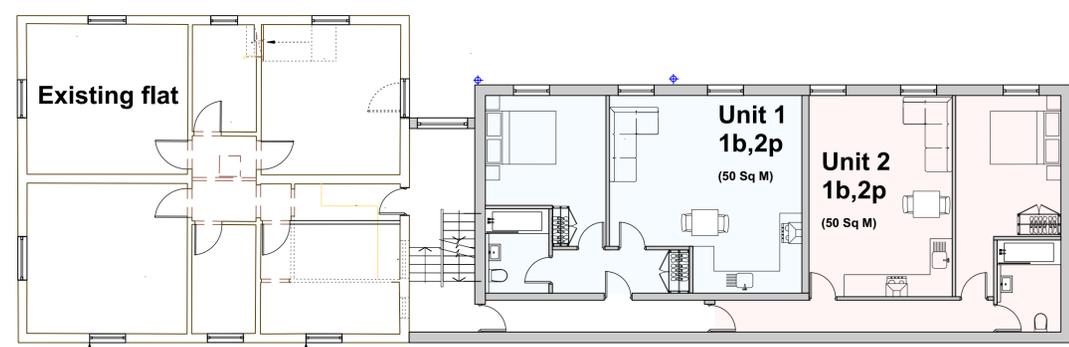




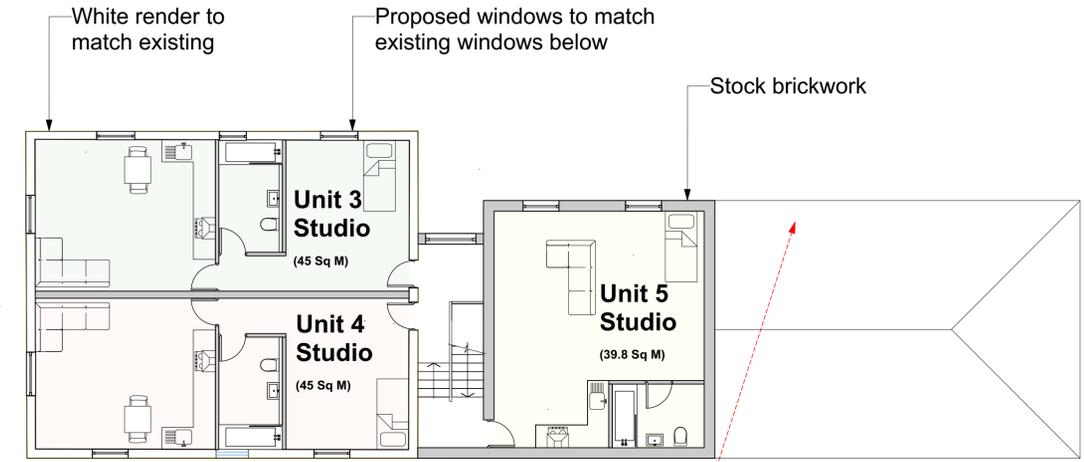
SCHEDULE		
Description	Bedrooms	All flats in accordance with the London Plan
Ground Floor		
Retail Unit / Parking / Refuse/ cycle parking		
Store	61 Sq M	
First Floor		
Unit X (Existing flat)	Existing flat retained	
Unit 1	1 Bed, 2p	50 Sq M
Unit 2	1 Bed, 2p	50 Sq M
Second Floor		
Unit 3	Studio = 1 Bed,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



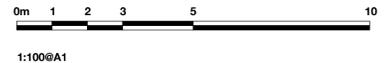
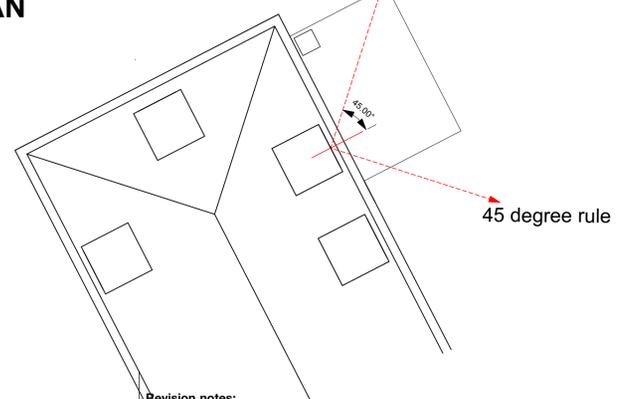
GROUND FLOOR PLAN
1:100 @ A1



FIRST FLOOR PLAN
1:100 @ A1



SECOND FLOOR PLAN
1:100 @ A1

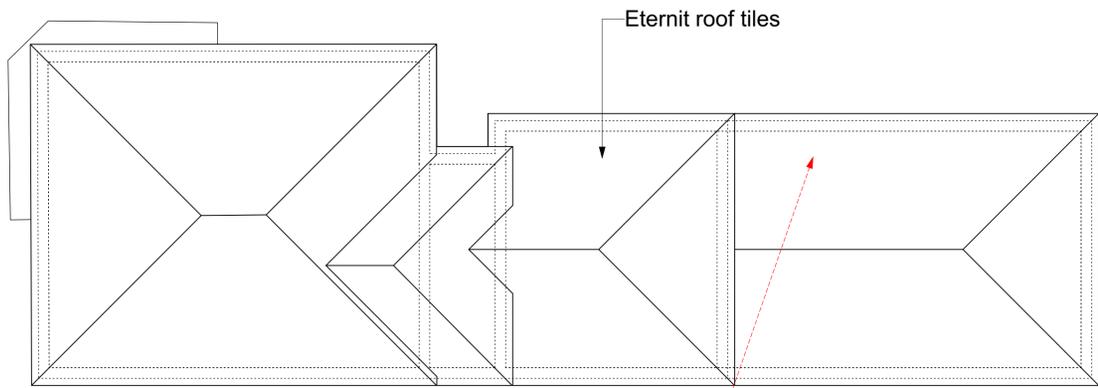
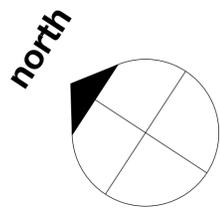


drawing notes: This Drawing must not be scaled. Only figured dimensions should be used. Critical site dimensions must be checked on site before proceeding. Any adjoining buildings or features are by way of illustration only and dimensions have not been checked unless specifically noted otherwise. This 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 ZGRP LTD ©. 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 ZGRP LTD.

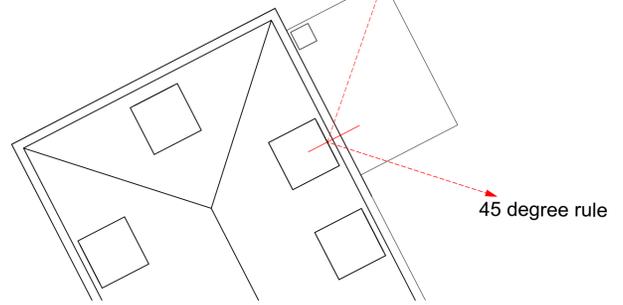
project: 94 Brighton Road, Horley, RH6 7JQ

client: Veerproperties

drawing title: Plans as Proposed				
date: FEB 2020	scale: 1:100 @ A1	project no: 2470	drawing no: PL01	revision: -

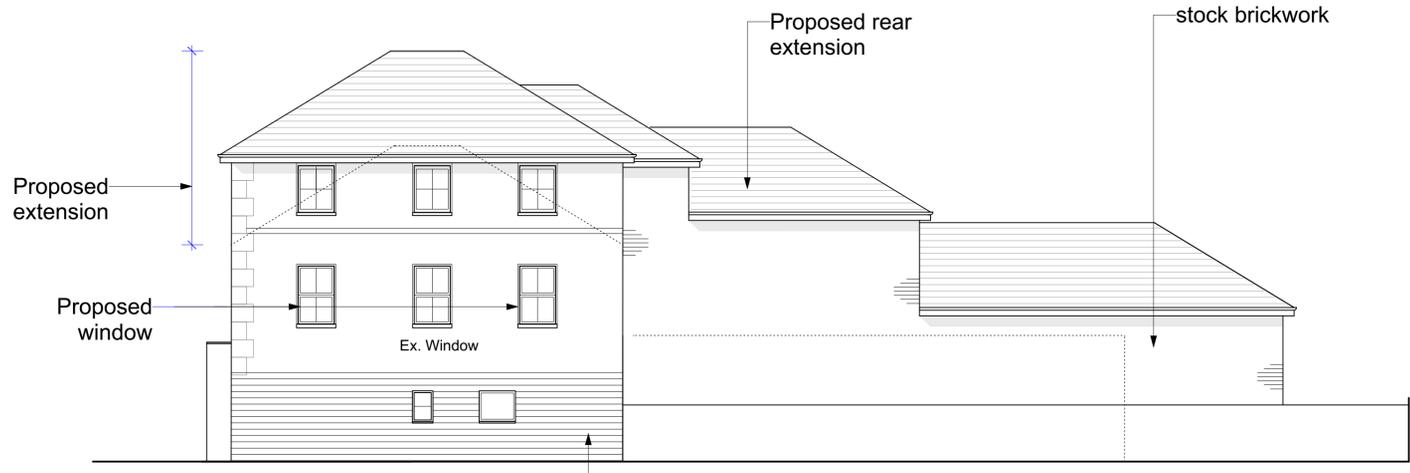


ROOF PLAN
1:100 @ A1



3D PERSPECTIVE FROM BRIGHTON ROAD

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FLANK ELEVATION
1:100 @ A1



1:100@A1



BLOCK PLAN
1:500 @ A1

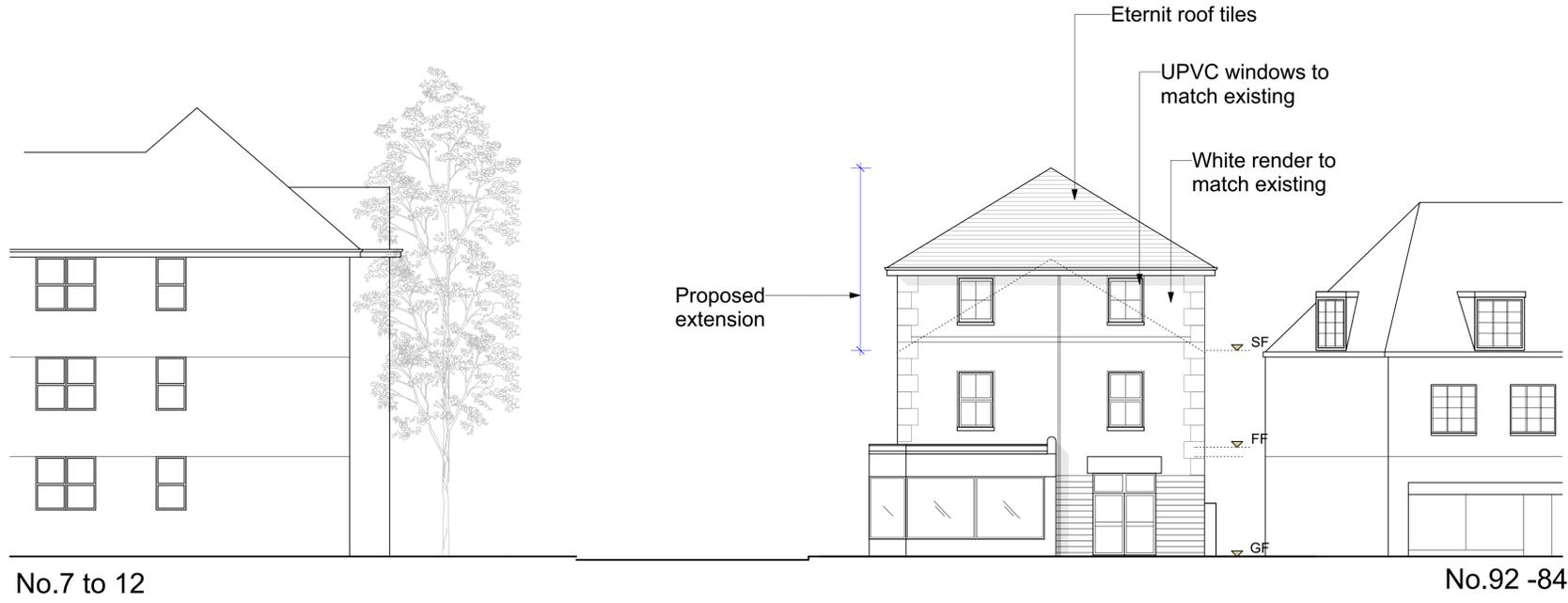
1:500@A1

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 **ZGRP LTD**. 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 **ZGRP LTD**.

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client: Veerproperties

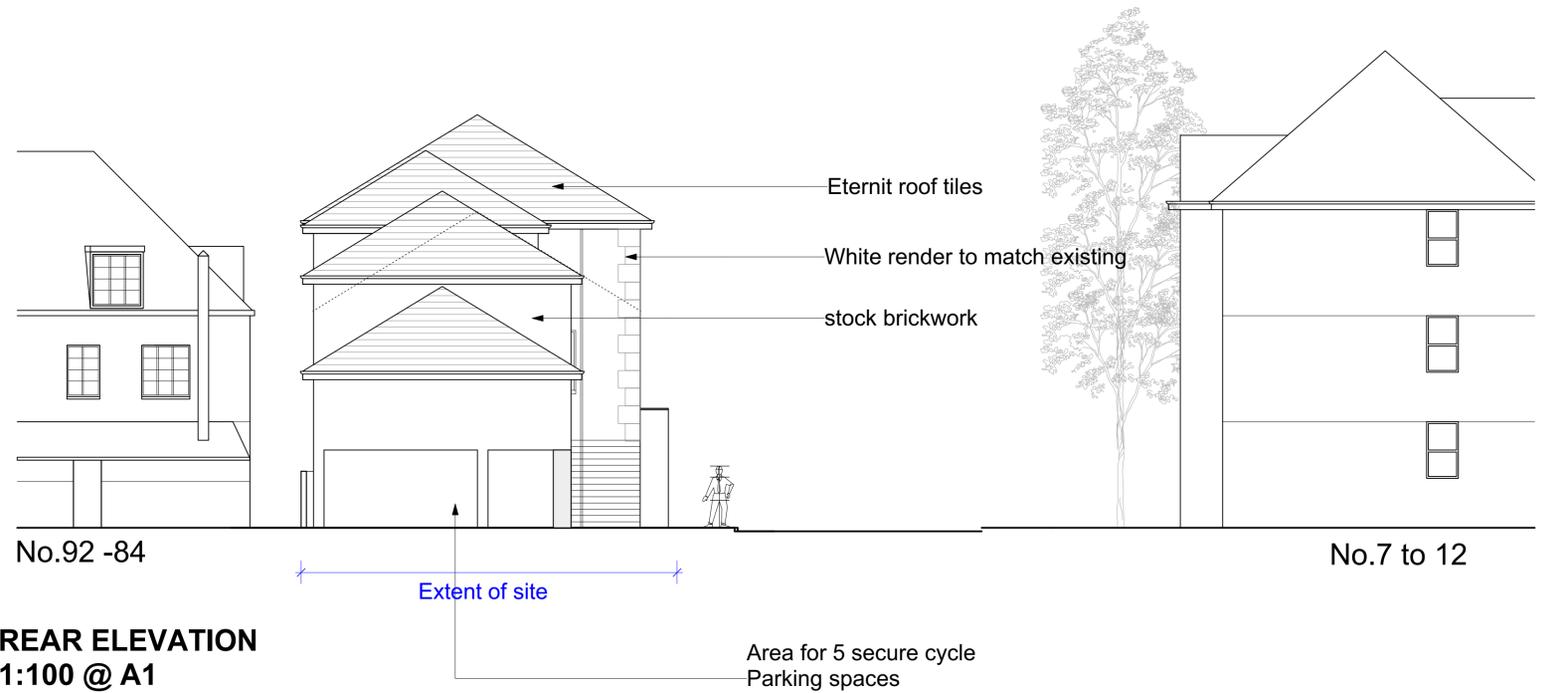
Revision notes:				
drawing title: Roof Plan and Elevations as Proposed				
date FEB 2020	scale 1:100 @ A1	project no 2470	drawing no PL02	revision -



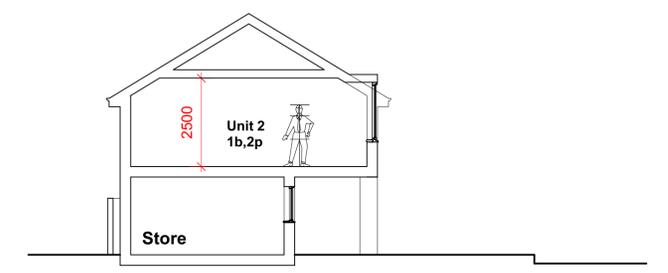
FRONT ELEVATION (Facing Brighton Road)
1:100 @ A1



3D PERSPECTIVE FROM BRIGHTON ROAD



REAR ELEVATION
1:100 @ A1



TYPICAL SECTION
1:100 @ A1



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 ZGRP LTD ©. 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 ZGRP LTD.

project: 94 Brighton Road, Horley, RH6 7JQ

client: Veerproperties

Revision notes:				
drawing title: Front / rear elevation and typical section as Proposed				
date FEB 2020	scale 1:100 @ A1	project no 2470	drawing no PL04	revision -

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 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	10 June 2020
	REPORT OF:	HEAD OF PLANNING
	AUTHOR:	Clare Chappell
	TELEPHONE:	01737 276004
	EMAIL:	Clare.Chappell@reigate-banstead.gov.uk
AGENDA ITEM:	9	WARD: Banstead Village

APPLICATION NUMBER:	19/02386/F	VALID:	09/12/2019
APPLICANT:	Romans International Ltd	AGENT:	Hillman Design Ltd
LOCATION:	ROMANS GARAGE, BRIGHTON ROAD, BANSTEAD, SURREY SM7 1AT		
DESCRIPTION:	Single storey side and rear extension to existing car showroom and erection of a row of garages to rear of site.		
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

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					
	Location	Current proposed scheme	Existing	18/02504/F (approved April 2019)	18/00478/F (approved June 2018)	17/01883/F (approved Dec 2017)	10/01393/F (approved Nov 2010) and 12/00101/S73 (approved March 2012)
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 be 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
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 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.

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

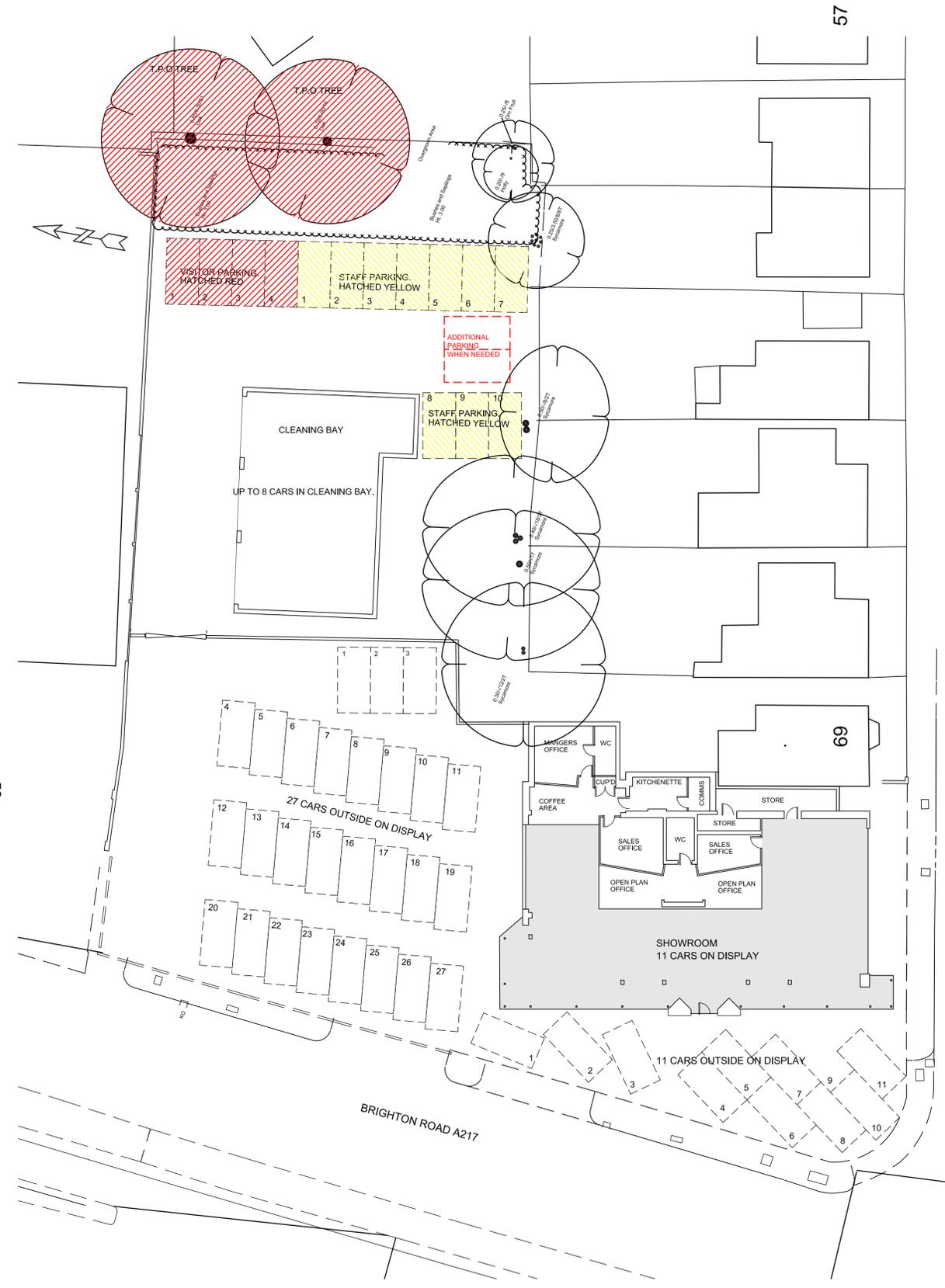
The development hereby permitted has been assessed against development plan policies CS1, CS2, CS4, CS10, CS11, CS12, CS14, DES1, DES4, DES5, DES8, DES9, TAP1, CCF1, INF3 and material considerations, including third party representations. It has been concluded that the development is in accordance with 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

Agenda Item 9
19/02386/F - Romans International Ltd, Romans Garage,
Brighton Road, Banstead





EXISTING SITE PLAN 1:200



PROPOSED SITE PLAN 1:200

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 DATE
 1:200 NOV 19

DRAWING NO REVISION
 ROM/4/100 B

57

RED HATCHED AREA INDICATES LOCATION OF NEW SCREEN PLANTING TO BE AGREED AS PART OF A PLANNING CONDITION.

T.P.O TREE

T.P.O TREE

8 CARS INSIDE ON DISPLAY / STORED
GARAGES PREVIOUSLY APPROVED UNDER APPLICATION REF: 18/01414/F

ADDITIONAL
PARKING
WHEN NEEDED

RED HATCHED AREA INDICATES LOCATION OF NEW SCREEN PLANTING TO BE AGREED AS PART OF A PLANNING CONDITION.

CLEANING BAY
UP TO 8 CARS IN CLEANING BAY.

STAFF PARKING.

BLUE DASHED LINE INDICATES OUTLINE OF RECENTLY APPROVED SCHEME 18/00478/F

TREE REMOVED

STAFF PARKING.

VISITOR PARKING.

19 CARS OUTSIDE ON DISPLAY

SHOWROOM
11 CARS ON DISPLAY
(SAME AS EXISTING)

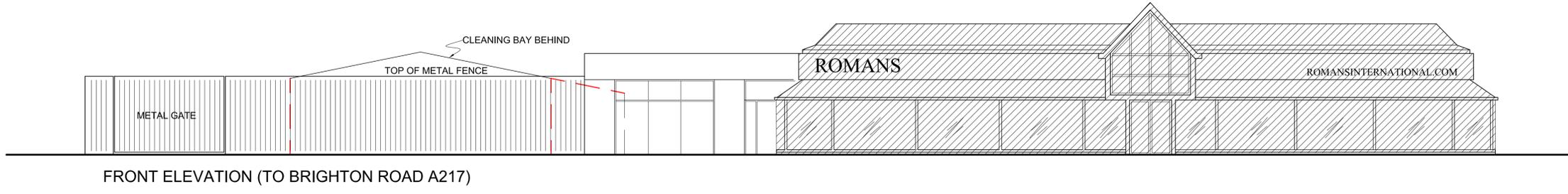
11 CARS OUTSIDE ON DISPLAY (UNCHANGED)

BRIGHTON ROAD A217

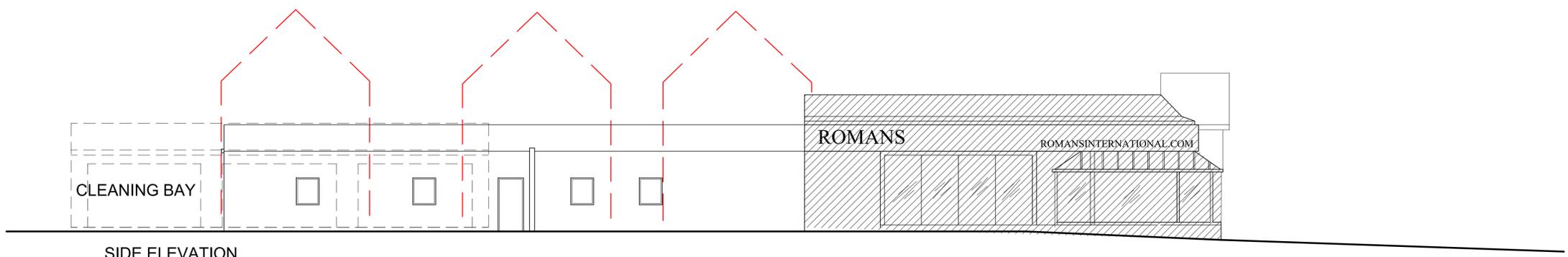
B PARKING SPACES RE-ASSIGNED TO SHOW 10 ALLOCATED STAFF PARKING SPACES.
A OPENING THROUGH TO NUMBER 69 CLOSED DEC 19

Hillman design Ltd
Chartered Architects
24 Oricton Road
Carshalton Beeches
Surrey, SM5 3LS
t:(020) 8715 5584
f:(020) 8715 8134
mail@hillmandesign.co.uk

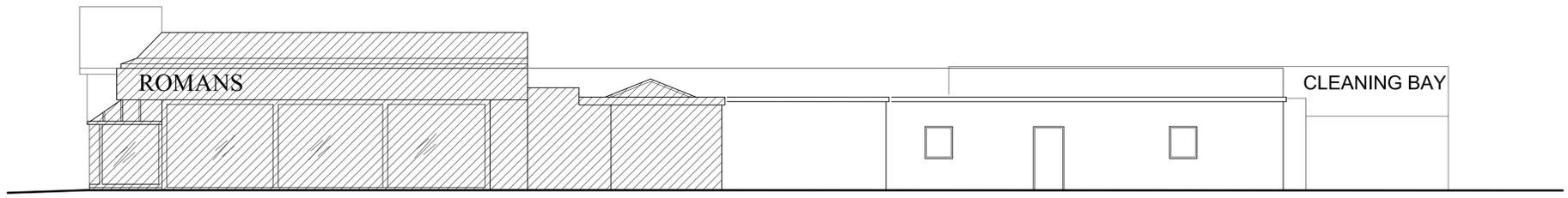
PROJECT
ROMANS INTERNATIONAL
BRIGHTON ROAD, BANSTEAD,
SURREY SM7 1AT
DRAWING
PROPOSED SITE &
FLOOR PLAN
SCALE 1:100 DATE NOV 19
DRAWING NO ROM/4/110 REVISION B



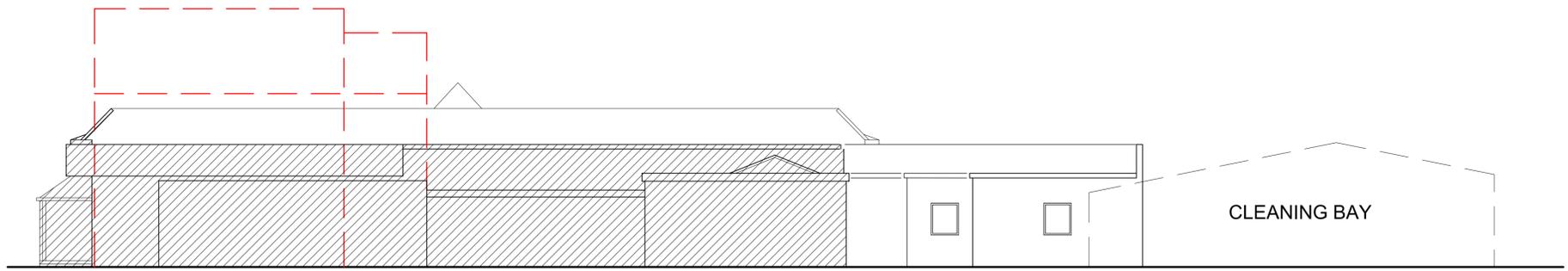
FRONT ELEVATION (TO BRIGHTON ROAD A217)



SIDE ELEVATION



SIDE ELEVATION (TO DICELAND ROAD A217)



REAR ELEVATION

Hillmandesign Ltd
Chartered Architects

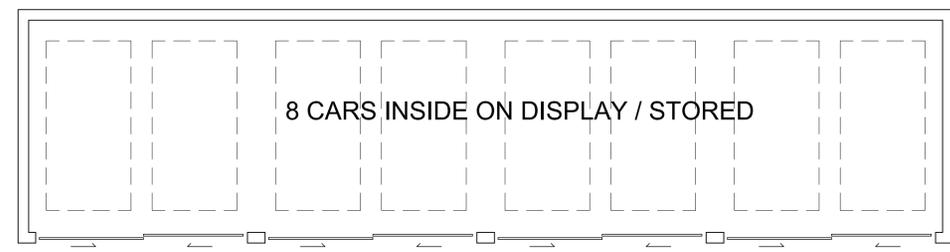
24 Crichton Road
 Carshalton Beeches
 Surrey, SM5 3LS
 t:(020) 8715 5584
 f:(020) 8715 8134
 mail@hillmandesign.co.uk

PROJECT
 ROMANS INTERNATIONAL
 BRIGHTON ROAD, BANSTEAD,
 SURREY SM7 1AT

DRAWING
 PROPOSED SHOWROOM EXTENSION
 PROPOSED ELEVATIONS

SCALE DATE
 1:200 NOV 19

DRAWING NO REVISION
 ROM/4/111



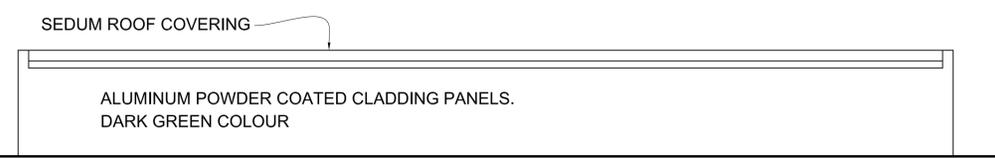
FLOOR PLAN 1:100



FRONT ELEVATION 1:100

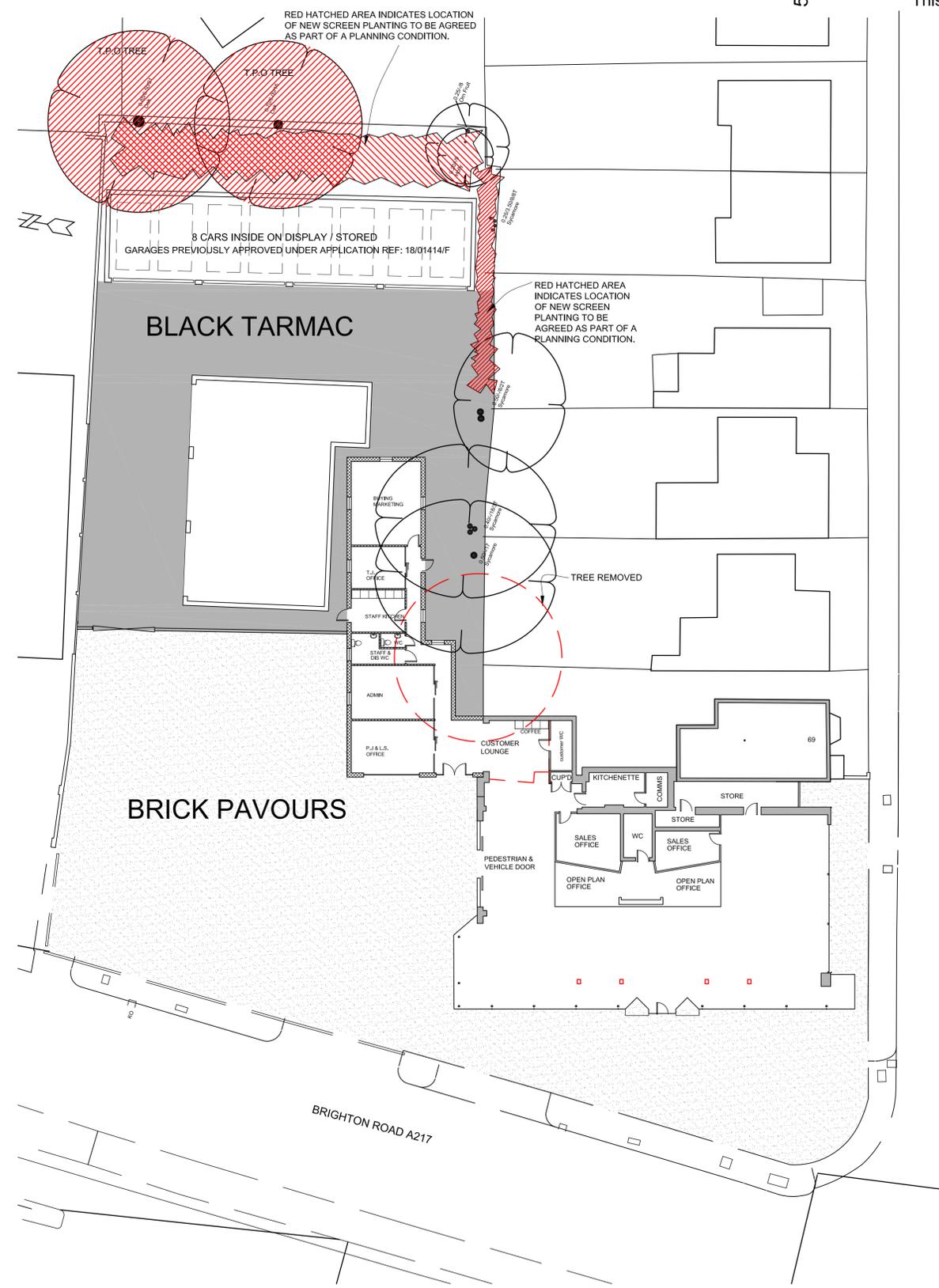


SIDE ELEVATION 1:100



REAR ELEVATION 1:100

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



PROPOSED LANDSCAPE PLAN 1:200

Agenda Item 9

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
 PLANS & ELEVATIONS
 LANDSCAPE PLAN

SCALE 1:200 DATE NOV 19
 DRAWING NO ROM/4/101 REVISION A

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Agenda Item 10

Planning Committee
10 June 2020

Agenda Item: 10
20/00728/F

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	10 June 2020
	REPORT OF:	HEAD OF PLANNING
	AUTHOR:	Matthew Holdsworth
	TELEPHONE:	01737 276752
	EMAIL:	Matthew.Holdsworth@reigate-banstead.gov.uk
AGENDA ITEM:	10	WARD: Earlswood and Whitebushes

APPLICATION NUMBER:	20/00728/F	VALID:	09 April 2020
APPLICANT:	Merstham Cricket Club	AGENT:	Mr R Ellis
LOCATION:	THE RING PAVILION, HORLEY ROAD, REDHILL		
DESCRIPTION:	Proposed extension to building to replace existing container (24.725sq m)		
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.			

This application is referred to Committee 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
-------	------------------------------------------------------------------------------------------------

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

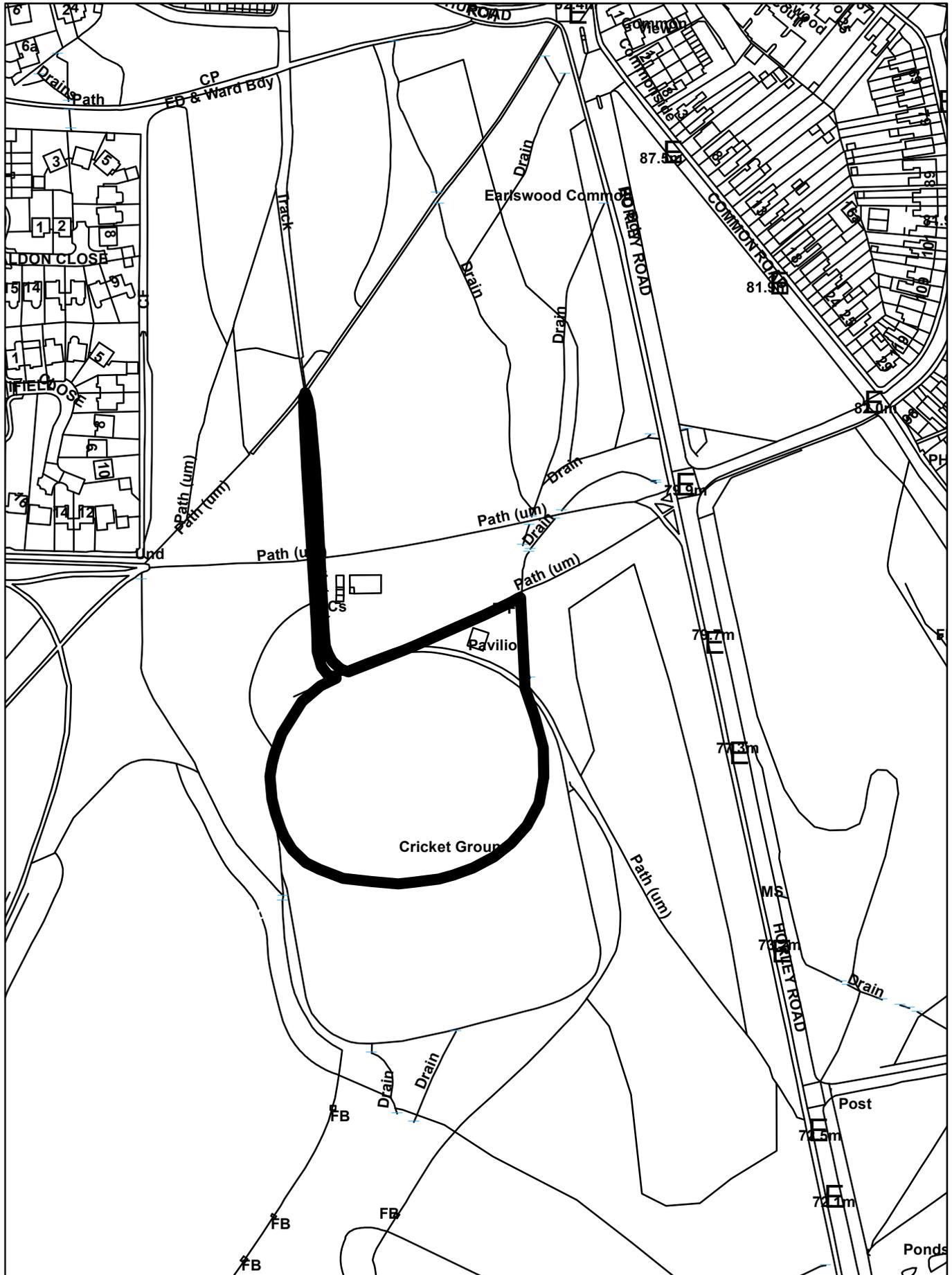
1. The use of a suitably qualified arboricultural consultant is essential to provide acceptable submissions in respect of the arboricultural tree condition above. All works shall comply with the recommendations and guidelines contained within British Standard 5837

REASON FOR PERMISSION

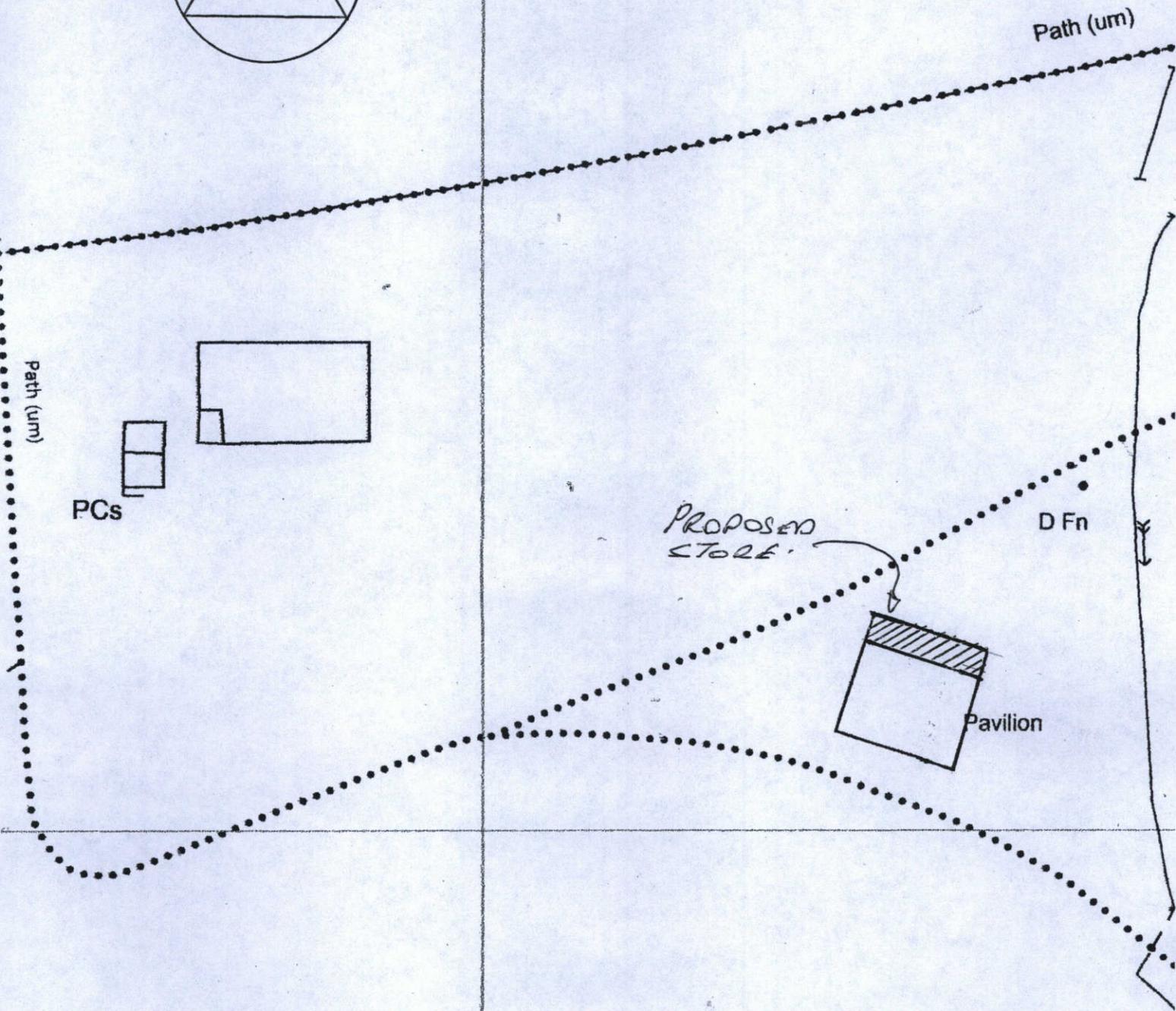
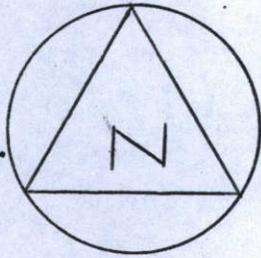
The development hereby permitted has been assessed against development plan policies DES1, NHE3, NHE5, OSR2, the National Planning Policy Framework and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan 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

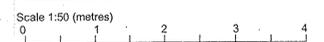
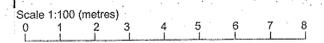


Agenda Item 10



1 : 500 BLOCK PLAN

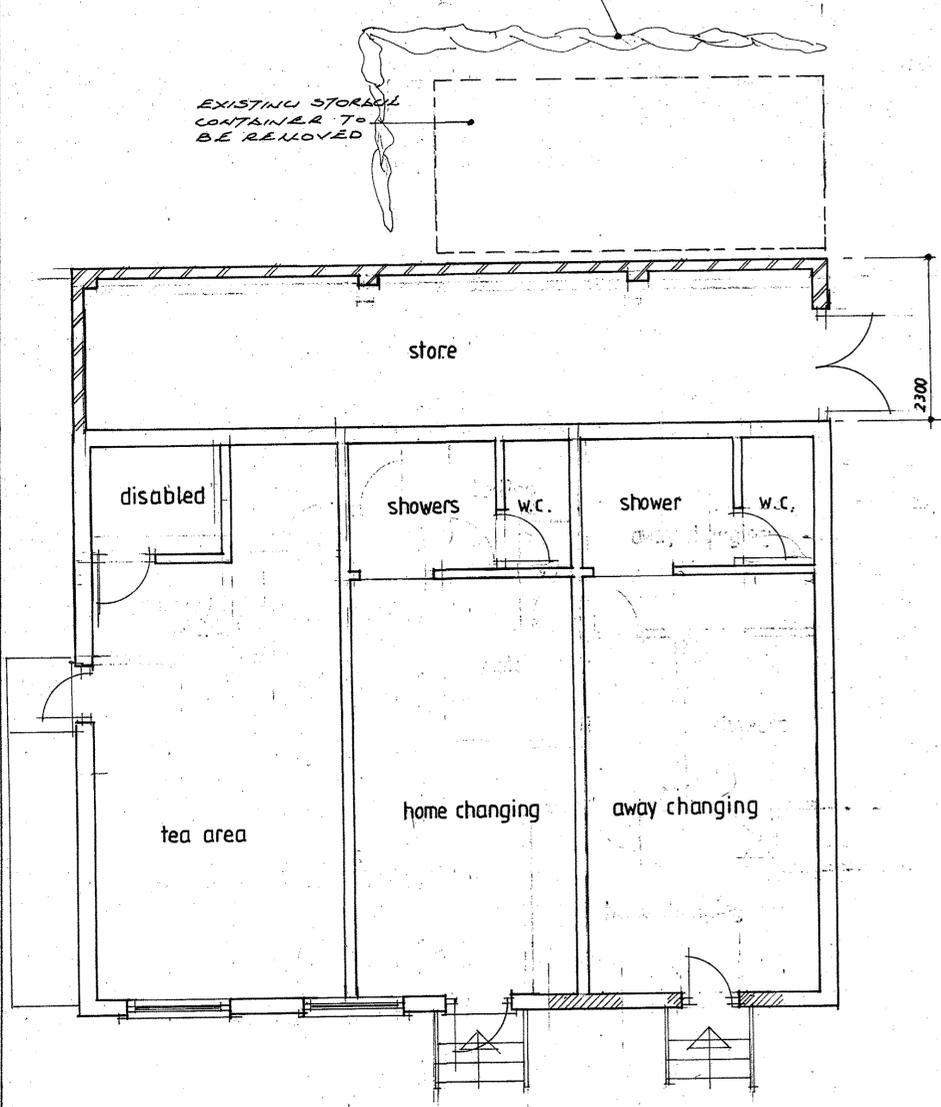
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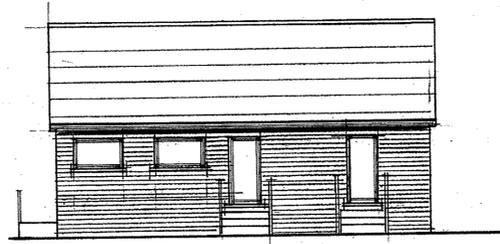
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EXISTING HEDGE PLANTING
 TO BE RETAINED

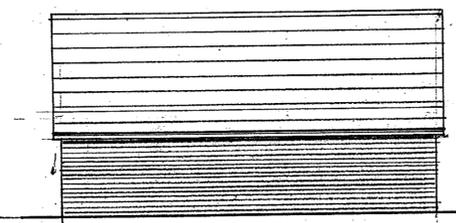
EXISTING STORAGE
 CONTAINER TO
 BE REMOVED



LAYOUT PLAN
 1:50



FRONT ELEVATION
 1:100

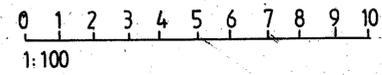
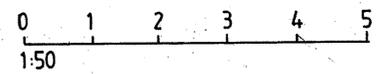


REAR ELEVATION
 1:100



SIDE ELEVATION
 1:100

SIDE ELEVATION
 1:100



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

Client
REDHILL CRICKET CLUB

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

Drawing title
**PROPOSED STORAGE
 BUILDING**

Scale 1:100 SA	Date Aug 19 2008	Drawn R.E.
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3886 / 01

Agenda Item 11

Planning Committee
10 June 2020

Agenda Item: 11
DM Performance Q4 2019/20

 <p>Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate</p>	TO:	PLANNING COMMITTEE	
	DATE:	10 June 2020	
	REPORT OF:	HEAD OF PLANNING	
	AUTHORS:	Andrew Benson	
	TELEPHONE:	01737 276175	
	EMAIL:	Andrew.benson@reigate-banstead.gov.uk	
AGENDA ITEM:	11	WARD:	All

SUBJECT:	DEVELOPMENT MANAGEMENT Q4 PERFORMANCE
PURPOSE OF REPORT:	To inform members of the 2019/20 Q4 Development Management performance against a range of indicators
RECOMMENDATION:	To note the performance of Q4 of 2019/20

Planning Committee has authority to note the above recommendation

BACKGROUND

1. Development Management encompasses a wide range of planning activities including pre-application negotiations and engagement; decision making on planning applications through to compliance and enforcement.
2. It puts the Council's locally adopted development plan policies into action and seeks to achieve sustainable development.
3. It is a non-political, legislative system with all Development Management functions falling under the responsibility of the Planning Committee in the Council's Constitution. As such it is a non-Executive function falling outside the scope of the quarterly corporate performance reports that are presented to the Executive and Overview and Scrutiny Committee.
4. Development Management performance has always been monitored and reviewed in line with statutory and local targets with quarterly reports sent to the Department for Communities and Local Government. However, given that all functions of the Council as Local Planning Authority fall under the responsibility of the Planning Committee, the performance information has also been shared with the Planning Committee Chairman. This report enables the performance indicators to be noted by the Planning Committee itself.
5. This report is the fourth quarterly report of the 2019/20 municipal year and provides the quarterly and end-of-year performance at Table 1. Also provided at Table 2 is the requested performance measure, relating to the time taken in total days from receipt of a valid application to its registration and at Table 3, a breakdown on the reasons for each of the over-6 month enforcement cases.

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Planning Committee
10 June 2020

Agenda Item: 11
DM Performance Q4 2019/20

PERFORMANCE

	Applications determined (in 8/13 weeks or agreed ext of time)	Target	18/19	Q1	Q2	Q3	Q4	19/20
1	Major applications	60%	98%	100%	93%	75%	91%	92%
2	Non-major applications	70%	90%	86%	88%	91%	75%	85%
3	Average days to decision	73	77	73	95	73	79	80
Appeals								
4	Appeals Received	-	81	31	21	18	11	81
5	Major Appeals Decided	-	8	0	2	2	2	6
6	Major Appeals Dismissed	70%	4 (50%)	-	1 (50%)	1 (50%)	0 (0%)	2 (33%)
7	Non-major appeals Decided	-	52	16	18	21	10	65
8	Non-major appeals Dismissed	70%	34 (65%)	9 (56%)	16 (88%)	15 (71%)	7 (70%)	47 (72%)
Enforcement								
9	Reported Breaches Received		406	87	102	68	84	341
10	Cases Closed		451	76	120	90	80	366
11	On hand at end of period		141	139	120	116	134	-
12	Cases over 6 months old (no notice)		-	32	26	28	29	-
13	Priority 1 Enforcement cases investigated within 24 hours	100%	100%	100%	100%	100%	(100%)	10%
Application Workload								
14	On hand at beginning		345	369	358	340	336	369
15	Received		1366	343	309	330	351	1063
16	Determined		1302	335	348	314	315	1274
17	On hand at end of period		372	366	343	335	372	372
18	Withdrawn						5	-

Table 1 - Development Management performance

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
10	3.2	2.4	4.2	3.9	4.2	3	5.3	8	6.7	5.9	4.2	5.5	3.3	3.5

Table 2 – Time taken from receipt to registration (days)

Reason for delay	Number
Awaiting submission of application	5
Awaiting outcome of application	5
Written in past month chasing information/regularisation	4
Open/ongoing prosecution	2
Awaiting Appeal	3
Expediency of harm be concluded with input from statutory consultees	1
Regularising works commenced but not yet complete	2
Chasing up of costs	2
Temporary Stop Notice Served	2
Awaiting planting of replacement tree	1
Delayed by probate	1
Awaiting compliance check	1

Table 3 – Reason for enforcement investigation over 6 months

Planning applications

6. The Town and Country Planning Development Management Procedure Order

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2015 sets the statutory period for the determination of planning applications at 8 weeks for non-major applications and 13 weeks for major applications (10+ dwellings or 1,000+ sqm floorspace). This statutory period is relaxed where an extension of time is agreed between the applicant and local planning authority. In order to monitor the performance of local planning authorities, the Government sets targets for the determination of major and non-major planning applications within the statutory period or agreed extension of time. For major developments, this target is 60% and for non-major developments it is 70%.

7. In this Quarter 91% of major applications were determined within the statutory period or within agreed extension of time and this was maintained at 92% across the year. For non-major applications the figure is 75% for the quarter and 85% across the year. Both represent a comfortable exceedance of Government and local performance targets and also the national average.
8. The average days to decision for Q4 was 79 days, missing the target of 73 days and across the year, the target was missed with an average of 80 days to decision. This largely reflects the fact that increasingly extensions of time are being agreed to extend the determination period at the applicant's agreement in order to improve schemes or make them acceptable rather than issuing refusals which are followed up by a 'free-go' application.

Planning appeals

9. 11 appeals were received in the quarter, and 81 across the year.
10. Alongside the Government performance measure based on speed of determination of planning applications, is the other performance criteria set for local planning authorities aimed at assessing the 'quality' of decision making. This is measured as a percentage of total applications which result in an appeal allowed, broken down between major and non-major development proposals. The relevant target for both types of application is that not more than 10% of applications should be allowed at appeal.

For example –

If 100 major applications are determined by the authority over the qualifying two-year period and 9 are allowed at appeal that would result in a figure of 9% which is acceptable. However, if 100 major applications were determined and 11 of these ended up being appealed and the appeals allowed, this would result in a figure of 11% which fails the 10% target.

The assessment considers appeals allowed against applications refused by each authority across a two year period. Over this latest two-year period 73 applications were determined meaning 8 or more appeals allowed in the two year period to 31st December 2019 will lead to the target being missed and likely poorly performing designation together with the loss of control by virtue of the ability to submit applications directly to the Secretary of State.

11. In this last quarter two major appeals were determined and both were allowed. Across the year 4 major appeals were allowed, the same as for 2018-19. At a total of 8 appeals across the two-year period, this is in danger of bringing the local planning authority perilously close to failing the Government's performance measure and risking special measures.

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12. The two major appeals allowed this quarter were the Priory School, Banstead (Officer refusal) and Oakley Outdoor Centre, Merstham (Committee decision). The other two major appeals allowed across the year were as previously reported Bellway House, Merstham and Winscombe, Kingswood (both Committee decisions). Training for Officers and Members in making defensible decisions is therefore to be programmed.

Planning Enforcement

13. The enforcement performance statistics for Quarter 4 show a pick-up in the number of reported breaches from the previous quarter. The number of cases closed across the year exceeded those received, reflecting the higher number feeding through from the end of 18/19.
14. Table 3 is intended to give a picture as to the reason for each of the 29 cases which remain open after 6 months. Many of these cases will have had action taken which is yet to take effect, such as temporary stop notices having been served or prosecution awaiting court proceedings.

Registration/Other

15. Table 2 shows that performance in the time taken from receipt to registration of new applications has remained relatively steady.

Covid-19

16. Quarter 4 was only slightly affected by Covid-19, with the lockdown being started on March 23rd. The full impacts are not therefore captured within this report and will be more evident in the first quarterly report of 2020/21.
17. It will undoubtedly affect the reported figures as the number of planning applications submitted has (anecdotally) decreased. Performance should be largely maintained as a respective number of staff have also been redeployed to assist other services. Remote working practices may also play some part although all essential functions of the service are still being undertaken, albeit differently, e.g. using photographic evidence in lieu of site inspections.
18. Anecdotally there has also been a pick-up in planning enforcement work, partly as a result of some people taking advantage of the lockdown to undertake unauthorized activities but also increased neighbor surveillance and time to report matters to the authority, including non-planning issues such as development commencing during lockdown or the absence of social distancing measures on site. The Government last week encouraged a relaxation of construction times for developers, suggesting they be allowed to continue to 9pm. This has also impacted enforcement resources, responding to such requests.