

Agenda

Planning Committee

Wednesday, 8 July 2020 at 7.30 pm

Remote meeting via video link



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Members:

S. Parnall (Chairman)

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

S. McKenna
R. Michalowski
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: 01737 276182

Email: democratic@reigate-banstead.gov.uk

Published 30 June 2020

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

1. Minutes (Pages 5 - 6)

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

2. Apologies for absence

To receive any apologies for absence.

3. Declarations of interest

To receive any declarations of interest.

4. Addendum to the agenda (To Be Tabled)

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

PLANNING APPLICATIONS:

NOTES:

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

To consider the following applications :

5. 19/01176/F Kingswood Fields, Millfield Lane, Lower Kingswood, Surrey, KT20 6RP (Pages 7 - 88)

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

- 6. 19/02012/OUT Chaucer Court, 4 College Crescent, Redhill, RH1 2LN** (Pages 89 - 112)
- Erection of a two storey block containing 8 x 1 bedroom flats for supported living with car parking (Outline application with all matters, apart from landscaping, to be considered). As amended on 29/11/2019, 16/12/2019, 20/01/2020 and on 23/06/2020.
- 7. 19/02369/F Clears Farm Stables, 1A The Clears, Reigate, Surrey, RH2 9JL** (Pages 113 - 142)
- Re-Use of previously developed land to provide four openmarket residential dwellings and conversion of Reigate stone stable building to a carport. As amended on 19/12/2019, 24/02/2020 and 01/06/2020.
- 8. 19/02590/F Ringmuir, 14 Ringley Park Road, Reigate** (Pages 143 - 168)
- Demolition of existing dwelling and erection of a two storey building comprising seven flats.
- 9. 19/02044/F 4 Beaufort Road, Reigate, Surrey, RH2 9DJ** (Pages 169 - 198)
- Change of use of land, demolition of existing garages and ancillary building and erection of three 3-bedroom dwellings as amended on 27.4.20.
- 10. 20/00815/F Merstham Park School, Taynton Drive, Merstham** (Pages 199 - 236)
- Erection of modular school accommodation, car parking, access, play space, landscaping and ancillary works required for a temporary period of two years. As amended on 07/05/2020 and on 26/05/2020.
- 11. 19/01623/F 102 Horley Road, Redhill, Surrey, RH1 5AA** (Pages 237 - 270)
- Demolition of existing residential unit and workshops and erection of 6 detached, semi-detached and terraced two storey dwellings with new access, parking and amenity areas. As amended on 16/10/2019, 22/04/2020 and on 15/05/2020.
- 12. 20/00163/F 1 Avenue Road, Banstead, Surrey, SM7 2PF** (Pages 271 - 300)
- Demolish existing two storey building with residential flat above garages and construct new building containing 3 flats. As amended on 13/05/2020.
- 13. 20/00632/F Limelight, 35A Avenue Road, Banstead** (Pages 301 - 318)
- Retrospective Application for 5 bedroom detached house (original consent 17/01149/F) for dwelling in location as shown on submitted plans (as built).

14. **20/00816/RET 12 Fairacres, Axes Lane, Salfords**

(Pages 319 - 340)

Retention of the existing shed for the purposes of storage, maintenance and repair of showground vehicles and equipment.

15. **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.

Agenda Item 1

Planning Committee
10 June 2020

Minutes

BOROUGH OF REIGATE AND BANSTEAD

PLANNING COMMITTEE

Minutes of a meeting of the Planning Committee held as a Remote Meeting on 10 June 2020 at 7.30 pm.

Present: Councillors S. Parnall (Chairman), M. S. Blacker (Vice-Chair), J. S. Bray, P. Harp, J. Hudson, F. Kelly, J. P. King, S. A. Kulka, S. McKenna, R. Michalowski, R. Ritter, K. Sachdeva, C. Stevens, R. S. Turner and S. T. Walsh.

1. ELECTION OF CHAIRMAN

RESOLVED that Councillor Parnall; having been proposed by Councillor Walsh, and seconded by Councillor Michalowski, be elected as Chairman of the Planning Committee for the 2020-21 municipal year.

2. ELECTION OF VICE-CHAIRMAN

RESOLVED that Councillor Blacker; having been proposed by Councillor Walsh, and seconded by Councillor Sachdeva, be elected as Vice-Chairman of the Planning Committee for the 2020-21 municipal year.

3. MINUTES

Councillor Walsh clarified that the Committee had requested that consideration of committee procedure rule 4.10.2 relating to the completion of business, be moved at 22.26; whereupon the Committee then resolved to continue the meeting to complete items 8 and 9 on the agenda.

RESOLVED that the minutes of the meeting held on 20 May 2020 be approved as a correct record.

4. APOLOGIES FOR ABSENCE

There were none.

5. DECLARATIONS OF INTEREST

There were none.

6. TO AGREE A START TIME FOR MEETINGS OF THE PLANNING COMMITTEE

RESOLVED that the start time of the meetings of the Committee remain as 19:30.

7. ADDENDUM TO THE AGENDA

RESOLVED that the addendum be noted.

8. 20/00503/F 94 BRIGHTON ROAD, HORLEY, SURREY, RH6 7JQ

The Committee considered an application at 94 Brighton Road, Horley, for the extension, alteration and addition of residential accommodation to the existing building.

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Planning Committee
10 June 2020

Minutes

RESOLVED that planning permission be **GRANTED** with conditions as per the recommendation and addendum, including the amended condition 10.

9. 19/02386/F ROMANS GARAGE, BRIGHTON ROAD, BANSTEAD, SURREY, SM7 1AT

The Committee considered an application at Romans Garage, Brighton Road, Banstead, for a single storey side and rear extension to the existing car showroom, and the erection of a row of garages to the rear of the site.

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

10. 20/00728/F THE RING PAVILION, HORLEY ROAD, REDHILL

The Committee considered an application at the Ring Pavilion, Horley Road, Redhill, for a proposed extension to the building to replace an existing container.

RESOLVED that planning permission be **GRANTED** with conditions as per the recommendation and addendum, **subject to** the inclusion of an informative to provide refuse bins.

11. DEVELOPMENT MANAGEMENT Q4 PERFORMANCE

Members discussed the report and endorsed the need for facilitated training for Committee Members on robust decision making. The training would strengthen Members' understanding of planning considerations, particularly with regard to Major applications. The Chairman advised that planning training would be provided and that the feedback from that training, including any recommendations for improvement, would consequently be considered by the Committee.

RESOLVED that the Committee note the report, and that the Head of Planning provide training for Members.

12. ANY OTHER URGENT BUSINESS


There was none.

The Meeting closed at 8.31 pm

Agenda Item 5

Planning Committee
10th July 2020

Agenda Item: 5
19/01176/F

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	10 th July 2020
	REPORT OF:	HEAD OF PLANNING
	AUTHOR:	Hollie Marshall
	TELEPHONE:	01737 276010
	EMAIL:	Hollie.marshall@reigate-banstead.gov.uk
AGENDA ITEM:	5	WARD: Lower Kingswood Tadworth And Walton

APPLICATION NUMBER:	19/01176/F	VALID:	26th June 2019
APPLICANT:	Kingswood Fields Lt (Fidelity International)	AGENT:	Planology Ltd
LOCATION:	KINGSWOOD FIELDS MILLFIELD LANE LOWER KINGSWOOD SURREY KT20 6RP		
DESCRIPTION:	Extension of existing multi-decked car park, including associated landscaping works and plant enclosure, to provide an additional 326 car parking spaces. Provision of temporary surface car parking for 500 cars on the playing fields adjacent to the pavilion building during construction works for a period of 13 months after which it will be reinstated to its existing grassland condition. As amended on 19/08/2019, 23/08/2019, 30/09/2019, 21/11/2019 and on 05/12/2019.		
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 item was deferred from the Planning Committee Meeting on 20th May 2020 following a request from Members for instruction of independent transport advice to review the highways information and travel plan supporting the application. The previous report follows this cover-sheet with changes to conditions and informatives following previous addendum and/or Committee discussion, included in italics.

GTA Civils and Transport Consulting Engineers were appointed by the Council to consider the following issues:

- Do they agree with the submitted Transport Assessment and the findings of the County Highway Authority that the proposal would be acceptable in highway terms subject to conditions and S106 obligation;
- Could a new direct access from the site to the A217 be required and what would be the transport implications associated with this?
- Are the measures outlined within the Travel Plan reasonable or could further sustainability measures be required?
- Is there scope to refuse the application on highway grounds or potential for any further improvements that could be required through planning?

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In response the Consultants have reviewed the submitted information and consultation responses from Highways England and Surrey County Council Highways Authority, together with local objections. The report provides comment on the proposed layout, transport assessment, travel plan, Highways England discussions, LINSIG Model, discussions with Surrey County Council, the Planning Committee Report May 2020 and Planning Committee questions.

The report is appended to this report in full at Appendix A, and the conclusions are detailed below:

Conclusions

After reviewing supporting documentation for the proposed development GTA has the following answers to the questions raised in section 1:

- 1- Do we agree with the submitted Transport Assessment and the findings of the County Highway Authority that the proposal would be acceptable in highway terms subject to conditions and S106 obligation?*
- 2- Could a new direct access from the site to the A217 be required and what would be the transport implications associated with this?*
- 3- Are the measures outlined within the Travel Plan reasonable or could further sustainability measures be required?*
- 4- Is there scope to refuse the application on highway grounds or potential for any further improvements that could be required through planning?*

GTA's responses are as follows:

- 1- GTA Agrees with the findings of the submitted Transport Assessment and the local highway authority subject to the conditions suggested by SCC and a suitable S106 agreement incorporating the suggested conditions.*
- 2- This would be possible but may be difficult to engineer. The A217 is a dual carriageway with a verge in the middle, any new junction would likely be difficult to incorporate to the existing road. A roundabout would be the best solution, but this may end up costing in excess of £1,000,000 and would have uneven flows through compared to accessing the development site. A priority junction would need to be signalised and would potentially cause more congestion than it relieves. The Transport Assessment concludes that the existing junctions used to access the development site are not excessively congested as part of the proposed development and GTA agrees with the results.*
- 3- The measures proposed in the travel plan are appropriate if implemented properly. Further measures that should be explored are increasing incentives for employees, e.g. travel vouchers. The proposed monitoring plan will be key in determining the effectiveness of the Plan and the Travel Plan Coordinator should regularly make contact with SCC in order to determine any additional measures required. In particular the shuttle bus from Kent will need to be implemented and used properly to achieve the aims of the travel plan.*
- 4- GTA determines that with an appropriate decision notice and S106 outlining measures proposed by SCC in conjunction with a properly implemented Travel Plan that there should be no objections on highways grounds. In addition to the proposed conditions, GTA recommends an*

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additional condition limiting the development to no more than 1,650 desk spaces to prevent over use of the site and excessive arrivals and departures.

In response to the report, conditions are recommended; a revision to condition 11 to ensure further measures within the travel plan are incorporated to incentivise sustainable transport modes, and an additional condition to secure no more than 1650 desk spaces to prevent over use of the site and excessive arrivals and departures.

11. a) Prior to the commencement of development, the Travel Plan numbered FIML 2018 4119 TP06 shall be amended to include further measures to incentivise sustainable transport modes for employees and be submitted to and approved in writing by the Local Planning Authority.
b) The amended Travel Plan, as approved by condition 11a, shall be implemented upon occupation of the car park and for each and every subsequent occupation of the development, thereafter maintain and develop the travel plan to the satisfaction of the Local Planning Authority.

Reason:

The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and the Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

24. Upon commencement of development, the application site shall be limited to no more than 1650 desk spaces.

Reason:

The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and the Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

RECOMMENDATION(S)

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

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

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appropriate Traffic Regulation Order to provide parking restrictions to mitigate such parking.

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

In the event that a satisfactorily completed obligation is not received by 19 July 2020 or such longer period as may be agreed, the Head of Places and Planning be authorised to refuse permission for the following reason


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

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

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19/01176/F

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
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	REPORT OF:	HEAD OF PLANNING
	AUTHOR:	Hollie Marshall
	TELEPHONE:	01737 276010
	EMAIL:	Hollie.marshall@reigate-banstead.gov.uk
AGENDA ITEM:	5	WARD: Lower Kingswood Tadworth And Walton

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

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

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

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

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

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

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

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

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

In this case there would be also be some harm arising from the development being sited within the 15 metre ancient woodland buffer zone that lies to the north and west of the car park. However, the existing car park already encroaches into the buffer zone and the proposal would not result in the loss of any further areas of ancient woodland. Rather, it would vertically increase existing development within this buffer and only marginally increase footprint by virtue of new stairwells. Albeit this is acknowledged to have an impact, its impact is considered less than new development within the buffer zone. Conditions are recommended to ensure a net gain in biodiversity, including the net gain of 108 new trees and the securing of a woodland management plan.

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

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

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

RECOMMENDATION(S)

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

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

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

In the event that a satisfactorily completed obligation is not received by 19 July 2020 or such longer period as may be agreed, the Head of Places and Planning be authorised to refuse permission for the following reason

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

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

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Consultations:

Highway Authority: The County Highway Authority has undertaken an assessment in terms of the likely net additional traffic generation, access arrangements and parking provision and are satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway. The County Highway Authority therefore has no highway requirements subject to conditions. – Full comments at paragraph 6.17.

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

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

Forestry Commission – refers to standing advice

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

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

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

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

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

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Government Guidance at paragraph 020 elaborates upon this. It promotes the principle of net gain in planning which describes an approach that leaves the natural environment in a measurably better state than it was beforehand. It states that net gain is an umbrella term for both biodiversity net gain and wider environmental net gain.

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

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

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

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

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

Additional submitted information -

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

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

'Ecological Mitigation Plan', author Arbtech Consulting Ltd, dated 8th January 2020; and

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

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

Protected habitat – Ancient woodland

The above referenced letter from SJA Trees acknowledges that the proposed temporary car park and new pavilion building proposed under application

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19/01184/F incurs to a limited extent within the 15m minimum recommended semi-natural habitat buffer of the adjacent ancient woodland. It is accepted that the car park in this location is temporary in nature and it is confirmed that proposed development will not incur within the tree root protection zones.

The above referenced letter from SJA Trees also acknowledges an increased incursion into the ancient woodland buffer adjacent to the multi-storey car park proposed under application reference 19/01176/F including incursion within rooting zones. The letter states “the existing MSCP already encroaches into the buffer zone by 597m²... the proposed car park makes a minor increase on this and makes a significantly reduced incursion than it might have done had the existing structure been proposed to be removed and a completely new structure constructed... proposals posed no significant changes .. that would result in additional arboricultural harm to the ancient woodland, beyond the effects already exerted by the existing MSCP”.

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

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

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

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

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

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

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I therefore again advise that on the basis of information currently presented, the application as submitted remains contrary to the obligations of the National Planning Policy Framework (NPPF) with regards to adverse impacts on the adjacent Ancient Woodland and should therefore be refused.

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

Sensitive lighting

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

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

Biodiversity net gain

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

UK Power Networks: - no comments received

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

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Representations:

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

100 responses have been received raising the following issues:

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

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1.0 Site and Character Appraisal

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

2.0 Added Value

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

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

3.0 Relevant Planning and Enforcement History

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

3.1	20/00654/F	Erection of temporary pre-fabricated kitchen units for up to six months	Pending decision
3.2	19/01184/F	Demolition of the existing pavilion, grounds maintenance buildings and hard standing areas. Construction of a new replacement pavilion and a replacement grounds maintenance building (ancillary to the main campus), including associated car and cycle parking, external plant enclosure and landscaping works.	Pending decision
3.3	19/01177/F	Provision of new landscaping in-between the existing three office buildings.	Pending decision
3.4	97/12130/F	Temporary surface car parking for 350 cars	Approved with conditions 8 th June 1998
3.5	97/09100/F	Revised design and siting for tiered car park approved under Ref: RE96P/1089	Approved with conditions 9 th June 1998
3.6	96/10890/F	Development of additional car parking facilities to serve Kingswood Fields Business Park comprising one new partial sunken, two storey tiered car park one new surface car park	Non-determination
3.7	96/10640/RET	Temporary Surface Car Parking for 150 Cars	Approved with conditions 10 th October 1996

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- 3.8 87/12450/F Removal of condition 11 attached to planning permission 86p/1398 dated 24-6-87 to allow the whole development to be used as business/office accommodation Approved 19th November 1987
- 3.9 86/13980/OUT Former Heinemann Press Premises (The Windmill Press). Refurbishment of main building and redevelopment of rest of part of site to create a high quality business accommodation capable of use for production and or research. Approved with conditions 24th June 1987

4.0 Proposal and Design Approach

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

	Existing spaces	Existing retained	Proposed new spaces	Total parking spaces
Basement	134	128	53	181
Ground	131	128	52	180
First	134	128	52	180
Second			184	184
Total	399	384	341	725

- 4.4 Four new staircases are also proposed, two on the eastern elevation and two on the western. Entrance/exit to the car park would be maintained in the same position as the existing, towards the south western corner and eastern flank.
- 4.5 The design of the car park would be functional in appearance, the built form would include a galvanised steel frame with the finishing colour proposed to be controlled by way of condition. The new upper tier of parking would be timber clad with vertical battens and would feature elements of planted walls.

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- 4.6 The proposed temporary parking would be sited on the existing playing fields adjacent to the pavilion building. A total of 500 parking spaces are proposed on the playing field. 500 would be required for a period of 9 months, and this would reduce to 160 spaces required for a further 4 months. The parking would be arranged in formal rows and an entrance made on the south western side of the site, and exit through the existing pavilion access.
- 4.7 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:
Assessment;
Involvement;
Evaluation; and
Design.
- 4.8 Evidence of the applicant’s design approach is set out below:

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

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4.9 Further details of the development are as follows:

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

5.0 Policy Context

5.1 Designation

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

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)
CS2 (Valued Landscapes and Natural Environment),
CS3 (Green Belt)
CS4 (Valued Townscapes and Historic Environment)
CS5 (Valued People/Economic Development),
CS10 (Sustainable Development),
CS11 (Sustainable Construction),

5.3 Development Management Plan 2019

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

5.4 Other Material Considerations

National Planning Policy Framework	
National Planning Practice Guidance	
Supplementary Planning Guidance	Surrey Design Local Distinctiveness Design Guide
Other	Human Rights Act 1998

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Community Infrastructure Levy Regulations 2010

6.0 Assessment

6.1 The main issues to consider are:

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

Impact on the Green Belt

6.2 The application site is located within the Metropolitan Green Belt; the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. The essential characteristics of green belts are their openness and permanence. The National Planning Policy Framework (NPPF) states that the local planning authority should regard the construction of new buildings as inappropriate development in the green belt. Inappropriate development is by definition, harmful to the green belt and should not be approved except in very special circumstances.

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

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

c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;

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

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

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

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

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	Existing multi storey car park	Proposed multi storey car park	Increase
Parking spaces	399	725	326
Gross internal area	8850.6 m ²	17194.9 m ²	8344.3 m ² (116%)
Volume	16975 m ³	37250.3 m ³	20272.2 m ³ (119%)
Footprint	3239 m ²	4769 m ²	1526 m ² (47%)

6.5 The Applicant concludes that the proposal, from the options available, could be considered appropriate development under the NPPF para 145 (g) as *‘although the extension provides for 326 additional car parking spaces, the footprint of the existing multi-decked car park is only increased by less than half of the original. The very unique nature of the campus means that it is largely bounded by Ancient Woodland which provides a natural boundary for the site, and by located the extension in towards and on the other developed areas of the site is does not erode the edge of the site or encroach outside of the site boundary’*. *‘The gradient of the land at this part of the site has been used advantageously to conceal much of the development below ground level. In addition the application of vertical timber cladding, green walls and significant soft landscaping around the perimeter allow the extension to integrate into the landscape, ensuring that the openness of the Green Belt is preserved and the character and setting of the AGLV is enhanced.’* The Applicant concludes that the proposals should be considered appropriate development in the Green Belt for these reasons.

6.6 It is acknowledged that an analysis of footprint and volume is only one indicator when considering whether an extension would be disproportionate and one must consider the wider impact upon the openness of the Green Belt and consideration had for the form, bulk and height of the proposal. The proposed extension would see an increase in height and footprint, spreading the development of the car park into a landscaped and wooded area to the south of the existing structure and further extended out slightly to the sides of the building where new staircases are proposed. Based on the form and bulk of the resulting building, when compared to the original, it is considered that the proposed development would be considered a disproportionate addition and therefore inappropriate development.

6.7 Paragraphs 143 and 144 of the NPPF state

143. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

144. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

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- 6.8 In this instance, very special circumstances would be required to outweigh the harm identified to the Green Belt and any other harm, which includes that to the ancient woodland (see below). The car park sits adjacent to an area of ancient woodland and currently within the 15m buffer zone. The proposal would create additional development within the buffer zone and on this basis Surrey Wildlife Trust have objected to the proposal.
- 6.9 The proposed extension to the car park is proposed to accommodate an increase in the number of employees that will be moving to the site through the restructure of the business and sites operated by the applicant, moving staff from the Kent office to Kingswood Fields and the recruitment of additional staff. Fidelity International occupy the application site and the buildings are in office use, employing a total of 1097 staff. The Applicant is planning to restructure the UK offices of the business, of which there are presently three: the application site, 25 Canon Street London and Oakhill House in Hildenborough, Kent. The restructuring of the offices into two principal sites is sought to improve efficiency, sustainability and flexibility within the business. The Applicant wishes to relocate approximately 539 employees from their site in Kent to the site at Kingswood Fields and would bring the total number of employees on site to approximately 1636 by the end of 2020. Furthermore, Fidelity International plan employing additional staff up to the year 2025 when they anticipate 2200 would be employed at the application site.
- 6.10 The proposed staff moves from Kent to the application site and the proposed recruitment of new staff, both resulting in increasing the number of employees working at the application site, do not require planning permission. The increase in employee numbers would lead to a demand for on street parking in the surrounding roads. The surrounding roads nearest the site include Chipstead Lane, Beechen Lane, Green Lane and Smithy Lane. These are largely residential roads, with Chipstead Lane becoming more rural as it heads eastwards away from the site and it is considered these roads would be most affected by increased demand for on street parking. To mitigate this off-site impact, the Applicant is proposing to increase the on-site parking provision by increasing the parking capacity by 326 spaces.
- 6.11 The planned refurbishment/re-organisation would provide space for 1610 desks which would meet the desk requirements to beyond 2025. The Applicant has through a combination of business operation changes (flexible and remote/home working, investment in technology) and travel planning methods identified that the minimum number of additional parking spaces required would be 326.
- 6.12 The Travel Plan submitted has been carefully considered by the County Highways Team. The CHA has identified the worst case under provision of parking spaces would be 46 spaces. This could be accommodated within the site which is a large campus with an internal road network within which cars could be parked. However, in practice it is unlikely that all staff would want to relocate and therefore the quantum of cars seeking a space to park would be less. Significant weight is attached to the consideration that the proposed

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

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

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

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The Travel Plan promotes sustainable modes of travel, including the provision of improved shuttle services and cycling facilities, which will have improvement on surrounding roads and for local residents and increase the sustainability of the site as a whole. This application provides a unique opportunity for the Council to ensure the future sustainability of this site.

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

Highway matters

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- 6.17 A high number of the objection letters received raised objection on the basis of increase in traffic and congestion, hazard to highway safety and inadequate parking. The submission has been carefully considered by the County Highways Authority and following the receipt of addition and amended information, have provided the following comments:

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

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

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

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

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

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

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other

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highway users, and to accord with the National Planning Policy Framework 2019 and Policy TAP1 Parking, access , and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

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

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

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

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

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

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

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

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

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- (a) parking for vehicles of construction site personnel, operatives and visitor and staff of Fidelity International.*
 - (b) loading and unloading of plant and materials*
 - (c) storage of plant and materials*
 - (d) programme of works (including measures for traffic management)*
 - (f) HGV deliveries and hours of operation*
 - (g) vehicle routing*
 - (h) measures to prevent the deposit of materials on the highway*
 - (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused on Green Lane, Smithy Lane and Chipstead lane.*
 - (k) on-site turning for construction vehicles*
- has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.*

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

7. *The submitted travel plan numbered FIML 2018 4119 TP06 shall be implemented upon occupation of the car park and for each and every subsequent occupation of the development, thereafter maintain and develop the travel plan to the satisfaction of the Local Planning Authority.*

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and the Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

8. *The car park hereby approved shall not be occupied unless and until a minimum of 33 of the available car parking spaces are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.*

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policy TAP1 Parking, access, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

9. *The proposed car park shall not be occupied until a Car Park Management Plan which aims to restrict the numbers of staff driving to the site, and*

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ensures the car park operates efficiently and prevents overspill parking from the proposed parking areas .has been submitted to and approved in writing with the Local planning Authority. The approved Car Park Management Plan shall be implemented upon first occupation of the proposed car park.

Reason: The condition above is required in order that the development should no prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policy TAP1 Parking, access , and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

Informatives

1. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see: <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see: www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice.

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

3. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.

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

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Note

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

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

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

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

Fidelity is proposing 1610 desks on the site within a floor space of 12,077m². This is equivalent to one desk per 7.5 m². Nationally this ranges from about one desk per 6m² and one desk per 10m². So, the proposed desk space is reasonable. According to Fidelity the 1610 desks would remain the same up to and beyond 2015(sic) when 2200 staff would be working from their Kingswood site.

In order to encourage staff to work from home Fidelity is proposing to cap the quantum of desks to 1610 and the quantum of standard parking spaces to 1225. If more than 1610 staff wanted to work on the site, the quantum of desks and parking spaces would not accommodate that increase. It is

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therefore unlikely that more staff would arrive on site than could be accommodated at a desk or able to park their vehicle. Furthermore, staff are to be supported with a desk booking system so staff would know before leaving home whether they have a desk for that day. Otherwise a member of staff could arrange to work from home.

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

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

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

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

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

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require the developer to provide a replacement shelter at the bus stop serving north bound services on the A217 and a shelter serving south bound services on the A217.

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

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

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

Flow diagrams have been correctly presented to show the data that was collected in 2018. This was then grown again to show traffic flows in 2019 from which to assess the predicted traffic flows from the proposed

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development. The traffic flows have been grown again to shows flows by 2024 without the development. Another diagram has been correctly presented to show the development flows by 2024 when the site is likely to be fully occupied with 2200 staff. These flows have been correctly added to the 2024 flows.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Annex A Highways England recommended Planning Conditions

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

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

Condition 1

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

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

Condition 2

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

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

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

Design appraisal

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

Neighbour amenity

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

Ancient Woodland and Ecology

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

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

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

Sensitive lighting

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

Biodiversity net gain

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

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

'How the proposals avoid damage

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

How the proposals mitigate against damage

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

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How the proposals compensate for loss or damage

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

- 6.34 The submitted Site Wide Biodiversity and Habitat Enhancement Plan (BD 0210 SD 030 R03) proposes a net gain of 5 semi-mature trees overall, a net gain of 100 standard trees overall, 1135m² of new woodland planting, 1960m² of pollinator friendly and sensory planting, 45m² of new habitat beneficial to wildlife and invertebrates, 2770m² of species rich meadow in place of existing poor quality and species poor amenity grass, 11300 native bulbs, 455m² of green roof planting, 15 x bat boxes, 12 x bird boxes, 2 x hibernacula and invertebrate features and 2 x hedgehog houses.
- 6.35 Subject to recommended conditions to ensure a net gain in biodiversity, lighting details to be submitted and the securing of a woodland management plan, the proposal is considered to be acceptable in terms of impact on wildlife habitat.

Impact on trees

- 6.36 The site is covered in large parts by Tree Preservation Order RE59. The Tree Officer was consulted upon the proposal and carried out a desktop review of the arboricultural report and considered the loss of trees to facilitate the extension is not excessive and will not have an impact on the canopy cover within the application site.
- 6.37 A total of 43 trees would be removed as part of this proposal. This number comprises of 16 category B trees and 27 category C trees, 13 of which are within the 15m Ancient Woodland buffer zone.
- 6.38 There are three applications at the site. The proposed replacement pavilion application (19/01184/F) would see the removal of 7 trees, and the proposed landscaping application (19/01177/F) would see the removal of 12 trees. Over the three applications this would result in the loss of 62 trees in total.
- 6.39 The application includes the provision of planting of a total of 70 semi-mature trees, and 100 standard trees of mixed species and sizes. This results in a net gain of 108 trees.
- 6.40 The biodiversity and habitat enhancement plan (BD 021 SD 031 R) demonstrates a detailed planting scheme which includes diverse selection of specimen tree species, woodland planting and the creation of various habitats that will benefit the whole site. For example the woodland tree planting comprises twelve forest type trees ranging from heavy standards (3-3.5 m), extra heavy standards (4 metres) up to semi mature specimens (7 metres) once in place will provide immediate screening to the extended multi decked

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

- 6.41 An amended site wide biodiversity and habitat enhancement plan and site wide outline planting plan have been submitted to provide the proposed tree planting and condition 2 (approved plans) includes these plans to secure the implementation.
- 6.42 The Tree Officer noted the incursion into the buffer zone is minimal and the nature of development i.e. non-residential and will mean there will be no significant damage to the ancient woodland as identified in the report e.g. fly tipping. predatory pets. The report has accepted there will be an increase in pollution from the additional cars using the facility and artificial light, although this has not been quantified. To compensate for the loss of the trees, increase in pollution and artificial light the landscape scheme must demonstrate how the replacement planting will enhance the ancient woodland. A woodland management plan would be secured by way of condition to improve its structure and increase ecosystems. A full tree protection condition would be attached to ensure protection of retained trees

Other matters

- 6.43 Objection has been raised on the grounds of impact upon air quality. The Council's Air Quality Officer was consulted upon the proposal and has raised no concerns over air quality at this site providing the Electric Vehicle charging spaces are put in. A condition is recommended to secure the provision of 33 electric vehicle charging spaces.
- 6.44 The site is not within nor adjacent to a Conservation Area and is not considered to result in a harmful impact in this regard.
- 6.45 Objection was raised on the grounds of inconvenience during the construction period. Whilst it is acknowledged there may be a degree of disruption during the construction phase, the proposal would not warrant refusal on this basis and statutory nuisance legislation exists to control any significant disturbance caused during the construction of the proposal. A construction method statement would be secured by planning condition. No significant health issues are considered to arise as a result of the planning application. Regard has been had to the Human Rights Act 1998.
- 6.46 Property devaluation is not a material planning consideration.
- 6.47 The site is located within Flood Zone 1 and a condition is recommended to secure details of surface water drainage
- 6.48 The parking is proposed for commercial use in connection with the existing use of the site and would not provide for community use of the site.

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CONDITIONS

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

Reason:

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

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

Plan Type	Reference	Version	Date Received
Other Plan	BD 0210 SD 030	R03	31.01.2020
Floor Plan	FKC-NHA-XX-02-DR-APL213	P02	24.12.2019
Floor Plan	751-NHA-XX-DR-A-PL212	P01	24.12.2019
Floor Plan	751-NHA-XX-DR-A-PL211	P01	24.12.2019
Floor Plan	751-NHA-XX-DR-A-PL210	P01	24.12.2019
Elevation Plan	FKC-NHA-XX-XX-DR-APL251	P01	01.10.2019
Elevation Plan	FKC-NHA-XX-XX-DR-APL250	P01	01.10.2019
Roof Plan	FKC-NHA-XX-XX-DR-APL230	P01	01.10.2019
Site Layout Plan	FKC-NHA-XX-XX-DR-APL001	P01	01.10.2019
Other Plan	2018/4119/012	B	21.11.2019
Other Plan	2018/4119/013	A	21.11.2019
Other Plan	2018/4119/009	A	21.11.2019
Elevation Plan	FKC-NHA-XX-XX-DR-APL300	P00	12.06.2019
Location Plan	FKC-NHA-XX-XX-DR-APL000	P00	12.06.2019
Section Plan	FKC-NHA-XX-XX-DR-APL261	P00	12.06.2019
Elevation Plan	FKC-NHA-XX-XX-DR-APL150	P00	12.06.2019
Elevation Plan	FKC-NHA-XX-XX-DR-APL151	P00	12.06.2019
Site Layout Plan	FKC-NHA-XX-XX-DR-APL101	P00	12.06.2019
Floor Plan	FKC-NHA-XX-00-DR-APL111	P00	12.06.2019
Floor Plan	FKC-NHA-XX-01-DR-APL112	P00	12.06.2019
Floor Plan	FKC-NHA-XX-B1-DR-APL110	P00	12.06.2019
Roof Plan	FKC-NHA-XX-XX-DR-APL130	P00	12.06.2019
Section Plan	BD 0210 SD 813	R02	12.06.2019
Section Plan	BD 0210 SD 812	R02	12.06.2019
Other Plan	BD 0210 SD 031	R00	31.01.2020

Reason:

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

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

Reason:

To ensure the Local Planning Authority are satisfied with the details of the proposal and its relationship with adjoining development and to safeguard the

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visual amenities of the locality with regard to Development Management Plan 2019 policy NHE5.

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

Reason:

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

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

Reason:

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

6. No part of the new car park shall be occupied for parking of cars unless and until an appropriate bus shelter has been provided at both the north and south bound bus stops on the A217 as shown on the plan numbered 2018 4119 009 Rev A and in accordance with a scheme to be submitted to and approved in writing with the Local Planning Authority.

Reason:

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

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

Reason:

The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policy

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

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

Reason:

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

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

Reason:

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

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

- (a) on site parking for all vehicles of construction site personnel, operatives and visitor and staff of Fidelity International.
- (b) on site loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) programme of works (including measures for traffic management)
- (e) HGV deliveries and hours of operation (*no HGV movements to or from the site to take place during the AM or PM traffic peak*)
- (f) vehicle routing and road signage
- (g) measures to prevent the deposit of materials on the highway *to include wheel washing facility*
- (h) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused on Green Lane, Smithy Lane and Chipstead lane.
- (i) on-site turning for construction vehicles has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.
- (j) *a Communication Plan to include the contact telephone details for the Construction Manager 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

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2019 and Policy DES8 Construction Management of the Reigate and Banstead Local Plan Development Management Plan September 2019.

11. The submitted travel plan numbered FIML 2018 4119 TP06 shall be implemented upon occupation of the car park and for each and every subsequent occupation of the development, thereafter maintain and develop the travel plan to the satisfaction of the Local Planning Authority.

Reason:

The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and the Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

12. The car park hereby approved shall not be occupied unless and until a minimum of 33 of the available car parking spaces are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason:

The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policy TAP1 Parking, access , and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

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

Reason:

The condition above is required in order that the development should no prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policy TAP1 Parking, access , and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

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

Reason:

To mitigate any adverse impact from the development on the M25 junction 8 Reigate Hill. To ensure that the M25 continues to be an effective part of the

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national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

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

Reason:

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

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

Reason:

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

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

Reason:

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

18. The development hereby approved shall proceed only in strict accordance with the provision of the Ecological Mitigation Plan by Arbtech Consulting Ltd dated 8th January 2020 and Site Wide Biodiversity and Habitat Enhancement Plan no. BD0210 SD 030 R03', dated 8th January 2020, author BD Landscape Architects. The ecological enhancements as detailed shall be undertaken as required by the National Planning Policy Framework and Natural Environment and Rural Communities Act (2006).

Reason:

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

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

Reason:

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

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

Reason:

To ensure good arboricultural practice in the interests of the maintenance of the character and appearance of the area and to comply with British Standard 5837:2012 'Trees in Relation to Design, demolition and Construction – Recommendations' and policy NHE3 of the Development Management Plan 2019.

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

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

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

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

Reason:

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

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

Reason:

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

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

Reason:

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

INFORMATIVES

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

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

The development, once started, will be monitored by my enforcement staff to ensure compliance with the legal agreement and the conditions. Failure to

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pay the agreed infrastructure contribution will result in legal action being taken against the developer and/or owner of the land for default of the relevant agreement.

4. You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:
- (a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs 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 manager who will be able to deal with complaints; and (v) how those who are interested in or affected will be routinely advised regarding the progress of the work. Registration and operation of the site to the standards set by the Considerate Constructors Scheme (<http://www.ccscheme.org.uk/>) would help fulfil these requirements.
6. The use of a suitably qualified arboricultural consultant is essential to provide acceptable submissions in respect of the arboricultural tree condition above. All works shall comply with the recommendations and guidelines contained within British Standard 5837.

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7. The use of landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above relevant conditions. Replacement planting of trees and shrubs shall be in keeping with the character and appearance of the locality. There is an opportunity to incorporate substantial sized trees into the scheme to provide for future amenity and long term continued structural tree cover in this area. It is expected that the replacement structural landscape trees will be of Semi-Mature/Advanced Nursery Stock /Extra Heavy Standard/Heavy Standard size with initial planting heights of not less than 6m/4.5m/4m/3.5m, with girth measurements at 1m above ground level in excess of 20/25cm/16/18cm/14/16cm/12/14cm.
8. 1. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see: <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see: www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice.
9. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
10. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.

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

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REASON FOR PERMISSION

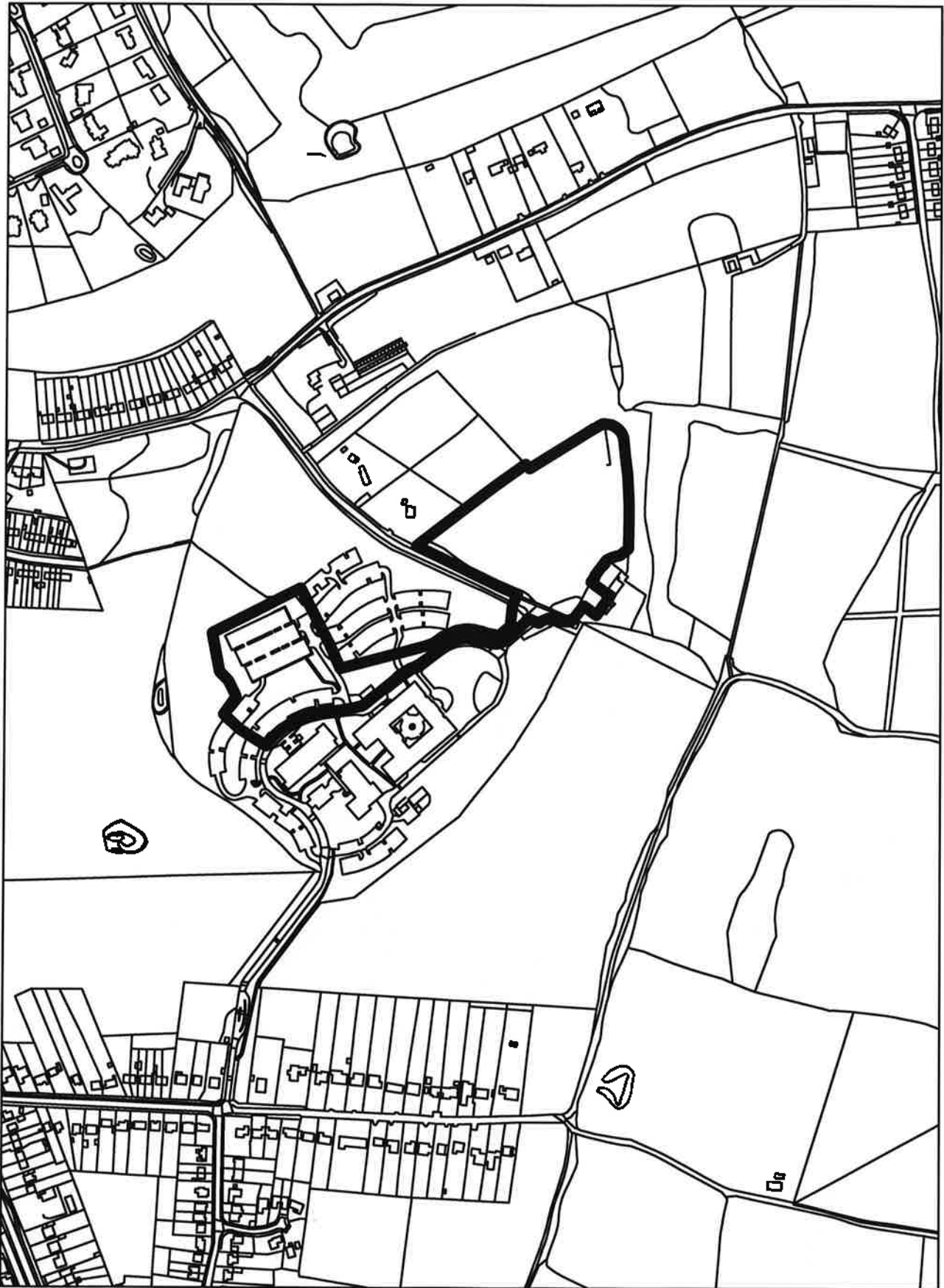
The development hereby permitted has been assessed against development plan policies NHE1, NHE2, NHE4, NHE5, NHE9, DES1, DES8, TAP1 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

Proactive and Positive Statements

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

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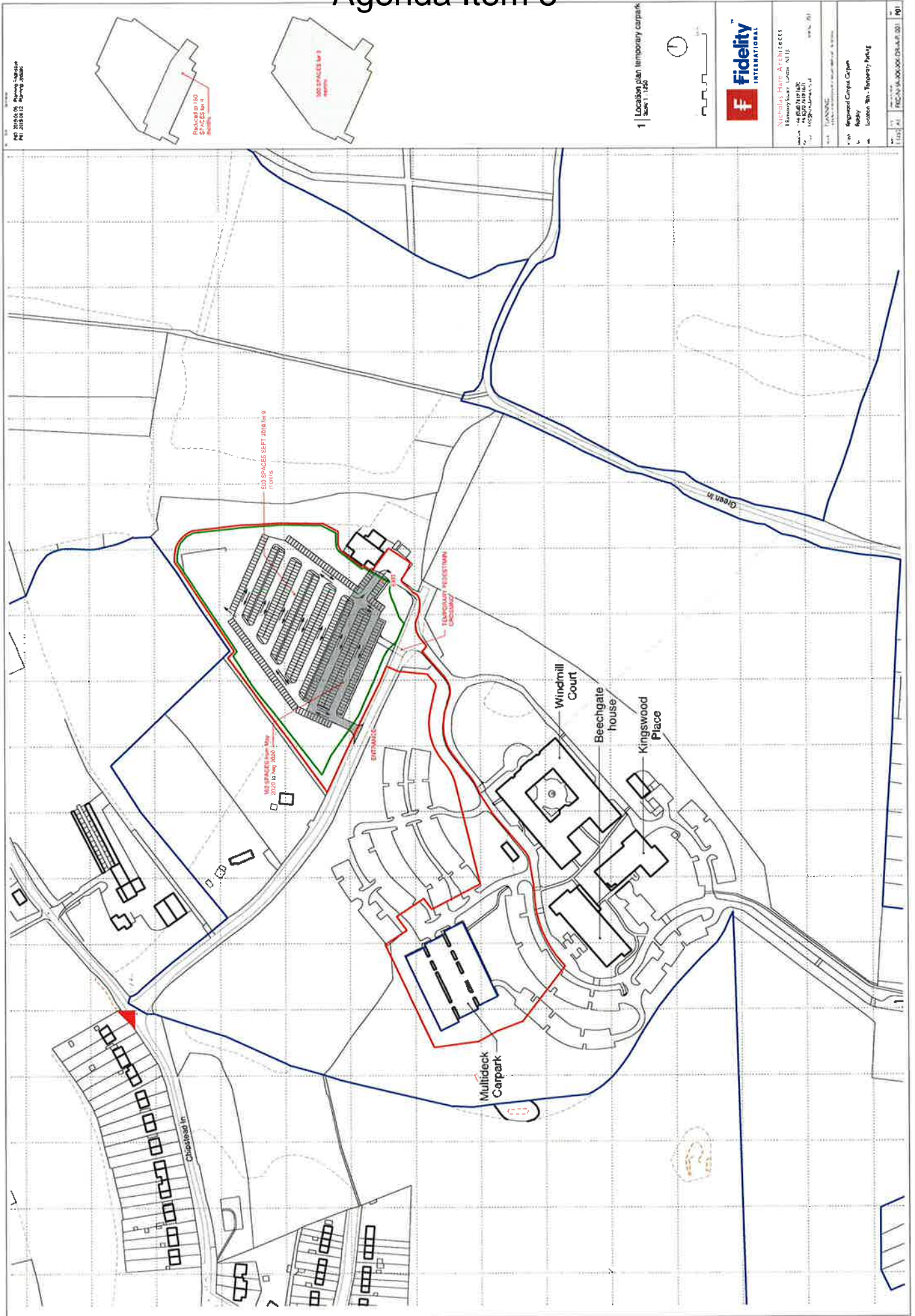
19/01176/F - Kingswood Fields, Millfield Lane,
Lower Kingswood



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Scale 1:5,000

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1 | Location plan temporary carpark
Scale: 1:1250



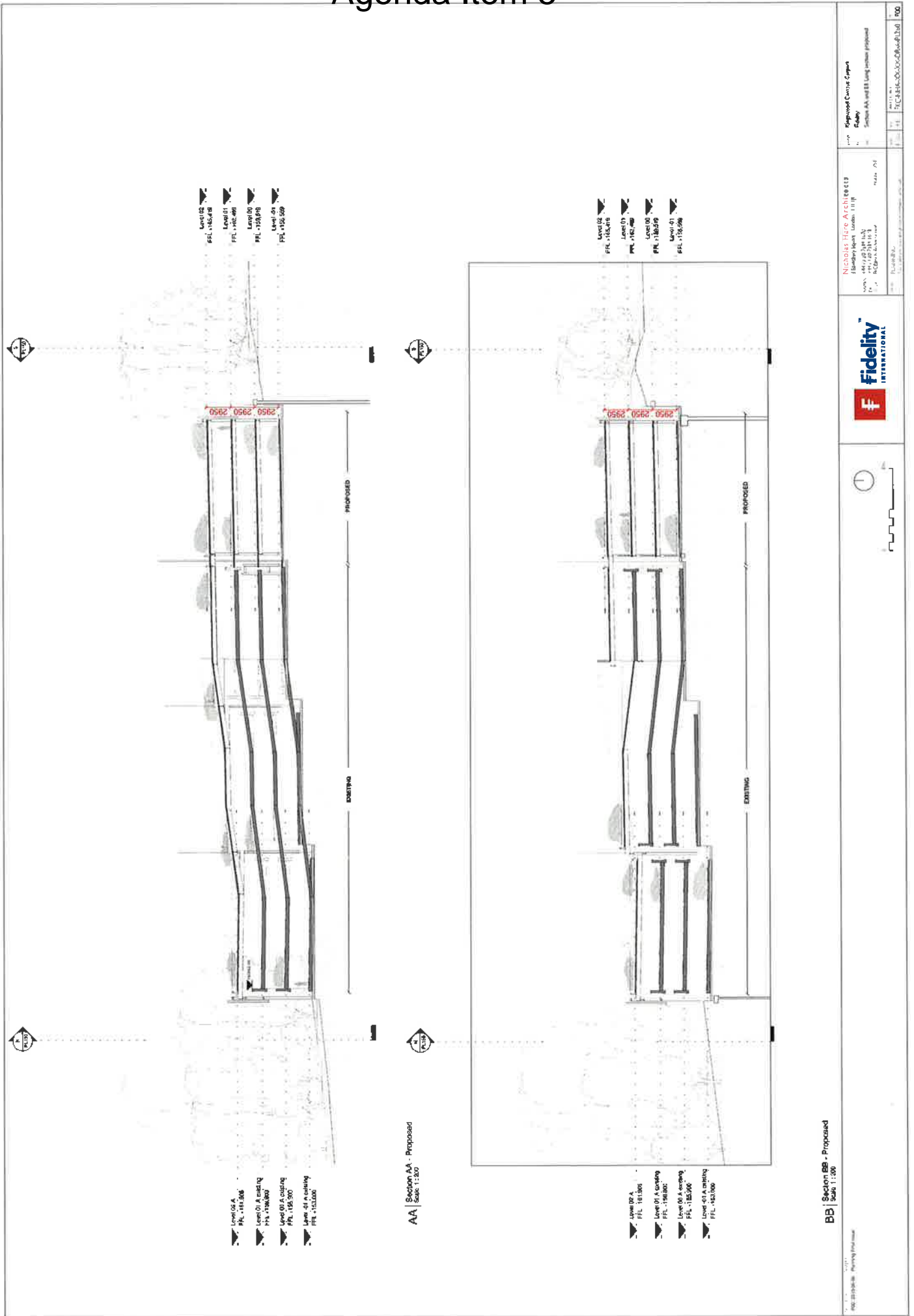
Nicholas Hare Architects
 1 Ramsey Square, London, N1 1JL
 Tel: +44 (0)20 7419 1100
 Fax: +44 (0)20 7419 1101
 www.nicholas-hare.com

Approved Carpark Operator
 Fidelity
 London W1A 1AA, Temporary Permit

11/10/20 1:4
 REC-A1-A1-000-000-A1-001 (P0)

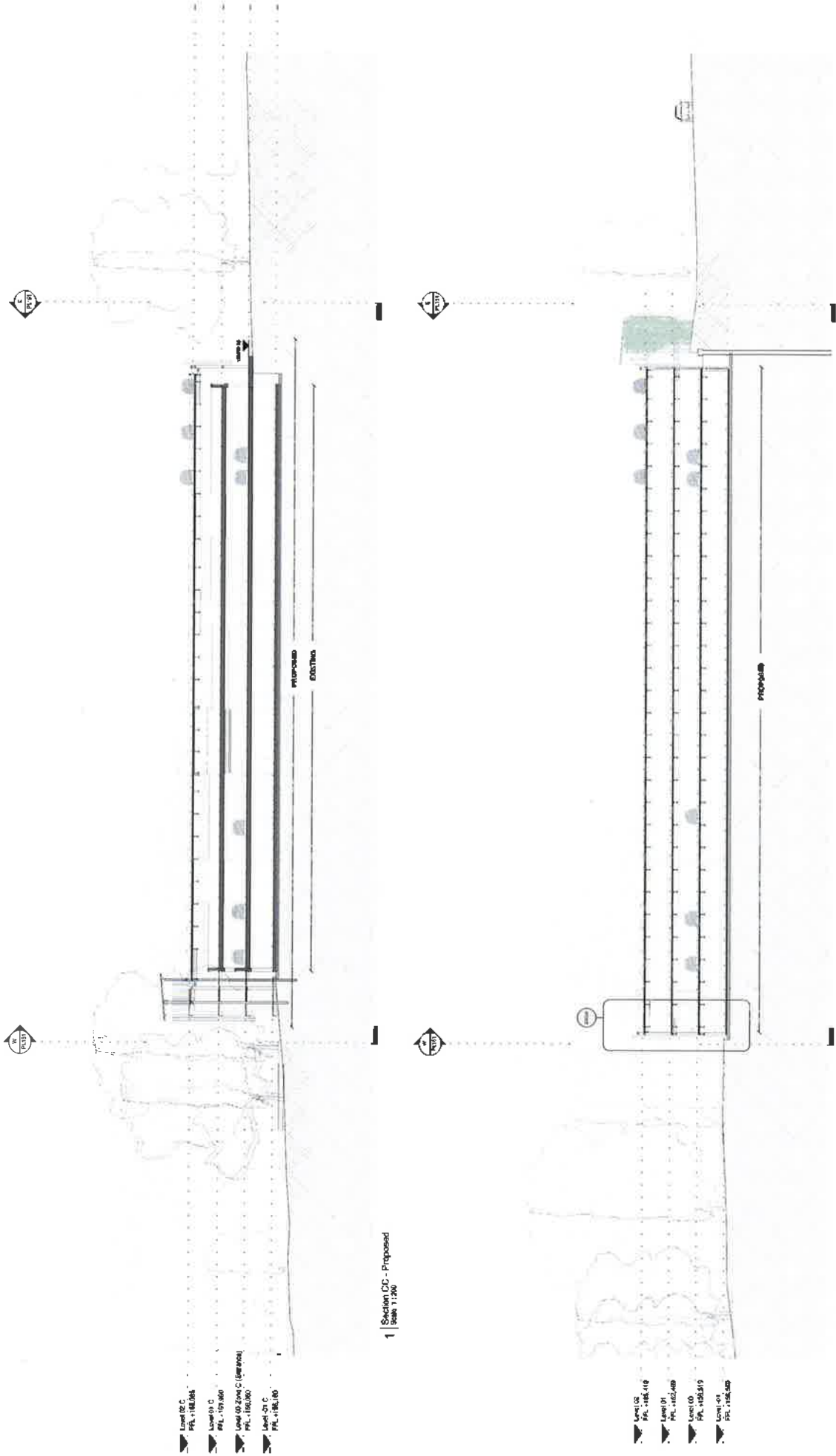
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	<p>Nicholas Hertz Architects 15000 144th Avenue, Suite 100 Richmond, BC V6V 2G1 Tel: 604.273.8888 Fax: 604.273.8889 Email: nicholas@nicholashertz.com</p>	<p>Proposed Construction City Site: 1182.500-1182.510 Date: 11/11/2011</p>
	<p>1:200</p>	

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▲ Level CC
 P/L - 186.108
 ▲ Level D1
 P/L - 187.860
 ▲ Level D2 and C (Easement)
 P/L - 186.990
 ▲ Level D3 C
 P/L - 186.100

1 | Section CC - Proposed
Scale: 1"=50'

▲ Level CC
 P/L - 186.110
 ▲ Level D1
 P/L - 187.860
 ▲ Level D2
 P/L - 187.810
 ▲ Level D3
 P/L - 186.100

2 | Section DD - Proposed
Scale: 1"=50'

Map of Work - Planning/Engineering

<p style="text-align: center;">NICHOLAS & ASSOCIATES</p> <p style="text-align: center;">10000 Elgin Road, Laguna Hills, CA 92653 Tel: (949) 951-8500 Fax: (949) 951-8501 www.nicholasandassociates.com</p> <p style="text-align: right;"><small>PLANNING</small></p>	<p style="text-align: center;">Signature _____ Name: [Redacted] Title: [Redacted]</p> <p style="text-align: center;">Seal [Redacted Seal] No. [Redacted] Exp. [Redacted]</p>
<p>Project: [Redacted]</p> <p>Location: [Redacted]</p> <p>Date: [Redacted]</p>	<p>Legend</p> <p>□ Easement/Right-of-Way □ Right-of-Way</p>

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Planning Section A-A
Scale 1:200 @ 4'



Physical Section A-A
Scale 1:200 @ 4'

B Kingswood Fields - MSCP
Illustrative Landscape Section A-A
5th June 2016 Scale: 1:200 @ 4'
@ 20m @ 4m

New units medium trees and hedges with plasticine planting in front of proposed multi-story car park

New footpaths for pedestrian access to campus and perimeter

Orange poplars/blackbutt carpet

Main access to side entrance

Low quality parking

Air park spaces

Plasticine Areas

MSCP

Orange Creek Path

Orange poplars/blackbutt carpet

Main access to side entrance

Low quality parking

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Existing woodshed

Existing fence

Landscape buffer

Existing car park

Existing trees

Existing pedestrian crossing

Existing edge of the road

Existing Section B Scale 1:500 @ A1



Existing woodshed retained

Existing fence retained

Proposed new fence and pedestrian crossing

New drainage of SWP for trees & mitigation landscaping

Appointed pedestrian crossing

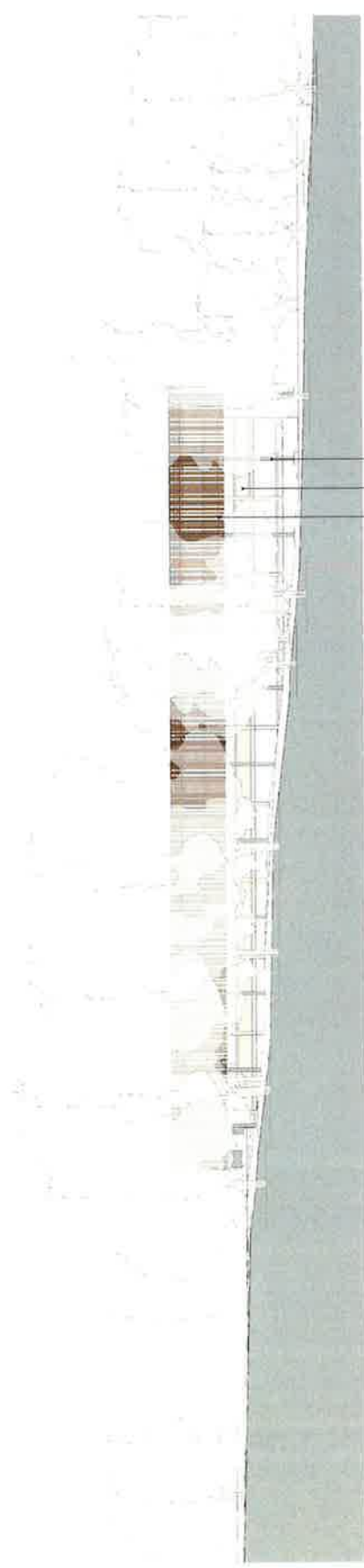
Existing fence retained

Proposed pedestrian crossing

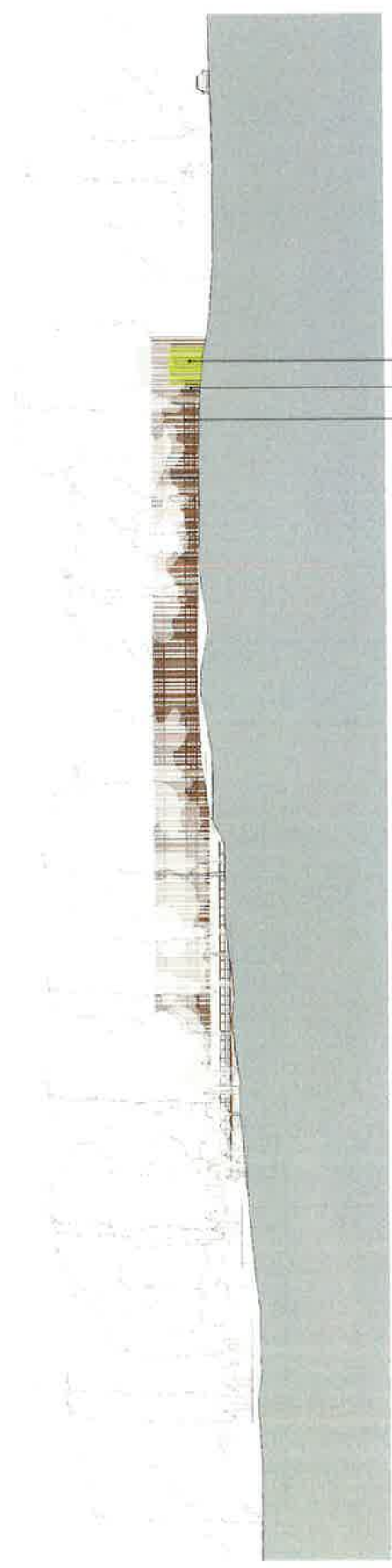
Proposed new parking and vehicle turning area

Proposed Section B Scale 1:500 @ A1

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

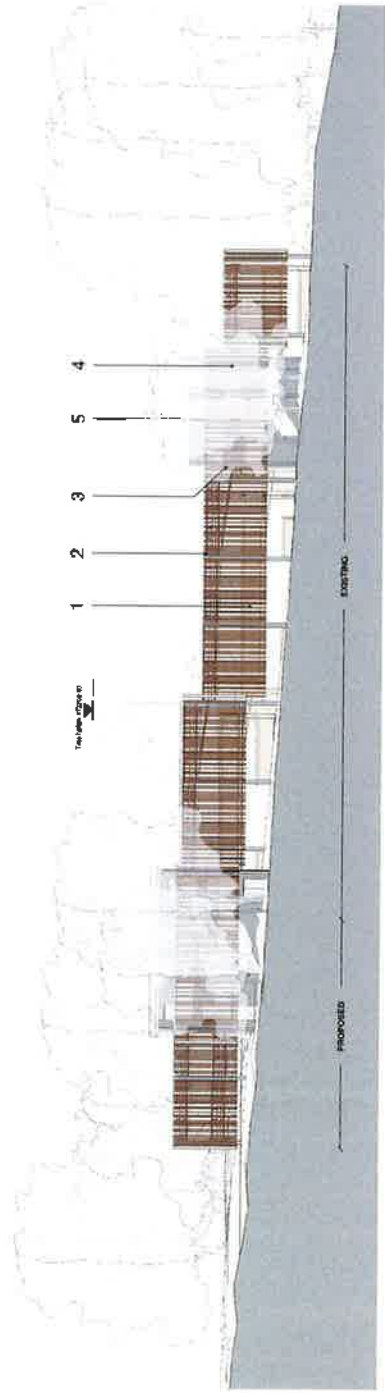


S | South Elevation - Proposed
Scale: 1/8" = 1'-0"

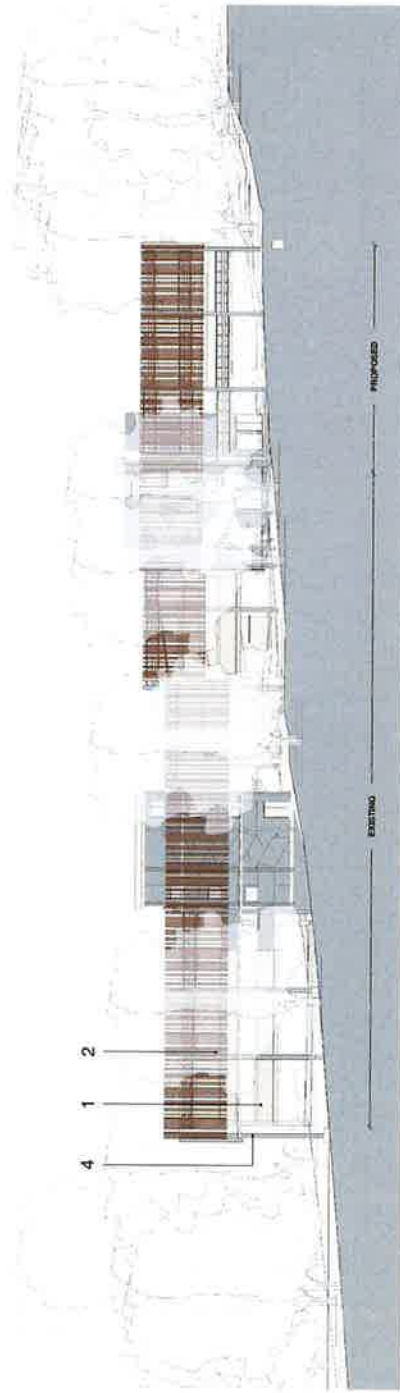
- 528
- 1.1 Existing Concrete Deck Impact
 - 1.2 Existing Concrete Deck
 - 1.3 Existing Concrete Deck
 - 1.4 Existing Concrete Deck
 - 1.5 Existing Concrete Deck
 - 1.6 Existing Concrete Deck
 - 1.7 Existing Concrete Deck
 - 1.8 Existing Concrete Deck
 - 1.9 Existing Concrete Deck
 - 1.10 Existing Concrete Deck
- For additional landscape information refer to landscape illustrations

<p>Nicholas Design Architects 4440 20th Ave SW Suite 100 Golden, CO 80401 Phone: 303.440.1234 Fax: 303.440.1235 www.nicholasdesign.com</p>		<p>Approved Campus Court Fidelity Brewster North and South - Proposed</p>	
<p>PROJ: 20170828-01 - Building Architecture DATE: 08/28/17 DRAWN BY: [Name] CHECKED BY: [Name] PROJECT NO.: [Number]</p>		<p>DATE: 08/28/17 TIME: 11:00 AM PROJECT NO.: [Number]</p>	

Agenda Item 5



E East Elevation - Proposed
Scale 1:200



W West Elevation - Proposed
Scale 1:200

- Zone**
- 1 Existing Character Check, All Parks
 - 2 Prime Quality
 - 3 Commercial Special Future
 - 4 Lightly Used
- For additional landscape information refer to landscape inventories

NO. 20190121 - Sheet 16 of 16
NO. 20180117 - Version 24/06/2019



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Prepared by: Nicholas Hare Architects
Project: [illegible]
Division: East and West - Proposed

NO. 20180117 - Version 24/06/2019

Agenda Item 5



Transport Technical Note

Review of Supporting Documents,

Kingswood Fields Millfield Lane Lower Kingswood Surrey KT20 6RP,

Extension of existing multi-decked Car Park,



Agenda Item 5

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Issue	Issue date	Compiled	Checked	Authorised
1 st	2020-06-23	ART	LNS	LNS

1 Introduction

- 1.1 This Transport technical Note has been prepared by GTA Civils Ltd for Reigate and Banstead District Council (RBDC) in order to provide an assessment on the submitted documentation in support of the proposed development of:
- Extension of existing multi-decked car park, including associated landscaping works and plant enclosure, to provide an additional 326 car parking spaces. Provision of temporary surface car parking for 500 cars on the playing fields adjacent to the pavilion building during construction works for a period of 13 months after which it will be reinstated to its existing grassland condition.
- 1.2 The proposed development is located at Kingswood Fields Millfield Lane Lower Kingswood Surrey KT20 6RP and has planning reference 19/01176/F. The reason for the proposed development is the offices at Kingswood in Surrey are being refurbished so that office jobs can be relocated from Oakhill in Kent. As a result of the office refurbishment additional parking will be required. At present the site provides 971 parking spaces.
- 1.3 This Transport technical Note considers the following issues as requested by RBDC:
- Do we agree with the submitted Transport Assessment and the findings of the County Highway Authority that the proposal would be acceptable in highway terms subject to conditions and S106 obligation;
 - Could a new direct access from the site to the A217 be required and what would be the transport implications associated with this?
 - Are the measures outlined within the Travel Plan reasonable or could further sustainability measures be required?
 - Is there scope to refuse the application on highway grounds or potential for any further improvements that could be required through planning?

1.4 In order to provide feedback on the above questions the following supporting documents for the development will be reviewed:

- Proposed layout drawings
- Transport Assessment
- Discussions with Highways England (HE)
- LINSIG junction modelling
- Discussions with Surrey County Council (SCC)
- Planning Committee Report 20th May 2020
- Local objections raised

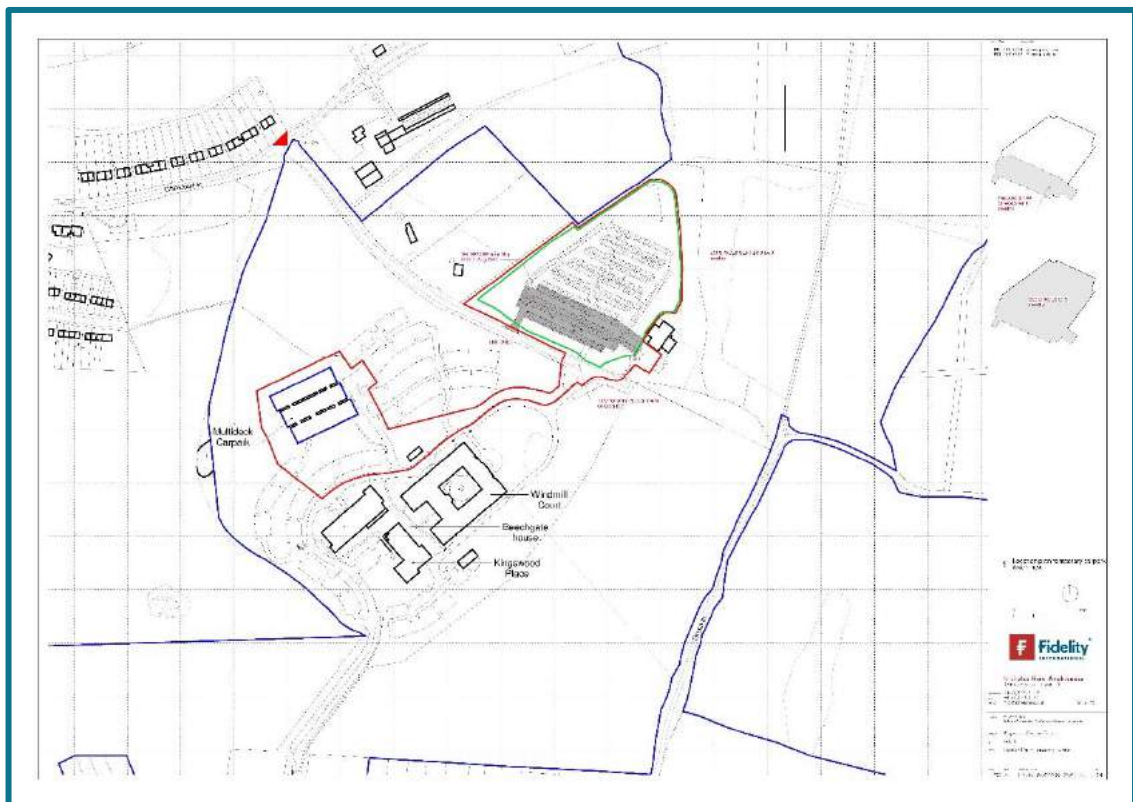
2 Document Review

2.1 This section reviews the various documents submitted in support of the planning application.

Proposed Layout Drawings

2.2 The proposed layout for the additional multi deck car park level and the temporary parking is shown below in **Figure 2.1** and is also contained in **Appendix A**.

Figure 2.1: Proposed Site layout



2.3 The multi-storey car park is highlighted in blue and the temporary car park is highlighted in green. There are no issues with this proposed layout the car park is located a suitable distance from the offices and footways and a pedestrian crossing are provided. As a temporary car park this location is suitable and raises no major issues. The two existing accesses are to be maintained as part of the proposed development.

Transport Assessment

- 2.4 The Transport Assessment for the site was produced by Russel Giles Partnership (RGP) for Fidelity International Ltd. and the final version was published on 2019/06/05. The Transport Assessment covers the proposed office refurbishment in addition to the extension of the car park.
- 2.5 In section 3 it is outlined that the site is reasonably well located in terms of public transport access and that there is potential for growth in terms of employees travelling to the site by non-car travel. A travel plan in conjunction with this transport Assessment would be effective in maximising non-car travel. This seems a reasonable assumption assuming that appropriate and reasonable measures are set out in the travel plan.
- 2.6 Baseline travel surveys indicate that for 1097 staff there is a peak accumulation of 907 vehicles. Whilst this is below the parking capacity of 971 parking spaces it does indicate a strong preference for existing employees to travel to the site by car, the rate of private car travel is 82%. Arrivals are predominately in the AM peak (0800-0900) and departures are predominantly in the PM peak (1700-1800). 470 vehicles arrive 0800-0900 and 402 vehicles depart 1700-1800. Given the significant number of existing journeys and the proposed expansion it will need to be demonstrated how the volume of traffic will be handled by the car parks and the accesses.
- 2.7 The staff travel survey indicates that a total of 83.46% of employees at the Kingswood office travel by car or motorbike to the offices (car passenger, Car driver (with passengers), Car driver (alone) and Motorbike). Whilst this is a slight discrepancy with the ATC data it is broadly similar and indicates that the vast majority of staff travel to the office by car. The staff travel survey results for the Oakhill office are that 88.22% travel by car (car passenger, Car driver (with passengers), Car driver (alone) and Motorbike). This indicates staff being moved from the Kent office are also highly likely to wish to drive to the office.
- 2.8 The staff travel survey also indicates that 5.3% of staff (from both offices) work from home on an average workday. In addition, 40% of staff from the Kingswood office and 24% of the Oakhill office would consider working from home full time. This may be useful in reducing car journeys to the office in future. It should also be recognised that given the recent lockdown related to the Covid-19 virus that work patterns may fundamentally shift from this in that employees had no choice but to work from home. It is highly likely that the proportion of employees working from home either part or full time may have risen significantly since the publishing of this transport statement.

2.9 The intended increase in car parking capacity as a result of the proposed development is from 971 to a total of 1,297 parking spaces, a total of 326 additional spaces. This will be composed as shown below in **Figure 2.1** extracted from RGP's Transport Assessment.

Figure 2.1: Total proposed Parking upon completion of development

Car Parking Spaces	Number
Standard	1225 (of which 33 would have passive EVCP provision)
Electric Vehicle Charging Point enabled (EVCPs)	39 (6 existing plus 33 proposed)
Visitor	12
Disabled / Reserved	13
Catering	8
Total	1,297 bays

2.10 Car sharing bays will be provided in incentivised locations closer to the office to encourage the use of car sharing, the amount of bays is not set out in the transport Assessment but this would be a useful measure if implemented correctly.

2.11 Improvement to the circulation within the multi-storey car park is also proposed based upon staff feedback. This is also a sensible measure given past issues and will allow for easier 2-way access at each side of the car park preventing queuing forming waiting to get into the car park.

2.12 Trip generation for the proposed development has been based upon baseline data collected from the existing Kingswood site (presently 1,097 staff). The future trip rates are based upon an anticipated growth to 1,600 employees (Kingswood + Oakhill staff numbers) and a growth to a maximum of 2,200 employees.

2.13 For 2,200 employees based upon recorded arrivals and departures with no other measures implemented this would mean a total of 1,773 cars arriving in the morning. This would mean an overspill of 476 cars from the parking capacity. The Transport Assessment contends this is an unlikely occurrence: *"since it would not be possible to fit this number of employees on site at a specific moment in time. It therefore does not reflect the changes proposed by FIL such as the Travel Plan,*

Limit on desks, Working from Home and Flexible Working Hours, and hence is purely for illustration purposes.”

- 2.14 A total of 75% of staff will attend the offices on a standard workday as contended by the Transport Assessment given an increase in part time workers, measures to encourage working from home, and a limit of desk space (total of 1,650 desks). This would make the morning arrivals 1,330. Whilst still over the parking capacity this would only lead to an overspill of 33 vehicles. SCC should consider conditioning the development to not provide more than 1,650 desks to ensure that arrivals do not grossly exceed this figure causing congestions and parking overspill.
- 2.15 Encouraging working from home and a desk booking system is a reasonable approach to lower the total number of staff on site for a standard work day, however it is clear that even with this there is a slight overspill so this will only be effective on conjunction with other measures such as a travel plan.
- 2.16 With a travel plan the Transport Assessment contends that the morning arrivals will be lowered by a further 10% to 1,197 which is within the parking capacity. With appropriate measures a 10% modal shift from car journeys is a sensible target for a travel plan. The effectiveness of the travel plan is covered later in this Technical note.
- 2.17 In addition, flexible working hours are proposed, core working hours are 1000-1600 allowing for flexibility in staff arrival and departure times. Whilst the measures and research set out reasonable assumptions on how this will lower the % of staff arriving at peak times this will not lower the overall volume of staff arriving, but rather flatten the curve of the arrivals and departures. This will still be useful in preventing congestion and is a useful measure if implemented correctly.
- 2.18 Vehicle distribution is based upon survey data which indicates that 60% arrive via Millfield Lane and 40% arrive via Green Lane. The Transport assessment contends that for the future employees (new employees to the site not the employees moved from Oakhill) this would remain the case. As existing and future employees are in the same catchment area and this has been demonstrated by a questionnaire of employees, this is a reasonable assumption.
- 2.19 Staff moving from the Oakhill obviously have a different catchment area given the different geographic location. Appendix J indicates that 90% will arrive from the east via the M25 which makes sense then, 56% will head up to Brighton Road- Chipstead Lane roundabout then using Millfield Lane to access the site and 37.8% turning right onto Smithy Lane to access the site via Green Lane. Overall making 61.8% access from Millfield Lane and 38.2% arriving from Green Lane.

- 2.20 This seems an unlikely distribution as it is more likely the majority of journeys would turn right onto Smithy Lane rather than take a more convoluted route. The Transport Assessment provides no explanation for this.
- 2.21 The Transport Assessment has assessed the impacts to the following junctions:
- Millfield Lane/Chipstead Lane
 - Green Lane/FIL Access/Smithy Lane
 - Smithy Lane/A217 Brighton Road
 - Chipstead Lane/A217 Brighton Road Roundabout
- 2.22 The scope of modelling work was agreed with Surrey County Council by pre-application discussions.
- 2.23 Models incorporate surveyed 2018 traffic movements, growth to 2024 via Temprow growth factors and development flows for up to 1,650 staff. This is an appropriate approach to modelling the proposed development impact.
- 2.24 The following scenarios have been modelled:
- Scenario 1 – Baseline 2019
 - Scenario 2 – Baseline 2024 + No change in staff numbers (1097) at Kingswood site
 - Scenario 3 – Baseline 2024 + 1650 staff at Kingswood site + Travel Plan Measures + Flexible working initiative (peak hour spreading)
 - Scenario 4 – Baseline 2024 + 1650 staff at Kingswood site + Travel Plan Measures
 - Scenario 5 – Baseline 2024 + 1650 staff at Kingswood site + no Travel Plan measures + no flexible working initiative
- 2.25 These are appropriate scenarios with scenario 5 representing a “worst-case” scenario for the modelling.
- 2.26 The limit of 1,650 staff given desk space and the intention to increase working from home and flexible hours is also a reasonable approach.

2.27 The results are as follows:

- Millfield Lane/Chipstead Lane: operates within capacity for scenario 5
- Green Lane/FIL Access/Smithy Lane: operates within capacity for scenario 5
- Smithy Lane/A217 Brighton Road operates within capacity for scenario 5
- Chipstead Lane/A217 Brighton Road Roundabout: operates marginally over capacity in scenario 5 for Brighton Road South in the AM peak and Chipstead Lane in the PM peak

2.28 In the worst-case scenario only the Chipstead Lane/A217 Brighton Road roundabout has any congestion issues. However significant congestion is not present for the same junction in scenario 3, so if a suitable Travel Plan and flexible working hours are implemented then congestion can be minimised. With scenario 5 the congestion amounts to an RFC of 0.907 with a queue of 9 vehicles on Brighton Road South in the AM peak and an RFC of 0.990 and a queue of 12 on Chipstead Lane in the PM peak. Whilst this is a source of congestion that can be avoided it does also demonstrate it is not severe congestion and delays in a worst-case scenario.

2.29 There is a slight issue in that the modelled flows account for a distribution from the Oakhill office that GTA Civils & Transport do not agree with subject to further explanation. However given a potential redistribution from Oakhill using Smithy Lane (as GTA would contend), this is still unlikely to cause congestion as the maximum RFC recorded in scenario 5 for the Smithy Lane/A217 Brighton Road is 0.436. This would also result in less movements through the Chipstead Lane/a217 Brighton Road Roundabout. As such the modelling results can be considered to accurately demonstrate no significant congestion or queueing resulting from the proposed development.

Travel Plan

- 2.30 The Travel Plan for the proposed development was produced by RGP and the final issue was issued on 2019/10/03.
- 2.31 The Travel Plan aims to change travel patterns of existing staff, staff relocating from the Oakhill offices and any future new staff. The Travel plan is applicable from the date of its approval from Surrey county Council.
- 2.32 As with the Transport Statement the Travel Plan contends that the development location is *"reasonably well located to enable staff and visitors to access the site by transport modes other than the private car"*. This is a somewhat favourable assessment given the sites location, train stations realistically will require an intermediate form of transport to be accessible and bus stops represent a reasonable walk. However, with appropriate measures non-car transport can still be maximised.
- 2.33 As with the Transport Assessment staff questionnaires and surveys have been used to assess the existing method of travel to work and identify suitable areas for modal shifts.
- 2.34 The Travel Plan sets out 2 objectives:
- Objective 1: Promote and actively encourage sustainable travel to and from the site;
 - Objective 2: Provide the physical infrastructure as well as company policies to facilitate sustainable travel and reduce the need to travel;
- 2.35 These are appropriate and realistic objectives for the travel plan.
- 2.36 The main target for the site is *"To reduce the proportion of single occupancy car trips by staff to 70% or less within 5 years."* Normally a travel plan would try to target 10% modal shift to other means for the proposed development site this would represent an 11.3% modal shift. This is a reasonable and achievable modal shift. This target is aimed to be achieved in year 5 of the travel plan. The targeted modal shift is shown below in **Figure 2.2**.

Figure 2.2 Targeted Modal Shifts from Travel Plan

Mode of Travel	Baseline	Year 1 target	Year 3 target	Year 5 target
Walk	0.2%	0.2%	0.2%	0.2%
Bicycle	0.5%	0.5%	1.0%	1.0%
Public Bus	0.1%	0.1%	0.1%	0.1%
Fidelity Shuttle Bus	6.0%	7.0%	7.0%	8.0%
Train	1.3%	1.4%	1.4%	1.5%
Train and Fidelity Shuttle bus	7.6%	8.0%	9.0%	10.5%
Car Passenger	1.1%	2.0%	2.8%	4.0%
Car Driver (with passengers)	1.1%	2.0%	2.8%	4.0%
Car Driver (alone)	81.3%	78.0%	75.0%	70.0%
Motorbike	0.1%	0.1%	0.1%	0.1%
Other	0.6%	0.6%	0.6%	0.6%
Total	100.0%	100.0%	100.0%	100.0%

- 2.37 The key targeted modal shift is to increase usage of shuttle buses, car pooling and cycling. Given the sites location and existing facilities this is a sensible and realistic approach.
- 2.38 In addition, a target of 25% of employees will be working from home by year 5 of the travel plan. With appropriate measures this is a reasonable and appropriate target.
- 2.39 All targets may be adjusted suitably with discussion between the Travel Plan Coordinator and Surrey County Council.

2.40 The following measures are to be implemented in relation to objective 1:

- Provide information relating to the Travel Plan on the dedicated internal and external website for Kingswood staff and visitors.
- Provide information relating to walking and cycling routes near to the site
- Provision of a Travel Plan Co-ordinator to liaise with all employees and manage the Travel Plan through facilitate user group meetings and co-ordinate travel surveys
- Provide all employees with 'employee welcome' packs with information relating to up to date sustainable travel to and from the site prior to starting
- Establish a private car sharing database for employees of the site
- Promote the Cyle2Work bicycle purchase scheme
- Promote the use of on-site facilities such as the gym and catering to encourage staff members to travel outside the network peak hours
- Provide bicycle training courses and/or Dr Bike event to provide bicycle maintenance classes for staff

2.41 These are all appropriate measures, but it should be made clear that any information in travel packs makes it clear how shuttle buses will function as this is the key modal shift being targeted.

2.42 In addition, the following measures will be implemented:

- Complimentary bus service is to be extended to cover Tonbridge Station
- Provision of welcome packs for new employees to encourage sustainable travel and provide information on methods of travel
- Encouraging car sharing via liftshare.com
- Provision of no site facilities including a gym, canteen and dry-cleaning
- Providing cycling and walking maps on the company internal website

2.43 These measures are suitable, in particular the expanded bus route should be effective in encouraging sustainable travel for staff relocation from the Oakhill office however. It should be made clearer how the shuttle buses operating from Tonbridge will function, will this work as a park and ride system? If not, then the predicted uptake may be optimistic compared to the actual uptake. SCC should make contact with the transport plan coordinator to confirm how this functions and ensure that it will be used as intended to prevent car journeys to the proposed development site.

2.44 The following measures are to be implemented in relation to objective 2:

- Highway improvement works to include widening the footway between the site (Green Lane access) and bus stops and improving the crossing provision on the A217.
- On-site Infrastructure such as safe pedestrian routes to and from the car park including lighting and waymarking signs to be provided
- Provide on-site shower and changing facilities and lockers
- Cycle parking to be provided on site as well as a puncture repair kit
- Provision of Kingswood shuttle bus services, including new service from convenient meeting point in Tonbridge to Kingswood for relocating Employees
- Provision of Electric Vehicle Charging Points (EVCPs)
- Provision of priority parking for car sharers
- Smart working policy to reduce the need to travel
- Flexible working policy to stagger arrival and departure times
- Home working policy to provide all eligible employees with the appropriate support and infrastructure to allow home working

2.45 The above measures are suitable for the targets of the Travel Plan and should be effective in achieving the modal shifts targeted if implemented properly.

2.46 Monitoring reports are to be produced on years 1, 3 and 5 of the travel plan to set out how effective the travel plan is and adjust and targets, aims and measures as appropriate. Monitoring will be as follows:

- Travel Surveys to be undertaken on years 1, 3 and 5 after completion of construction
- Snapshot surveys to be completed on years 2 and 4
- Target review in years 3 and 5, (initial targets set in year 1)

2.47 This is an appropriate monitoring programme if implemented correctly.

2.48 The aims, targets and measures set out in the Travel Plan are suitable and if implanted correctly should lead to a reduction in single occupier car journeys and prevent congestion and the onsite car park being over capacity. The Travel Plan has been approved by SCC highways and HE.

Highways England Discussions

- 2.49 Highways England's (HE) interest in the proposed development is the impact to their Strategic Road Network (SRN) In the vicinity of the proposed development site. Roads in the SRN in the vicinity of the site are the M25 and in specific Junction 8 of the M25 (M25-A217 Junction). As staff moving from the Kent office and some existing staff will use the M25 and this junction in order to drive to and from the office.
- 2.50 Due to the impact to their SRN HE has been consulted as part of the application process. Initially contact to HE was made on 2019-11-06, HE responded on 2019-11-27 and confirmed that their concern was *"potential to impact on the safe and efficient operation of the SRN. In the case of this proposed development, Highways England is interested in the potential impact that the development might have on the M25, in particular Junction 8"*. They also noted that some vital information was missing from the Transport Assessment submitted, they wished for modelled flows through Junction 8 of the M25 to be modelled to 2024 to account for future growth in addition to the development flows. RGP agreed to the request and Appendix M was updated accordingly to 2024. RGP also raised if the proposed improvements scheduled for June 2020 could be considered to mitigate the additional development and growth flows.
- 2.51 On 2020-02-28 HE confirmed that they wished for the following scenario to be modelled for junction 8 of the M25: *"Highways England require an assessment of the impacts at M25 Junction 8 for both Scenario 3 (fully occupied office with Travel Plan & Flexible working) and Scenario 5 (Proposed Dev, no Travel Plan measures & no flexible working). As discussed in our meeting and as outlined in previous correspondence, the improvement scheme that is proposed at M25 Junction 8 cannot be considered as committed. It is not funded and therefore, there is currently no guarantee that it will be delivered. We therefore require the applicant to assess the impacts at M25 Junction 8 as per the existing junction layout. This would also include a merge/diverge assessment. Highways England also require assessment for the end of Local Plan year (2027), in accordance with Circular 02/2013."* It is noted that any modelling will not account for any improvements to the junctions as this can not be guaranteed to proceed.
- 2.52 For the model HE confirmed on 2020-03-06 that they wished for surveyed 2015 traffic to be considered the base year, a Temprow growth factor should be used to growth the flows to 2027, 0800-0900 to be modelled for the AM peak and 1645-1745 or 1700-1800 to be modelled as the PM peak. On 2020-03-30 HE confirmed they agreed to the following growth factors, AM: 1.1775 and PM 1.1783.

- 2.53 HE provided their own LINSIG model for Junction 8 of the M25 so it is assumed that all junction geometrics and signal timings have been input to the model correctly, HE acknowledged on 2020-04-06 that timings may be optimised as long as the same timings are used for all modelled scenarios. The agreed modelling scenario is for a 2015 surveyed base year, growthed to 2027 using the agreed Temprow factors in the prior paragraph and scenarios 3 and 5 as outlined in RGP's Transport Assessment.
- 2.54 HE appointed a 3rd party specialist to assess the LINSIG model and Atkins Ltd. were appointed to assess the model output on 2020-04-16.
- 2.55 As a result of the modelling HE approved the development on 2020-05-05.

LINSIG Model

- 2.56 As set out in the prior section the purpose of the LINSIG model was to demonstrate that the proposed development would not cause an unacceptable impact to junction 8 of the M25. The model base was produced by HE so it is assumed that they have correctly input all the geometrics of the junction. HE has agreed that signal timings may be varied from the original mode as long as all scenarios use the same signal timings. The agreed parameters of the model were set out through discussions with HE and are as follows: 2015 base flows growthed to 2027 by Temprow, scenarios 3 and 5 from the Transport Assessment.
- 2.57 The Technical Note does not review the model itself as the results have already been reviewed and approved by a 3rd party consultant (Atkins Ltd.) and subsequently approved by HE. As a result it can be concluded that HE will raise no objection to the proposed development and are satisfied that the proposed development will not contribute to any excessive congestion the junction 8 of the M25 under model parameters dictated by HE.

Discussions with Surrey County Council

- 2.58 Surrey County Council is the authority for the area and will wish to ensure that the proposed development will not have any excessive impact to the local highway network in the vicinity of the proposed development and that the conclusions of the Transport Assessment are appropriate and the proposed Travel Plan measures are suitable.
- 2.59 On 2019-11-21 SCC provided the following advice for the proposed development in order to be granted planning permission:
- A financial contribution of £6,150 towards auditing the travel plan
 - The provision of a shuttle bus service from Tonbridge to Kingswood in accordance with details and timing to be submitted to and approved in writing with the Local Planning Authority.
 - A review of on street parking demand from Fidelity Kingswood on Green Lane, Chipstead Lane, Smithy Lane, and Beechan Lane from the date that staff are relocated from Kent up to a period lasting five years post full occupation in accordance with a methodology to be submitted to and approved in writing with the Local Planning Authority. If there is demand for car parking on these streets the developer is to fund and implement an appropriate Traffic Regulation Order to provide parking restrictions to mitigate such parking.
- 2.60 The following conditions were also recommended:
- No part of the new car park shall be occupied for parking of cars unless and until a two metre wide footway has been constructed on the north side of Green Lane and a two metre wide footway has been constructed on the east side of the A217 Brighton to include tactile paving and dropped kerbs at the Green Lane junction with the A217 Brighton Road Road, plus a two metre wide pathway should be created within the central reservation of the A217 Brighton Road all as generally shown on the submitted plan numbered 20184119009 Rev A.
 - No part of the new car park shall be occupied for parking of cars unless and until an appropriate bus shelter has been provided at both the north and south bound bus stops on the A217 as shown on the plan numbered 20184119 009 Rev A and in accordance with a scheme to be submitted to and approved in writing with the Local Planning Authority.
 - No part of the new car park shall be occupied for parking of cars unless and until appropriate gateway features at the locations shown on the submitted plan numbered 2018 4119 013 Rev A and associated carriageway markings have been provided at the speed limit change on Chipstead Lane in accordance with a detailed scheme to be submitted to and approved in writing with the Local Planning Authority.
 - No part of the new car park shall be occupied for parking of cars unless and until the A217 close to the junction with Smithy Lane and Buckland Road has been resurfaced , and provided with anti skid surface and existing road markings have been refreshed all as as generally shown on the submitted plan numbered 20184119 009 Rev A. The proposed car park shall not be occupied until the spaces have been provided in accordance with the

approved plans. Thereafter the parking spaces shall be retained and maintained for their designated purposes.

- Construction Transport Management Plan (* Note: Notice in writing must be given by the Local Planning Authority to the Applicant that if planning permission is granted this condition is intended to be imposed, or pre-authorisation from the applicant must be sought before recommending the imposition of this condition. The Validation requirements for planning applications needing the submission of a Construction Management Plan will provide this notice.)
- The submitted travel plan numbered FIML 2018 4119 TP06 shall be implemented upon occupation of the car park and for each and every subsequent occupation of the development, thereafter, maintain and develop the travel plan to the satisfaction of the Local Planning Authority.
- The car park hereby approved shall not be occupied unless and until a minimum of 33 of the available car parking spaces are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.
- The proposed car park shall not be occupied until a Car Park Management Plan which aims to restrict the numbers of staff driving to the site, and ensures the car park operates efficiently and prevents overspill parking from the proposed parking areas .has been submitted to and approved in writing with the Local planning Authority. The approved Car Park Management Plan shall be implemented upon first occupation of the proposed car park.

2.61 All proposed conditions are reasonable and appropriate for the proposed development site and should be incorporated into a decision notice and S106 agreement for the site if planning permission is granted. An appropriate S278 agreement will be required for all off site works and will be agreed and approved by SCC Highways prior to any construction.

2.62 GTA proposes and additional condition, the development should be conditioned to provide no more than 1,650 desk spaces. This will prevent further desk space being installed leading to more employees working on site on any day and prevent excessive arrivals and departures contributing towards congestions and parking overspill.

Planning Committee Report 20th May 2020

- 2.63 The planning committee of Reigate and Banstead Council discussed the proposed development as agenda item 5 of the planning committee meeting on 2020-05-20.
- 2.64 The main issues considered in the committee's report are:
- Impact on the Green Belt
 - Design and character
 - Neighbour amenity
 - Access and parking
 - Impact on trees
 - Ecology
 - Other matters
- 2.65 The key transport related issues here is access and parking and impact to the local highway network.
- 2.66 It is noted that a high number of objection letters raised concerns in regard to the additional traffic the proposed development would generate. The committee recognise the proposed conditions and recommendations from SCC as outlined in the prior section. The committee concludes that: *"the County Highway Authority have undertaken a full and thorough assessment of the transportation implications associated with the proposed development and their findings, which have been scrutinised by external parties, are not disputed by local planning authority Officers. Subject to the recommended conditions as detailed above and a S106 secured to provide the three requirements outlined, the proposal is considered acceptable in terms of highway matters"*.
- 2.67 The planning committee also recognises that Highways England have been consulted and after discussions on the modelling approach have agreed to no objection to the proposed development.
- 2.68 The committee concludes that there should be no objections on highways ground subject to the implementation of the SCC proposed conditions. As suggested in the prior section, GTA also proposes an additional condition limiting the development to no more than 1,650 desk spaces.

Planning Committee Questions

2.69 In addition to the report members of the planning committee requested for additional help in regard to the following queries:

- 1- scope for 20 mph zone with speed cameras, also that if their staff get points for speeding they might be required to use the dedicated bus services to the site:
- 2- How employees in Kent would be encouraged to use the bus service unless there is a sort of Park and Ride on Fidelity land over there where they can park up and pick up dedicated bus? Can this be explored? Alternatively, can Fidelity find some land for a car park off site in the area on a brownfield site, where their staff can get to and park with a short hopper bus journey from there.
- 3- how Fidelity existing local employees could be required to come by public transport or via staff bus e.g. from Redhill to keep overall car numbers down?
- 4- if these matters cannot be estimated e.g. take up then can we put a cap on the extension car park until we have the detail - so initially a small extra extension if needs be and then after 2 years allow the bigger extension
- 5- finally, armed with all the data what is the likely residual number of permanent extra spaces needed having taken into account all mitigation measures?

2.70 GTA advises the following in response to the above questions:

- 1- Whilst theoretically possible this would require an ANPR system to be installed. Presumably Fidelity has GDPR compliant data in regard to employee number plates (the recording of speeding and ANPR would have GDPR compliance issues). The 20mph zone would need to be clearly marked with roundels. GTA would suggest that a warning email to employees would be more suitable than a punishment for speeding. Generally this seems like it would be very difficult to implement.
- 2- This is something that maybe a revise Travel Plan could go into more detail in. Whilst theoretically a suitable way to encourage more sustainable travel this is a very valid point, if staff are unable to park near the shuttle bus terminus they are unlikely to use it. SCC should request clarification on this.
- 3- The Travel Plan properly implemented is the best method for this. The Travel Plan sets out suitable methods, aims, targets and monitoring so SCC should ensure this is implemented properly and if targets are not being reached ask for additional incentives and measures to ensure the targeted modal shifts are achieved.
- 4- This may be worth including as a condition on the planning decision. Monitoring survey results as stated in the Travel Plan will be key in assessing this. The risk with this is that implementing it would just lead to car parking overspill into the surrounding area.
- 5- GTA agrees with the assessment included in the Transport Assessment produced by RGP. With a properly implemented Travel Plan the additional 326 space is sufficient.

3 Conclusions

3.1 After reviewing supporting documentation for the proposed development GTA has the following answers to the questions raised in section 1:

- 1- Do we agree with the submitted Transport Assessment and the findings of the County Highway Authority that the proposal would be acceptable in highway terms subject to conditions and S106 obligation?
- 2- Could a new direct access from the site to the A217 be required and what would be the transport implications associated with this?
- 3- Are the measures outlined within the Travel Plan reasonable or could further sustainability measures be required?
- 4- Is there scope to refuse the application on highway grounds or potential for any further improvements that could be required through planning?

3.2 GTA's responses are as follows:

- 1- GTA Agrees with the findings of the submitted Transport Assessment and the local highway authority subject to the conditions suggested by SCC and a suitable S106 agreement incorporating the suggested conditions.
- 2- This would be possible but may be difficult to engineer. The A217 is a dual carriageway with a verge in the middle, any new junction would likely be difficult to incorporate to the existing road. A roundabout would be the best solution, but this may end up costing in excess of £1,000,000 and would have uneven flows through compared to accessing the development site. A priority junction would need to be signalised and would potentially cause more congestion than it relieves. The Transport Assessment concludes that the existing junctions used to access the development site are not excessively congested as part of the proposed development and GTA agrees with the results.
- 3- The measures proposed in the travel plan are appropriate if implemented properly. Further measures that should be explored are increasing incentives for employees, e.g. travel vouchers. The proposed monitoring plan will be key in determining the effectiveness of the Travel Plan and the Travel Plan Coordinator should regularly make contact with SCC in order to determine any additional measures required. In particular the shuttle bus from Kent will need to be implemented and used properly to achieve the aims of the travel plan.
- 4- GTA determines that with an appropriate decision notice and S106 outlining measures proposed by SCC in conjunction with a properly implemented Travel Plan that there should be no objections on highways grounds. In addition to the proposed conditions, GTA recommends an additional condition limiting the development to no more than 1,650 desk spaces to prevent over use of the site and excessive arrivals and departures.



Drainage - Flood Risk - Highways - Transport

GTA Civils & Transport, Gloucester House, 66a Church Walk, Burgess Hill, West Sussex, RH15 9AS

T: 01444 871444 E: enquiries@gtacivils.co.uk www.gtacivils.co.uk

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GTA CIVILS Limited, Registered in England No. 4192991. VAT Registration No. 777 5043 04

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 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	8 th July 2020
	REPORT OF:	HEAD OF PLANNING
	AUTHOR:	James Amos
	TELEPHONE:	01737 276188
	EMAIL:	james.amos@reigate-banstead.gov.uk
AGENDA ITEM:	6	WARD: <i>Redhill East</i>

APPLICATION NUMBER:	19/02012/OUT	VALID:	17/10/2019
APPLICANT:	Transform Housing and Support	AGENT:	Playle and Partners
LOCATION:	CHAUCER COURT, 4 COLLEGE CRESCENT, REDHILL, RH1 2LN		
DESCRIPTION:	Erection of a two storey block containing 8 x 1 bedroom flats for supported living with car parking (Outline application with all matters, apart from landscaping, to be considered). As amended on 29/11/2019, 16/12/2019, 20/01/2020 and on 23/06/2020.		
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.			

This application was deferred from the Planning Committee Meeting on 20th January 2020, to clarify the impact of the proposed block of flats on the amenities of the neighbouring property to the north. The previous report follows with addendum changes included italics.

In order to address these concerns, the applicants have submitted a section drawing which shows the relationship between the proposed block and the dwelling at 17, Westway Gardens. The drawing shows that there would be a minimum gap of 17m between the rear elevation of the proposed block of flats and the side elevation of no.17. The drawing also shows that no.17 is set approximately 2.5m below the ground level of the application site and that existing mature planting on the site boundary would screen much of the proposed development from the neighbouring property.

There would be no direct overlooking due to the disposition of windows, and due to the separation, the proposed building would not have an overbearing impact or cause any overshadowing to the neighbouring property. It is considered therefore, that the proposed scheme would not unacceptably affect the amenity of neighbouring properties and complies with DMP policy DES1.

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In light of these comments the previous recommendation for outline planning permission be granted, subject to the conditions below, is re-stated.


RECOMMENDATION

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

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 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	22 nd January 2020
	REPORT OF:	HEAD OF PLACES & PLANNING
	AUTHOR:	James Amos
	TELEPHONE:	01737 276188
	EMAIL:	james.amos@reigate-banstead.gov.uk
AGENDA ITEM:	9	WARD: <i>Redhill East</i>

APPLICATION NUMBER:	19/02012/OUT	VALID:	17/10/2019
APPLICANT:	Transform Housing and Support	AGENT:	Playle and Partners
LOCATION:	CHAUCER COURT, 4 COLLEGE CRESCENT, REDHILL, RH1 2LN		
DESCRIPTION:	Erection of a two storey block containing 8 x 1 bedroom flats for supported living with car parking (Outline application with all matters, apart from landscaping, to be considered). As amended on 29/11/2019, 16/12/2019 and on 20/01/2020.		
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.			

SUMMARY

The application site is situated within the urban area where there is a presumption in favour of sustainable development. Outline planning permission is sought for a two storey building which would contain 8 x 1 bedroom flats to be used for supported living for single mothers with babies. An existing building on the site is used for the same purpose.

The matters for approval at this stage are access, appearance, layout and scale. The remaining matter, landscaping, would be for a reserved matters application if this is approved.

The proposed building would be of a similar scale, design and height to the existing two storey block on the site and would be sited centrally with good separation to the site boundaries.

Protected trees on the site would not be affected by the proposals and it is considered that the amenities of residents in neighbouring buildings would not be adversely affected.

Although only 4 car parking spaces are proposed, the applicants have confirmed that the future occupants are unlikely to have access to private cars when they are

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living at the site, and that in their experience (backed up by evidence from similar facilities) the parking provided for the existing building on the site is rarely used.

The proposals would make efficient use of this previously developed site for new affordable housing which would meet an identified need, without harming amenities of neighbouring properties and are considered acceptable.

RECOMMENDATION

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

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Consultations:

Highway Authority: The Highway Authority made the following comments with regards to the original submission

1. The CHA request evidence to support the claims made in connection to the level of parking proposed. The development is for 8 flats, which to meet the Reigate and Banstead Parking Standards, would require 8 car parking spaces. The proposal suggests that 4 car parking spaces are to be provided, but the CHA note the area highlighted is already in use as a car park to support the existing 8 flats located on the plot. It is further noted that mention is made that the development is to provide support units and as such the occupants are not likely to own a private car. Can the applicant please provide evidence to substantiate that position, based on other sites owned and operated by the applicant. The CHA also request clarification around the use of the car park connected to the existing residential block, in effect how many of the existing 13 car parking spaces are in use on a regular basis by the residents. The CHA requests this information to determine that no overspill would take place, as it is considered the development would lead to a reduction in car parking levels, resulting in an intensified use of the remaining 9 car parking spaces for 16 flats. Subject to the above, a revised plan is requested to highlight where any additional parking would be located.

2. The CHA request a revised plan is submitted that details the location and type of cycle storage to be provided. Please request that the Applicant provides the above amendments/information in sufficient time so that we may respond before your deadline for determination. Please ensure that the response to this letter is in writing and all appropriate documentation, as requested, is attached.

In response, the applicants have submitted a statement in support of the car parking provision on the site and Surrey Highways have been re-consulted. They have further commented as follows:

The CHA highlighted that the proposals will result in the loss of on-site car parking in connection to an increased number of residential units being proposed, presently there are 13 car parking spaces available for 8 units, in accordance with the minimum car parking standards. This application is seeking an uplift of a further 8 units, bringing the overall total on-site to 16 units. In accordance with the Reigate and Banstead Parking Standards, a minimum of 20 car parking spaces are considered required to support that number of units in a medium accessibility area. This proposal will result in the overall reduction of 4 car parking spaces, resulting in a maximum of 9 car parking spaces on-site to support 16 units, less than half the required number to comply with the Reigate and Banstead minimum car parking standards.

In response, the applicant has submitted information to outline that the units are designated as supported living units, for occupiers that require additional support and management. The information submitted details that of the 8 existing units, the level of car ownership is no more than 25%. Further similar sites owned and operated by Transform Housing have been submitted to highlight that across these other sites the maximum level of car ownership has been noted as 43%. Therefore,

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Transform Housing consider that a reduction of 4 car parking spaces would be acceptable and should be supported with the reduced 9 car parking spaces. Citing that 9 car parking spaces would still provide sufficient capacity for both the occupiers and visitors to ensure that overspill parking would not take place on the public highway. Transform Housing therefore request that account is taken of the car ownership levels rather than the adopted car parking standards.

The CHA highlight this as an amenity issue to Reigate and Banstead, as the classification being sought for the new building remains C3, residential. Therefore, no objection is raised by the CHA but they advise, should the units not be used by Transform Housing for the purpose being sought, the overall site would be left with a significant shortfall in the number of on-site car parking spaces, and no information has been submitted to demonstrate if this could be accommodated should this situation arise. A condition specifying the use is therefore suggested to prevent this situation from occurring.

Representations:

Letters were sent to neighbouring properties on 25 October 2019, a site notice was posted 29 October 2019.

1 response has been received raising the following issues:

Issue	Response
Loss of /harm to trees	See paragraph 6.23
Overdevelopment	See paragraphs 6.4 – 6.10
Noise & disturbance	See paragraphs 6.11 – 6.15
Overbearing relationship	See paragraphs 6.11 – 6.15
Overlooking and a loss of privacy	See paragraphs 6.11 – 6.15
Overshadowing	See paragraphs 6.11 – 6.15

1.0 Site and Character Appraisal

- 1.1 The application site is located on the northern side of Chaucer Close, approximately 70 metres to the west of its junction with Frenches Road. The site is currently occupied by a two storey block which contains 8 flats which are used by the applicants to provide accommodation for supported living. Vehicular access to the site from Chaucer Close leads to a small car parkin containing 5 spaces. To the rear of the site is a large area of garden are which is laid to grass but is of an unkempt appearance.
- 1.2 To the west of the site is the southern campus of East Surrey College, whilst to the east is a single storey building care home called The Pines. To the north, the site has a boundary with 17 and 19, Westway Gardens, two storey residential properties.

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- 1.3 The area around the site is primarily residential in character. The large buildings of East Surrey College are located immediately to the west. The Council's Local Distinctiveness Guide identifies the site as falling within an area that has the character of 1930s -1050s suburbia.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: Pre-application consultation was undertaken with the Council (PAM/19/00330). In its written response, the Council case officer concluded that the principle of development was acceptable. No comments were offered on the form or design of the proposal as the pre-application consultation did not include any further details.
- 2.2 Improvements secured during the course of the application: The proposals are considered acceptable.
- 2.3 Further improvements could be secured through the use of conditions and a legal agreement to secure affordable housing provision.

3.0 Relevant Planning and Enforcement History

- | | | | |
|-----|--------------|--|-----------------------|
| 3.1 | 16/01519/TPO | T1 scots pine remove split branch,
T2 scots pine reduce lateral
branches by 2m | Granted
18/08/2016 |
|-----|--------------|--|-----------------------|

4.0 Proposal and Design Approach

- 4.1 This is an outline application for the erection of a two storey block which would contain 8 one bedroom flats which would be used for supported living for single people with low support needs or for single mothers with babies or young children.
- 4.2 The matters for approval at this stage are access, appearance, layout and scale. The remaining matter, landscaping, would be for a reserved matters application if this is approved.
- 4.3 The proposed block would of a similar scale and form to the existing building on the site and would provide a similar type of accommodation. The building would be built in modular form and would be finished in brick with a tiled roof. The existing access to the site would be re-used. A total of 4 car parking spaces would be provided with cycle parking to be provided via a condition.
- 4.4 Transform Housing & Support (TH&S) are a charity that offers people a safe place to live, with support to deal with the issues they are facing. They state that their clients living in supported housing have their own room or flat in a property managed by Transform. The majority of accommodation is fully furnished, including kitchen equipment and bedding. Transform give people a place to call home, where they can get their life back on track. They state that each resident has their own keyworker who provides one to one support.

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- 4.5 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:
Assessment;
Involvement;
Evaluation; and
Design.
- 4.6 Evidence of the applicant's design approach is set out below:

Assessment	The statement notes that the site forms part of their existing site in Chaucer Court.
	The statement notes the existence of protected trees on the site which will be retained.
Involvement	No community consultation took place.
Evaluation	The statement does not include any evidence of other development options being considered.
Design	The statement explains that the proposals would make use of modern methods of construction.

- 4.7 Further details of the development are as follows:

Site area	0.17ha
Proposed parking spaces	4
Parking standard	8
Number of affordable units	8
Net increase in dwellings	8

5.0 Policy Context

5.1 Designation

Urban area

Tree Preservation Order RE567 (11 pines on land to the north side of College Crescent Redhill adjacent to the boundary with Westway Gardens)

5.2 Reigate and Banstead Core Strategy

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CS1(Sustainable Development)
CS10 (Sustainable Development),
CS11 (Sustainable Construction),
CS14 (Housing Needs)
CS15 (Affordable Housing)
CS17 (Travel Options and accessibility)

5.3 Reigate & Banstead Development Management Plan 2019

DES1 (Design of new development)
DES2 (Residential garden land development)
DES5 (Delivering high quality homes)
DES7 (Specialist accommodation)
DES8 (Construction management)
TAP1 (Access, parking and servicing)
CCF1 (Climate change mitigation)
NHE3 (Protecting trees, woodland areas and natural habitats)
INF1 (Infrastructure)

5.4 Other Material Considerations

National Planning Policy Framework
National Planning Practice Guidance
Supplementary Planning Guidance

Surrey Design
Local Distinctiveness Design Guide
Vehicle and Cycle Parking
Guidance 2018

Other

Human Rights Act 1998
Community Infrastructure Levy
Regulations 2010

6.0 **Assessment**

- 6.1 The application site is situated within the urban area where there is a presumption in favour of sustainable development and where the principle of such residential development is acceptable in land use terms.
- 6.2 The proposed flats within the building would be occupied by tenants of the applicant company, Transform Housing and Support, who are a local charity, offering high-quality housing, support and homecare to their tenants who require supported living. Tenancies are offered on a short -term basis to their clients who may be homeless or at risk of homelessness. As such, the proposal would be supported by DMP Policy DES7 which offers support to proposals that provide accommodation for people with support needs, in locations that are easily accessible to shops, public transport, community facilities and services.

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6.3 The main issues to consider are:

- Design appraisal
- Neighbour amenity
- Highway matters
- Trees
- Affordable housing
- Space Standards
- Community Infrastructure Levy

Design appraisal

- 6.4 This is an outline application for the erection of a two storey block contained 8 x 1 bedroom flats to be located to the rear of the existing small block of flats at Chaucer Court. The matters for approval at this stage are access, appearance, layout and scale. The remaining matter, i.e. landscaping would be for consideration for a later application if this is approved.
- 6.5 The proposed block would be of a similar design, scale and appearance to the existing building on the site and would occupy part of the large rear garden of the property. It would have a low hipped roof and would be finished in similar materials to the adjoining building, including bricks to the main elevations and terracotta tiles to the roof. Windows would be finished in brown frames to match the existing building on the site. The building would incorporate a central covered access to all flats including deck access to the upper storey.
- 6.6 The location of the new building at the rear of the site would be acceptable in terms of protecting the character of the area. It would be partly screened from College Crescent by the existing building and would occupy an area of the site that does not appear well-used or well maintained. The building would be screened at the side and rear by the mature planting on the northern and western boundaries.
- 6.7 The use of the site for the erection of supported living units would conform with the character of the existing building on the site and with other care uses and institutional uses in College Crescent.
- 6.8 Subject to the imposition of conditions relating to materials and landscaping, it is considered that the proposed development would accord with the provisions of DMP Policy DES1.
- 6.9 DMP Policy DES2 relates to the development of residential garden land and requires a proposal to comply with a number of criteria. In this case, it is considered that the proposals accord with the Policy. It has been designed to respect the scale form and external materials of existing buildings in the area, and would be of a height, bulk and mass to ensure that the building would be in keeping with the existing street scene. The proposal would make use of the existing access into the site and would leave adequate space around the

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building for landscaping, for the protection of existing trees and for the amenity area to be properly designed for the residents.

- 6.10 In the light of these comments, it is considered that the proposals would not cause harm to the character of the area and would comply with DMP policies DES1 and DES2.

Neighbour amenity

- 6.11 The proposed development has been assessed with regards to its impact on the amenity of neighbouring properties. Objections have been expressed about the impact of the proposal on local residential amenities, as regards overdevelopment, overbearing effect and impacts with respect to overshadowing, overlooking and loss of privacy.
- 6.12 The nearest residential properties to the site are the existing building on the site at Chaucer Court, immediately to the south, no. 17, Westway Gardens to the north and the care home at 2, College Crescent to the east.
- 6.13 The northern elevation of the existing building would be located approximately 6m away from the southern elevation of the proposed building. There are windows in the northern elevation of the existing building but none in the new building. As a result, there would be no mutual overlooking. The buildings would be in close proximity at the south eastern corner, but due to the orientation of the existing building on the site the gap would widen further to the western side of the site to the extent that the two buildings would have an acceptable relationship.
- 6.14 The property at no 17, Westway Gardens is set at a right angle to the application site with the side elevation of the property located over 10m from its southern boundary with Chaucer Court. The new building, at the nearest point (north-east corner) would be located approximately 17m from the flank wall of no 17 Westway Gardens. There would be no direct overlooking due to the disposition of windows, and due to the separation, the proposed building would not have an overbearing impact or cause any overshadowing to the neighbouring property.
- 6.15 To the east, the new building would be located some 24m away from the flank elevation of the neighbouring care home at 2, College Crescent. Although there would be windows in the flank elevation of the new block, the separation distance and planting on the boundary would prevent any direct overlooking towards no. 2. It is considered therefore, that the proposed scheme would not unacceptably affect the amenity of neighbouring properties and complies with DMP policy DES1.

Highway Matters

- 6.16 The proposal seeks to use the existing access point from College Crescent and would provide 4 car parking spaces for the residents of the new building.

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This would be in addition to the 5 spaces that are available to residents of the existing building.

- 6.17 The experience of the applicants who own the existing building on the site which is for a similar type of accommodation, is that the car parking spaces are rarely used. They state that currently two of eight tenants at Chaucer Court have cars, giving a car ownership ratio of 25%. This results in only two of the current thirteen parking spaces being occupied on a daily basis. Spaces are sometimes used by occasional visitors and support staff when they visit the tenants in the property.
- 6.18 TH&S go on to state that they have similar blocks of flats where car ownership is low, primarily due to the financial expense of owning and insuring a car, which is often prohibitive on a low income. They have provided examples, set out below, of TH&S other residential sites that demonstrate car ownership for TH&S tenants. They state that these result in an average of 30% car ownership from a total of 38 flats.
- Poplar House: car ownership ratio of 43%,
 - Hillbury Court: car ownership ratio of 22%,
 - Lancaster Court: car ownership ratio of 16%,
 - Cedar Court: car ownership ratio of 37%.
- 6.19 In reviewing the averages, TH&S have concluded that even if 50% of the residents of Chaucer Court owned a car (which exceeds even the highest car ownership at their current sites), nine spaces would be sufficient to meet the parking needs for the tenants, staff and visitors.
- 6.20 The proposal will provide the five existing marked bays, with four further formal marked bays provided on a new hardstanding parking area. The total number of parking spaces provided will be nine.
- 6.21 Surrey County Council have been consulted on the proposals. They note that the information submitted details that of the 8 existing units, the level of car ownership is no more than 25%. Further similar sites owned and operated by Transform Housing have been submitted to highlight that across these other sites the maximum level of car ownership has been noted as 43%. Therefore, Transform Housing consider that a reduction of 4 car parking spaces would be acceptable and should be supported with the reduced 9 car parking spaces. Citing that 9 car parking spaces would still provide sufficient capacity for both the occupiers and visitors to ensure that overspill parking would not take place on the public highway. Transform Housing therefore request that account is taken of the car ownership levels rather than the adopted car parking standards.
- 6.22 The CHA highlight this as an amenity issue to Reigate and Banstead, as the classification being sought for the new building remains C3, residential. Therefore, should the units not be used by Transform Housing for the purpose being sought, the overall site would be left with a significant shortfall in the number of on-site car parking spaces, and no information has been

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submitted to demonstrate if this could be accommodated should this situation arise.

- 6.23 It is considered that the provision of 4 car parking spaces for the new building, although below the parking requirements identified in the adopted Car parking Standards, is considered acceptable in this instance, as the accommodation is of a specialist type and will be used by residents who are unlikely to have access to a car. Given that the accommodation provided is of a specialist type and is to be provided by a Registered Provider, it is considered that sufficient safeguards would be in place to ensure that the accommodation remains for its intended purpose. Due to the development being for supported living it is not appropriate for all parking spaces to be required to provide an electric charging point, and rather just one is required as a result.

Trees

- 6.24 The application is supported by an Arboricultural Impact Assessment which identifies the trees on the site and makes recommendations for their protection. The Council's tree officer has reviewed the plans and concludes that the arboricultural report demonstrates this scheme can be implemented without the need to remove any trees and there is adequate distance between the building and canopy not to be a constraint which can result in post development pressure to remove them. This is particularly important because the trees in group G5 are protected under TPO RE567. Additional information such as underground services is required, and it is considered that this could be a condition in the event that planning permission is granted via a revised tree protection plan.

Affordable Housing

- 6.25 Core Strategy Policy CS15 and the Council's Affordable Housing SPD require financial contributions towards affordable housing to be provided on housing developments of 1-9 units. However, in November 2014, the Government introduced policy changes through a Written Ministerial Statement and changes to the national Planning Practice Guidance which restrict the use of planning obligations to secure affordable housing contributions from developments of 10 units or less. These changes were given legal effect following the Court of Appeal judgement in May 2016.
- 6.26 In view of this, and subsequent local appeal decisions which have afforded greater weight to the Written Ministerial Statement than the Council's adopted policy, the Council is not presently requiring financial contributions from applications such as this resulting in a net gain of 10 units or less. The absence of an agreed undertaking does not therefore warrant a reason for refusal in this case.

Space Standards

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- 6.27 Development Management Plan Policy DES5 requires new residential development to, amongst other things, meet the relevant nationally described space standards for each individual unit. The relevant standard for this type of unit, which is a 1 bed unit over 1 floor with a bathroom, would require a gross internal floor area of 39m². Each unit is shown to have a floor area of 50m², which exceeds the required standard.

Community Infrastructure Levy (CIL)

- 6.28 The Community Infrastructure Levy (CIL) is a fixed charge which the Council will be collecting from some new developments from 1 April 2016. It will raise money to help pay for a wide range of infrastructure including schools, road, public transport and community facilities which are needed to support new development. This development would be CIL liable. However, the proposal is for a form of affordable housing for which there is an exemption.

CONDITIONS

1. Approval of details of the landscaping of the site (hereinafter called the “reserved matters”) shall be obtained from the Local Planning Authority in writing before any development is commenced and carried out as approved. Plans and particulars of the reserved matters referred to above, shall be submitted in writing to the Local Planning Authority before the expiration of three years from the date of this permission. The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason: To comply with Article 5 of the Town and Country Planning (General Development Procedure) (England) Order 2015 (or any order revoking and re-enacting that Order) and Section 92(2) of the Town and Country Planning Act 1990 as amended by Section 51(2) 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
Location plan	9794 00-1102	B	16.10.2019
Site layout plan	9794 00-1103	B	08.10.2019
Site layout plan	9794 00-3101	B	08.10.2019
<i>Proposed plans</i>	<i>9794 00-3102</i>	<i>D</i>	<i>21.01.2020</i>
Proposed Floor layouts	9794 ZZ-3102	B	08.10.2019
Elevation plan	9794 ZZ-3201	B	08.10.2019
Section drawing	9794- ZZ-3301	C	23.06.2020

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

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

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

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

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

5. No development shall commence including demolition and or groundworks preparation until a detailed, scaled Tree Protection Plan (TPP) and the related Arboricultural Method Statement (AMS) is submitted to and approved in writing by the Local Planning Authority (LPA). These shall include details of the specification and location of exclusion fencing, ground protection and any construction activity that may take place within the Root Protection Areas of trees (RPA) shown to scale on the TPP, including the installation of service routings. The AMS shall also include a pre-start meeting, supervisory regime for their implementation & monitoring with an agreed reporting process to the 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 Reigate and Banstead Development Management Plan 2019 policies DES1 and NHE3.

Informative:

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

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

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

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

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

Informative:

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

7. No development shall commence until a Construction Transport Management Plan, to include details of:
 - (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) programme of works (including measures for traffic management)
 - (e) measures to prevent the deposit of materials on the highway
 - (f) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
 - (g) on-site turning for construction vehicleshas been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users to Reigate and Banstead Development Management Plan 2019 policy DES8.

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

Reason: To ensure that the development does not affect the amenity of the neighbouring property by overlooking and to protect the visual amenities of the area in accordance with Reigate and Banstead Development Management Plan 2019 policy DES1.

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

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

10. 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 a minimum of 8 cycles to be parked. Thereafter the cycle parking areas shall be retained and maintained for their designated purposes.

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

11. The use of the development hereby permitted shall be for supported living accommodation under Use Class C3 of the Uses Classes Order 2015 only.

Reason:

To justify the lower parking provision than required by Policy TAP1 Parking, access, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

12. The development hereby approved shall not be occupied unless a communal fast charge socket has been provided (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.

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Reason: The condition above is required in recognition of Section 9 “Promoting Sustainable Transport” in the National Planning Policy Framework 2019 to accord with the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17.

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

Reason: *To preserve the visual amenity of the area and protect neighbouring residential amenities with regard to the Reigate and Banstead Development Management Plan 2019 policy DES1.*

INFORMATIVES

1. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at www.firesprinklers.info.
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions.
3. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, to contact the Council’s Neighbourhood Services team to confirm the number and specification of recycling and refuse bins that are required to be supplied by the developer. The Council’s Neighbourhood Services team can be contacted on 01737 276292 or via the Council’s website at http://www.reigate-banstead.gov.uk/info/20085/planning_applications/147/recycling_and_waste_developers_guidance
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;

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- (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 manager who will be able to deal with complaints; and (v) how those who are interested in or affected will be routinely advised regarding the progress of the work. Registration and operation of the site to the standards set by the Considerate Constructors Scheme (<http://www.ccscheme.org.uk/>) would help fulfil these requirements.
6. The applicant is advised that the Borough Council is the street naming and numbering authority and you will need to apply for addresses. This can be done by contacting the Address and Gazetteer Officer prior to construction commencing. You will need to complete the relevant application form and upload supporting documents such as site and floor layout plans in order that official street naming and numbering can be allocated as appropriate. If no application is received the Council has the authority to allocate an address. This also applies to replacement dwellings. If you are building a scheme of more than 5 units, please also supply a CAD file (back saved to 2010) of the development based on OS Grid References. Full details of how to apply for addresses can be found http://www.reigatebanstead.gov.uk/info/20277/street_naming_and_numbering

REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies CS1, CS10, CS11, CS14, CS15, CS17, DES1, DES2, DES5, DES7, DES8, TAP1, CCF1, NHE3, INF1 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

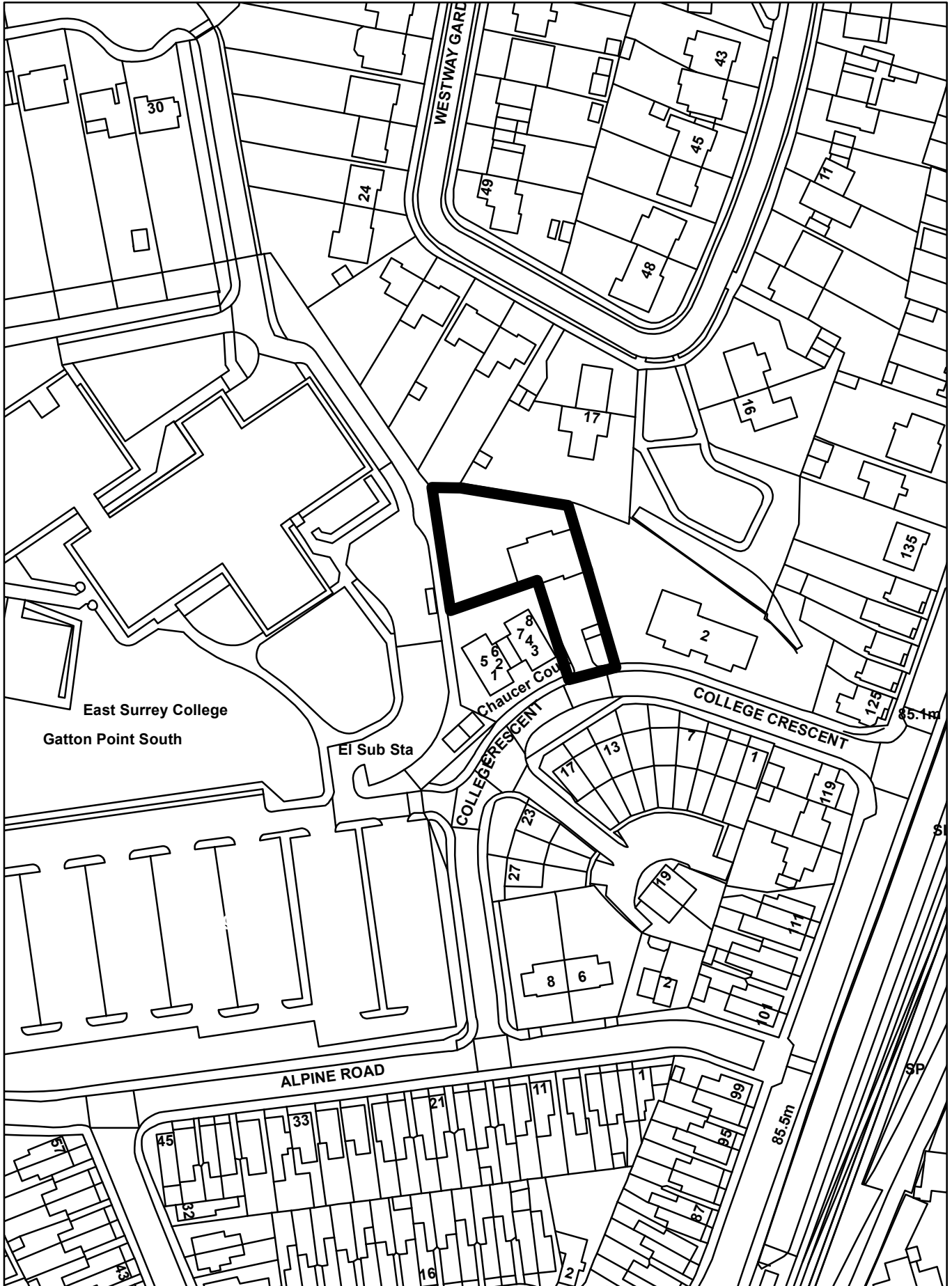
Agenda Item 6

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planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development where possible, as set out within the National Planning Policy Framework.

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19/02012/OUT - Chaucer Court, 4 College Crescent, Redhill



NOTES:

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Flat Entrance Door

The proposal to include 4 Nr. parking spaces marked out as designated area.

Ground Floor Flat Side Entrance

Existing Parking

Existing Bin Stores

110

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B	S3 - Outline Planning Package	07/10/19
A	S3 - Draft Information	19/09/19

PLAYLE & PARTNERS LLP
 CONSTRUCTION & PROPERTY CONSULTANTS
 Crest House • 138 Main Road • Sidcup • Kent • DA14 6NY
 Telephone: 020 8300 6811 • Fax: 020 8300 2260
 Email: sidcup@playleandpartners.co.uk
 Web: www.playleandpartners.co.uk

PROJECT
 Chaucer Court
 College Crescent, Redhill,
 Surrey, RH1 2LN

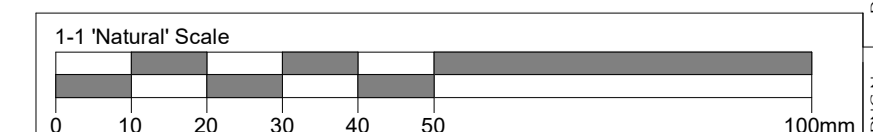
TITLE
 Proposed Site Layout

CLIENT
 Transform Housing & Support

DATE 03/20/17
SCALE 1 : 200@A1

ENG. NO. 9794- 00-3101
REV. B

00 Proposed Site Layout
 1 : 200



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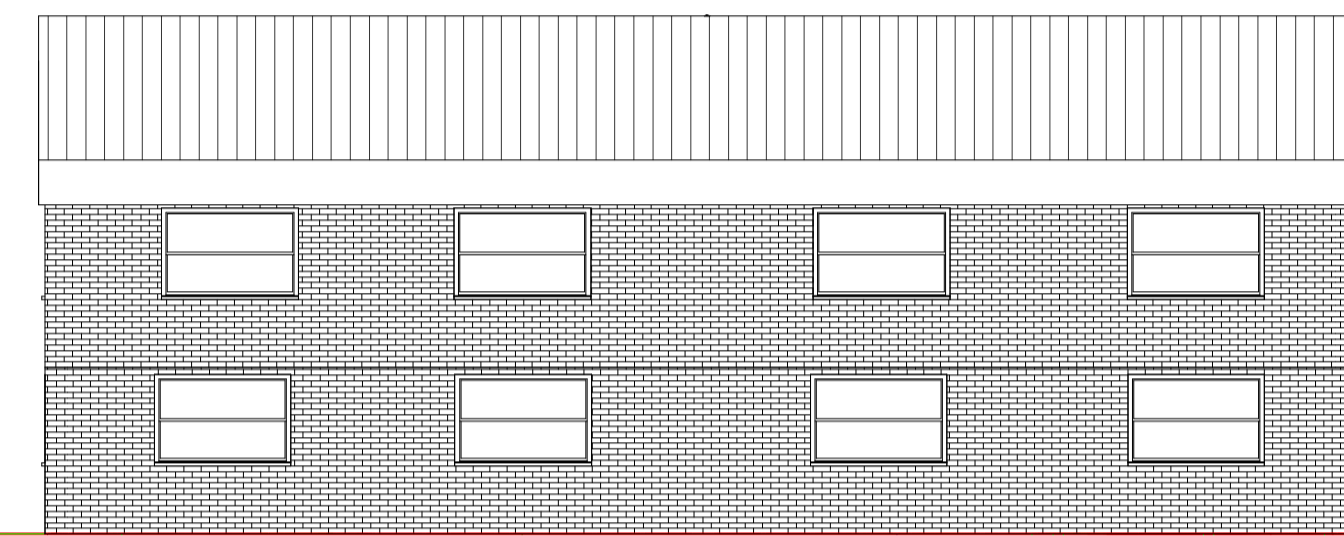
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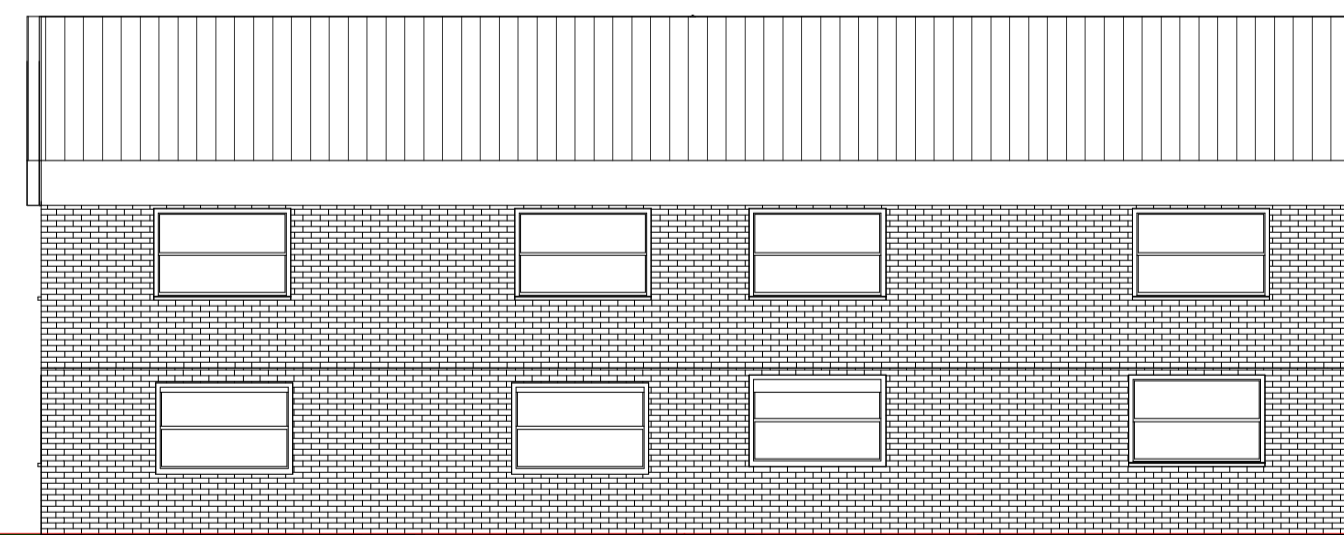
South
1 : 100



East
1 : 100



North
1 : 100



West
1 : 100

REV	Comments	Date
B	S3 - Outline Planning Package	07/10/19
A	S3 - Draft Information	19/09/19

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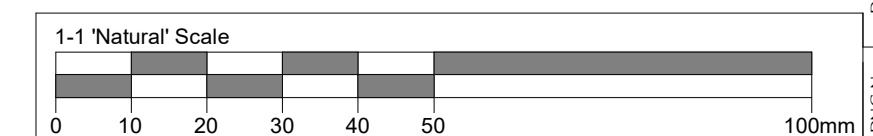
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Proposed Elevations

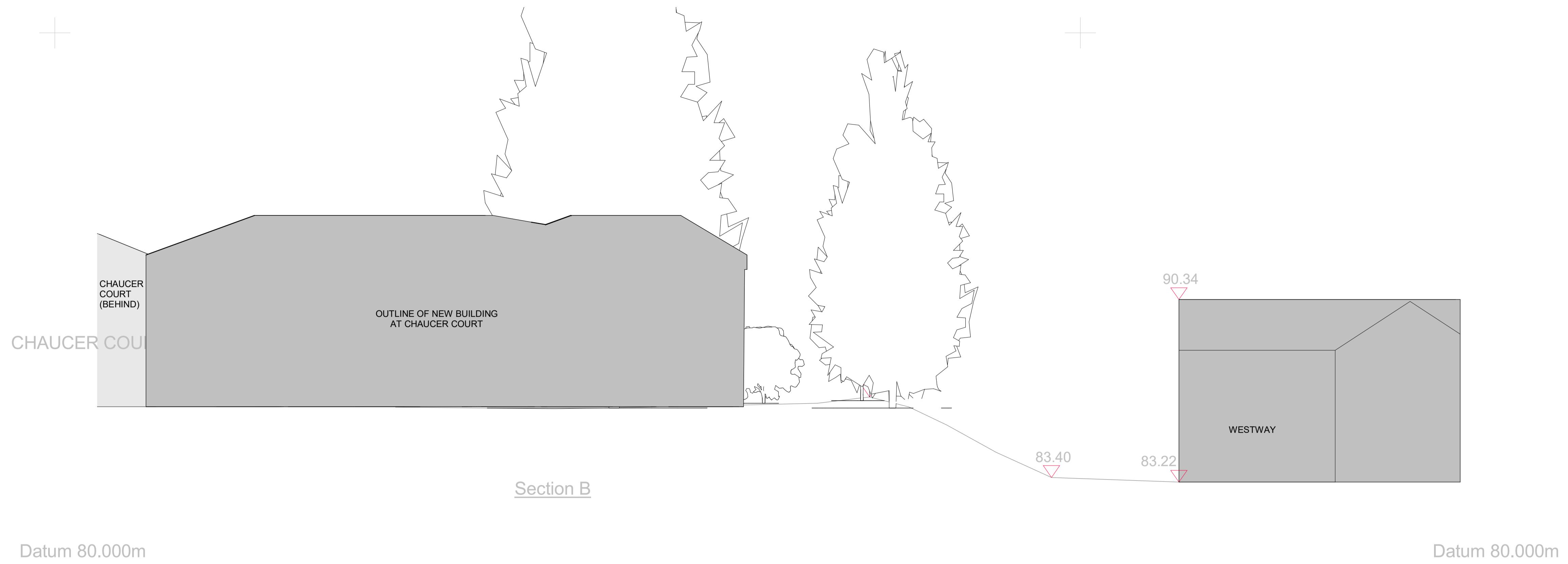
CLIENT
Transform Housing & Support

DATE 03/20/17
Author _____
Checker _____

SCALE
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REV.
B





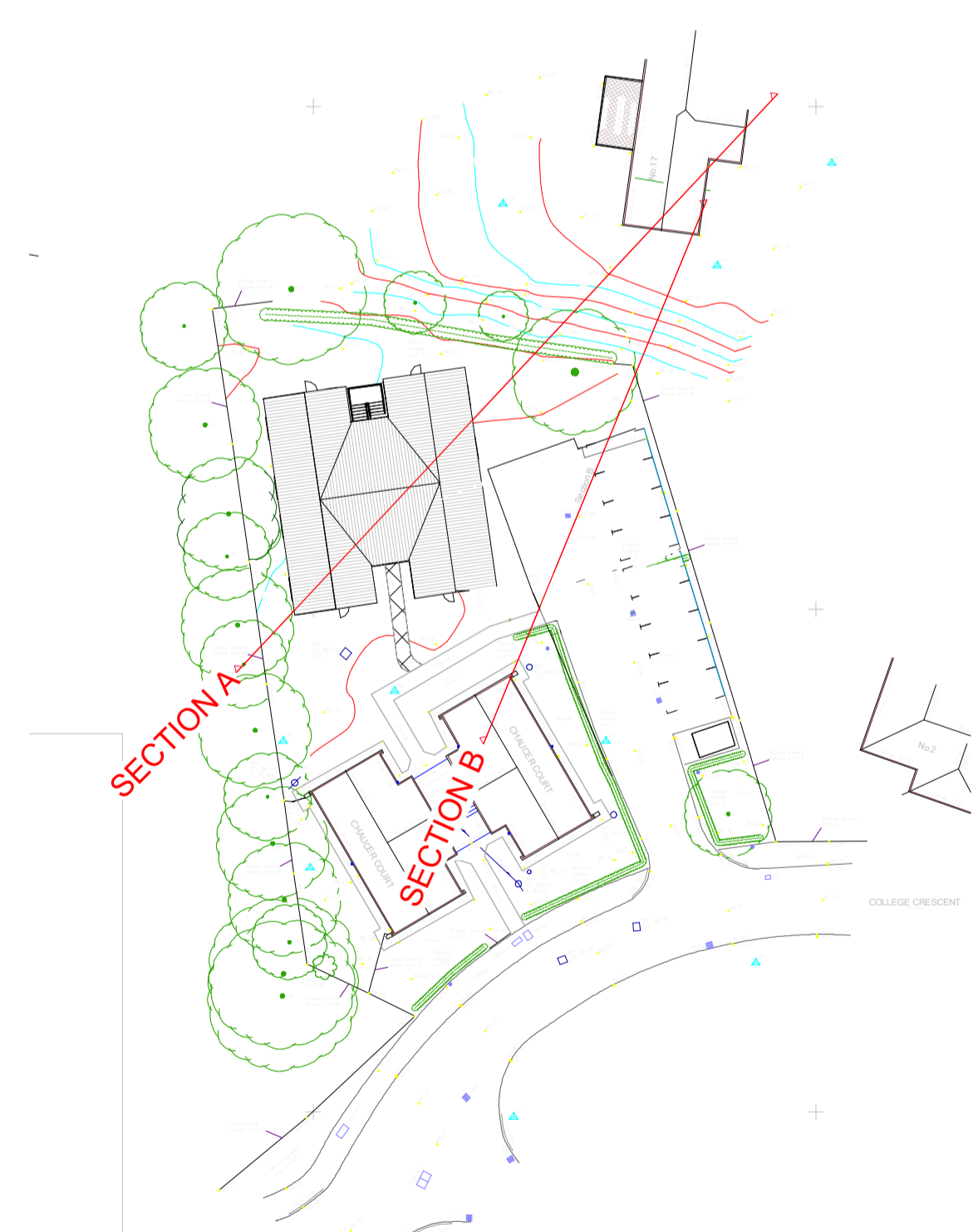
Section B

1 Section B
1 : 100



Section A

2 Section A
1 : 100



3 00 Site Reference Plan
1 : 500

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REV	Comments	Date
C	S3 - Planning Update	18/06/20
B	S3 - Planning Update (Client Review)	14/04/20
A	S3 - Planning Update (Client Review)	10/03/20

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 CONSTRUCTION & PROPERTY CONSULTANTS
 Crest House • 138 Main Road • Sidcup • Kent • DA14 6NY
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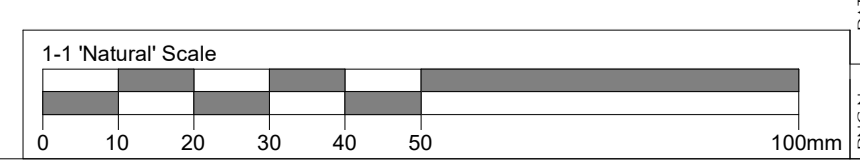
TITLE
 Section Drawing - Relationship
 to Neighbouring Property

CLIENT
 Transform Housing & Support

DRAWN MOD
REVISED HPF

DATE 10/03/2020
SCALE As indicated@A1

DWG NO: 9794- ZZ-3301
REV. C



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19/02536/F

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	08 July 2020
	REPORT OF:	HEAD OF PLANNING
	AUTHOR:	Matthew Sheahan
	TELEPHONE:	01737 276514
	EMAIL:	Matthew.sheahan@reigate-banstead.gov.uk
AGENDA ITEM:	7	WARD: Reigate

APPLICATION NUMBER:	19/02369/F	VALID:	06/01/2020
APPLICANT:	C/O Agent	AGENT:	SF Planning Ltd
LOCATION:	CLEARs FARM STABLES 1A THE CLEARs REIGATE SURREY RH2 9JL		
DESCRIPTION:	Re-Use of previously developed land to provide four open-market residential dwellings and conversion of Reigate stone stable building to a carport. As amended on 19/12/2019, 24/02/2020 and 01/06/2020		
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.			

SUMMARY

This is a full application for the re-use of previously developed land to provide for the erection of four residential dwellings and the conversion of an existing Reigate stone stable building to a carport. The site is currently occupied by a large galvanised steel building currently used as American stabling, with a smaller stable opposite comprised of seven loose boxes. The site is currently occupied and used as livery stables. To north of the application site is a small sand school, with approximately 30 acres of grazing land.

The proposed development would comprise of two pairs of 3 bedroom semi-detached dwellinghouses. They would have a slate tile pitched roof with black timber clad walls, which would be an appropriate design approach within this rural location, with a level of visual impact on the setting of the Surrey Hills Area of Outstanding Natural Beauty (AONB) that would not be dissimilar to the existing buildings. The level of internal living space provision for future residents would be acceptable and would comply with National Standard in this regard, complying with DMP Policy DES5.

It is accepted that the conversion of this part of the site to residential would result in a change in the relationship with neighbouring properties. However in this case it is considered that the change and level of impact would be acceptable. Plots 3 and 4 would be in closest proximity to existing neighbouring dwellings on The Clears. The

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properties would be a sufficient distance away from neighbours to not be overbearing in nature. Whilst there would be rear facing bedroom windows for plots 1-3 that would allow for some overlooking this would largely be to the rear portion of the existing deep rear gardens and given the juxtaposition this would not be materially harmful.

The site would be appropriately landscaped, with a scheme to be secured by way of a pre-commencement condition. The introduction of a greater level of soft landscaping would constitute a visual improvement which would be appropriate and more complementary to the rural character of the area.

The scheme has been assessed against DMP Policy TAP 1 and the Councils' Parking Standards for residential development, with which the development would comply. The site is located within an area of the borough designated as being low accessibility, requiring the provision of 8 parking spaces, which would be met.

To conclude, the proposal is deemed to be an acceptable form of development within the Metropolitan Green Belt, the design would not have a harmful impact on the setting of the Surrey Hills AONB.

RECOMMENDATION(S)

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

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Consultations:

Highway Authority:

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

Contaminated Land Officer: No objection raised subject to conditions.

Natural England: No objection raised. Refers to Standing Advice for Local Planning Authorities with regard to consideration of the likelihood of protected species being present on site. Natural England advises seeking in house ecological advice on these matters.

Surrey Wildlife Trust: No objection raised subject to conditions and informatives.

Reigate Society: Initial objection raised to the location of the proposed stables in the Green Belt, setting an unwelcome precedent. Further concern raised on the grounds of overlooking and loss of privacy to neighbouring properties, particularly rear gardens. Concern also around parking and the increase in traffic volume.

Rights of Way Officer: advises that future residents of the dwellings should be made aware of the footpath and that pedestrians have a right of way. The recoded legal width of the footpath must be maintained across the development site and must not be obstructed. Windows or doors should not open in to the width of the path. Further advice given with regard to ground levels and that downpipes and soakaways should discharge in to the drainage system or away from the public footpath. Further informatives with regard to construction.

Surrey Hills AONB Planning Advisor: Concern raised with regard to the initial proposal to erect a new stable block on previously undeveloped land, increasing the spread of development and increased associated vehicles and vehicular movements, which would be visually intrusive and harmful to the setting and semi-rural character of the AONB when considered from public views, particularly to the north. Overall there was no concern with the proposed new dwellings with regard to appearance and harm to the character of the area, however advised that a zinc roof and the number of roof lights would be visually intrusive.

Representations:

Letters were sent to neighbouring properties on 11^h December 2019. A site noticed was posted in the 23rd December 2019. A total of 225 responses were received. Following the submission of amended plans further notification letters were sent to neighbouring properties on 20th March 2020. A total of 53 further responses were received. Following the submission of further amended plans letter were sent to neighbouring properties on the 3rd June 2020. A total of 44 further responses had

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been received at the time of writing the report. The following objections have been raised:

Overdevelopment	See paragraph 6.9-6.11
Out of character	See paragraph 6.9-6.11
Loss of buildings	See paragraph 6.9-6.11
Poor design	See paragraph 6.9-6.11
Alternative location/ proposal	See paragraph 6.9-6.11
Overlooking and loss of privacy	See paragraph 6.15-6.22
Overbearing relationship	See paragraph 6.15-6.22
No need for the development	See paragraph 6.19-6.26
Loss of/ harm to trees	See paragraph 6.19-6.26
Loss of private view	See paragraph 6.15-6.22
Hazard to highway safety	See paragraph 6.23-6.26
Inadequate parking	See paragraph 6.23-6.26
Increased traffic congestion	See paragraph 6.23-6.26
Poor access	See paragraph 6.23-6.26
Conflict with a covenant	See paragraph 6.15-6.22
Property values	See paragraph 6.15-6.22
Crime fears	See paragraph 6.15-6.22
Inconvenience during construction	See paragraph 6.23-6.26
Increased Noise and disturbance	See paragraph 6.15-6.22
Harm to Conservation Area	See paragraph 6.15-6.22
Harm to Green Belt/ countryside	See paragraph 6.3-6.8
Harm to wildlife habitat	See paragraph 6.28-6.30
Drainage/ sewerage capacity	See paragraph 6.15-6.22

1.0 Site and Character Appraisal

- 1.1 The application site Clears Farm, The Clears Reigate, is currently comprised of a large shed to the western portion of the site, which is constructed of galvanised steel under an asbestos roof. The building is used as American Stabling. To the east of this structure runs a traditional single storey stable block comprised of 7 looseboxes. The site is operated as a livery stable, with a sand school to the north, along with fields for the grazing and exercising of horses.
- 1.2 The site gently slopes upwards from south to north and is accessed by the existing private road. Immediately to the front of the site is an area of hardstanding allowing for vehicles to park and to turn. A public footpath runs north-south through the application site between The Clears and Whittings Cottage to the west.

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- 1.3 The wider site of The Clears is residential in character, being defined by traditionally designed detached dwellings set with generous sized rectangular plots, with houses being set back from the road. The area is semi-rural in character, sitting at the foot of the Surrey Hills Area of Outstanding Natural Beauty (AONB) and designated Area of Great Landscape Value (AGLV) approximately 380m to the north. The site is entirely within the Metropolitan Green Belt.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: The applicant did not approach the Council for pre-application advice prior to the submission of the current planning application.
- 2.2 Improvements secured during the course of the application: Amended plans have been submitted in response to concerns raised regarding elements of the design, and the removal from the proposed development of the proposed new stable block and associated parking to the north of the site. The overall size and volume of the proposed dwellings has been reduced in size and the Reigate Stone building at the southern end of the site is now retained within the proposal.
- 2.3 Further improvements could be secured: Improvements to the scheme could be secured by way of suitably worded conditions and the imposition of informatives.

3.0 Relevant Planning and Enforcement History

The following list of applications are relevant to the consideration of this application:

- | | | | |
|-----|------------|---|-----------------------------|
| 3.1 | 91/01670/F | RETENTION OF 3
FLOODLIGHTING POLES | Granted
31 April 1991 |
| | 93/08800/F | CHANGE OF USE OF EXISTING
GARAGE INTO STUDY AND
UTILITY ROOM. | Granted 1st
October 1993 |

4.0 Proposal and Design Approach

- 4.1 This is a full application for the construction of two pairs of semi-detached dwellinghouses on previously developed land to the western end of The Clears in Reigate. The proposed dwellings would of a pitched roof design and

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would measure between 5.8m and 6m in height, taking account of difference in ground levels. The dwellings have been traditionally designed though with the intention of reflecting rural/ barn style architecture, incorporating as they do black stained vertical timber cladding with natural slate roof tiles. There would be a series of conservation rooflights to the principal elevation serving bedrooms to the front. To the south there sits an existing stable building constructed of Reigate Stone. It is proposed to convert this building in to a carport, creating a new opening in the west facing elevation, supported by Oak beams and framing.

4.2 Each dwelling would be two storeys in height providing three bedrooms to the first floor, with main living space on the ground floor. Externally each dwelling would be provided with a garden to the rear, the size of which ranges from 93 sq. metres to 154 sq. metres, with the shared side boundaries and rear boundaries being defined by a mix of hedging and fencing. Parking would be provided to the northern and southern most parts of the site, taking the form of two areas of hardstanding to the north providing two spaces each, with further spaces to be provided in the converted stable building to the south. Beyond this would feature a communal refuse storage area, which would be enveloped by hedging. The existing area of hardstanding to the very southern part of the site would remain as would the semi-circular area of existing garden adjacent to the entrance to the property.

4.3 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:
Assessment;
Involvement;
Evaluation; and
Design.

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

Assessment	The design and access statement submitted in support of the application identifies the surrounding area as being characterised by residential development comprised predominantly of semi-detached houses. The land to the north of the site is identified as being predominantly within equine use, with approximately 30 acres of land associated with the site used for grazing horses. The site is identified as being within the Metropolitan Green Belt and within Flood Zone 1.
	No site features worthy of retention were identified.
Involvement	No community consultation is identified as having taken place.

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Evaluation	It is not indicated that alternative development options have been considered.
Design	The design, form and scale of the proposed dwellings has been informed by the character of the surrounding area, which is identified within the Design and Access as being 'peri-rural/ urban fringe to reflect the areas rural heritage', considered appropriate within this transitional location.

4.5 Further details of the development are as follows:

Site area	0.22 hectares
Site Density	27.5 d.p.h
Existing Use	Sui Generis
Proposed Use	C3 Residential
Existing Parking Space	8
Proposed parking spaces	8
Parking standard	2 car parking spaces per 3 bed dwelling unit in an area of Low Accessibility

5.0 Policy Context

5.1 Designation

Urban area

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)
CS10 (Sustainable Development),

5.3 Reigate & Banstead Development Management Plan 2019

Design	DES1 DES2 DES5 DES8
Access and Parking	TAP1
Natural and Historic Environment	NHE1 NHE2 NHE3 NHE5 NHE6

5.4 Other Material Considerations

National Planning Policy Framework

National Planning Practice Guidance

Supplementary Planning Guidance

Surrey Design
Local Distinctiveness Design Guide
A Parking Strategy for Surrey

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Parking Standards for Development

Other

Human Rights Act 1998
Community Infrastructure Levy
Regulations 2010

6.0 Assessment

6.1 The application seeks permission for the Re-Use of previously developed land to provide four open-market residential dwellings and conversion of Reigate stone stable building to a carport.

6.2 The main issues to consider are:

- Principle of the Development within the Metropolitan Green Belt;
- Design and Impact on the character of the area;
- Amenity of future occupiers;
- Impact on neighbouring amenity;
- Highway Impact, Access and parking;
- Trees and Landscaping;
- Ecology;
- CIL
- Affordable Housing

Principle of the Development within the Metropolitan Green Belt

6.3 The site is located within the Metropolitan Green Belt where there is a presumption against inappropriate development. Certain forms of development are considered not inappropriate including 'limited infilling or the partial or complete redevelopment of a previously developed land, whether redundant or in continuing use (excluding temporary buildings) which would:

- Not have a greater impact on the openness of the Green Belt than the existing development; or
- Not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting identifiable affordable housing need within the area of the local planning authority (Para. 145 g).

6.4 Previously Developed Land as defined within the NPPF 2018 includes land which is or was occupied by a permanent structure and any associated fixed surface infrastructure. The test would be for the proposal to not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development, as opposed to not causing substantial harm. The assessment of whether the proposed use would be acceptable or not would be dependent on change of footprint, level

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of floor space and volume over and above the existing uses, as well as consideration of any increase in bulk, height and massing.

- 6.5 The application site is currently occupied by a large galvanised steel shed 7m in height with a footprint/ floor area of approximately 109 sq. metres, with a smaller stable block to the east 3.6m in height and with a footprint/ floor area of 45 sq. metres. Below is a table outlining existing floor areas and volumes:

	Existing	Proposed	Difference
Footprint (total)	720 sq. m	338.61sq. m	52% reduction
Floor Space	720 sq. m	607.4 sq. m	15% reduction
Volume	3281.5 cu. m	2186.76 cu. m	33% reduction

- 6.6 The spread of development, in the form of 4 dwellings would see a noticeable reduction in footprint over and above the existing American stabling building, within the confines of which the proposed dwellings would be sited, at a lower height. There would be a reduction in floor area on account of the removal of the proposed stables to the east part of the site, which would be replaced by garden space as opposed to built form.
- 6.7 Within the site the buildings are currently surrounded by hardstanding or areas where the land has worn away and become unsurfaced over time, which at present has a negative impact as regards to both openness of the Green Belt and its visual character. A greater proportion of these areas would be turned over to garden which would, on balance, have a more positive impact in this regard, providing a softer appearance against its' rural backdrop. It is proposed that individual curtilages would be separated by hedging rather than traditional timber fencing. This is considered appropriate in maintaining a degree of openness within the site and would be preferable to fencing, which is quite suburban in its nature and would not achieve this aim.
- 6.8 It is therefore considered that the principal of developing the site would be acceptable on the basis that the site would constitute Previously Developed Land as defined by the NPPF 2019. The level of built form would be comparable to that currently present on site in terms footprint, floor space and volume, and indeed would constitute a reduction overall. The development is therefore considered to comply with the NPPF 2019 in regard to development within the Green Belt, Core Strategy policy CS3 and Development Management Plan Policies NHE5 and DES1.

Design and Character

- 6.9 The site lies to the South of the Surrey Hills Area of Outstanding Natural Beauty (AONB). As such consideration must be given to the visual impact of the proposed development on the setting of this designated protected landscape, in accordance with national planning policy and Development Management Plan Policy NHE1. Proposals must conserve and enhance the

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landscape and scenic beauty of the AONB and development proposals outside its boundaries must have regard to protecting its setting.

- 6.10 The proposed dwellings have been purposely designed to have a traditional appearance to be in keeping with both the character of dwellings in the surrounding area, as well as be appropriate within what is a quite rural setting. Despite being two storeys the dwellings would not appear overly excessive in term of height, having only a maximum height of 6.5m taking account of varying ground levels within the site. The use of black stained timber cladding to the walls would be appropriate within this rural area. Overtime the timber would weather and would harmonise with its background. Initially, it was proposed to use zinc as a roof material; however this was considered to be and inappropriate material, which would have the potential to reflect light which would be visually obtrusive and harmful to the wider setting of the AONB when viewed from the north. Whilst some rooflights would feature these would be conservation rooflights, flush with the roof plane small in size, and confined to the principle elevation, minimising similar harm. Trees and other planting would intervene between the site and Colley Hill to the north, assisting to minimise views. The existing stable building, which is constructed of Reigate Stone and is of some character, would be utilised as proposed vehicle parking, and its' current appearance improved and enhanced by the incorporation of new oak timber frame support and slate roof to replace the present functional corrugated roof. The dwelling footprint to space around them on this site is considered acceptable and therefore the proposal would not constitute a cramped form of development.
- 6.11 It is considered that the design of the proposed dwellings would be acceptable, not resulting in harm to the character of the area and setting of the AONB, in accordance with DMP Policies NHE1, NHE5 and DES1.

Amenity for Future Occupiers

- 6.12 It is a fundamental objective of planning policy and stated within the National Planning Policy Framework that we provide high quality housing that is well designed and built to a high standard. The advice is amplified further by policies DES2 and DES5 of the Development Management Plan, which requires developments to demonstrate that dwellings have been designed to ensure that a good standard of amenity for all existing and future occupants and meet the minimum relevant nationally described space standards and be arranged to ensure that habitable rooms are arranged to have an acceptable outlook and where possible receive direct sunlight.
- 6.13 Nationally Described Space Standards require a two storey 3 bedroom dwelling to provide a minimum of 102 sq. metres of internal floor area. All 4 of the proposed dwellings would more than exceed this requirement. Each of the bedrooms would be of an acceptable size, with windows appropriately placed to ensure each would be provided with an acceptable level of sunlight/daylight as well as a reasonable outlook. Each property would have a rear

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garden of acceptable size that would be proportionate to the size of the dwellings.

- 6.14 The development is considered to comply with Policy DES5 of the Development Management Plan 2019 with regard to ensuring the provision of high quality homes for future occupants.

Impact on Neighbouring Residential Amenity

- 6.15 The proposed dwellings would be sited to the north of 1A The Clears, which features a number of windows to the side elevation which would face the development, with the front elevation facing west. It is not considered that this property would be significantly harmed by the development. The extent of plot 4 would be approximately 7m from number 1A; however the dwellings would be relatively low scale, lesser in extent than the existing steel framed building, therefore the dwellings would not be overbearing on this property. Upper floor bedroom windows for plot 4 would be to the side elevation facing The Clears; however this would largely overlook the garage and courtyard area to the south as opposed to any habitable or private spaces associated with 1A The Clears. Number 1 The Clears also has two small side facing windows facing west, where views of the properties would be possible. However these do not serve habitable spaces and in any case views to these windows would be limited by virtue of the proposed side facing bedroom window at plot 4. Whilst further rear facing bedroom windows would feature to plots 3 and 4, the level of view across rear gardens would not be dissimilar to that afforded from existing properties along The Clears, where boundaries and gardens are quite open, where similar levels of view would be afforded. Plots 1 and 2 would be located further away, with only 2 rear facing bedroom windows. Given the generous rear gardens afforded to properties along The Clears, any views from these would be restricted to the rear parts of these gardens and fields beyond.
- 6.16 Turning to Whitings and Whitings Cottage to the west, these are two detached properties set within generous plots. The proposed dwellings would be sited approximately 18m from the flank elevations of these properties at the closest point, and 7.4m from the side boundary with Whitings Cottage. There are trees and other vegetation along the side boundary of Whitings Cottage between the two sites. Concern was raised with the initial design, which proposed a greater level of glazing/ windows to the front elevation, which it was considered would give rise to significant opportunity to the rear gardens of Whitings Cottage, which does feature a seating areas adjacent to the east boundary of the garden, which could potentially have been overlooked. A front facing bedroom window of plot 2 would allow for views of the neighbour; however this would face towards the access drive to the side of Whitings Cottage which would not be afforded the same level of protection as a habitable space. Whilst some views would be afforded of the rear garden this would not be untypical of relationships in this regard identified in the area and would not allow for direct overlooking in to identifiably used spaces within the rear garden of Whitings Cottage adjacent to the detached garage area.

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- 6.17 On balance, whilst the proposal would give rise to a change in the relationship between buildings it is considered that the development would be acceptable in this regard in compliance with policy DES1 of the Development Management Plan 2019.
- 6.18 Objection has been made on the grounds that the development would result in a poor outlook and loss of view for neighbouring properties. It is recognised that the development would result in change, but it is not considered that this would be materially harmful as the proposed dwellings would be a sufficient distance away from neighbouring properties to not impact on outlook. It is also the case that a 'right to a view' is not a material planning consideration in the assessment of a planning application.
- 6.19 Regarding inconvenience and increased noise and disturbance during construction, whilst it is accepted that this can be an issue for residents, it is a temporary impact, rather than being capable of a reason for refusal. Statutory noise legislation is in place to deal with excessive noise levels. A condition requiring the submission and approval of a construction transport management plan would be included on any grant of permission.
- 6.20 Regarding objection on the grounds of harm to a Conservation Area, the site is not located within such designated areas.
- 6.21 As regards to concern about impact on property values, this is not a material planning consideration that can be taken into account. With regard to the development being in conflict with a covenant, this is not a material planning consideration that can be taken into account.
- 6.22 Any concern around crime fears would be a police matter. It is also not the view that such a development would give rise to health issues. Issues regarding drainage would be considered under Building Regulations Legislation.

Highway Matters and Parking

- 6.23 The County Highway Authority (CHA) has been consulted on the application with regard to 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 highway. The site is located on a private road which does not form part of the public highway, therefore it falls outside the County Highway Authority's jurisdiction. It is not considered that the proposed development will result in a significant increase in vehicular trips on the surrounding highway network.
- 6.24 The site is identified as being within an area of low accessibility as defined within Annex 4 of the DMP. A development of 4x 3 bedroom dwellings would be expected to provide 8 vehicle parking spaces. This requirement would be

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complied with. Four spaces would be provided to the north of the site for plots 1 and 2, with a further 4 to be provided within the converted stable to the south. There would be additional opportunity for parking to the rear of the proposed refuse storage area if required. It is noted that this area has been used by refuse vehicles for turning. It is not considered that this arrangement would be hindered by the presence of vehicles.

6.25 It is noted that there is a public footpath to the immediate west of the proposed development site (FP124). As such the Rights of Way Officer at Surrey County Council has been consulted for their view on the proposal. The public footpath has a legal recorded width of 6.6m. This is the extent over which the public are entitled to travel, and this minimum width should be maintained across the development site. It may be the case that the existing building was constructed over the part of the footpath. The submitted site layout would suggest that this was the case. The proposed site layout demonstrates that the proposed dwellings, including any proposed landscaping works to the front, would not impede the 6.6m minimum of FP124. There would be sufficient distance between the front of the proposed dwellings and the eastern most extent of the footpath to allow windows to open outwards without impeding the route of walkers. A path would feature to the front of the dwellings. Whilst there would not be objection to this, the path must remain the same level as the ground. This would be secured within a proposed pre-commencement landscaping condition. In order to ensure that safe public access to the highway can be maintained during the course of the construction of the development, in the event of planning permission being granted a condition requiring the submission of a construction transport management plan prior to commencement would be imposed in accordance with Policy DES8 of the Development Management Plan 2019.

6.26 It is therefore considered that the proposed development would be acceptable with regard to highway matters, in accordance with Policy TAP1 of the Development Management Plan 2019.

Trees and Landscaping

6.27 There are no protected trees identified as being within the site, however there are a number of non-protected trees, both on and off site, particularly to the west. It is not the intention to remove any trees; however to ensure that none are damaged during the development process it is considered necessary to attach a pre-commencement condition to secure a finalised tree protection plan condition. The arboricultural report demonstrates the scheme can be implemented without the need to remove any of the existing trees. In addition, the site layout is unlikely to result in the post development pressure to remove any of the existing trees and therefore the canopy cover will not be diminished. On this basis the development is considered to comply with policy NHE3 of the Development Management Plan 2019 with regard to trees.

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Ecology

- 6.28 The submitted Ecological Appraisal dated November 2019 has identified the negligible potential for existing buildings on site to host active roosts. Bats do not appear therefore to be a constraint to the development. However it is the case that bats are mobile and move roost sites frequently. Surrey Wildlife Trust, as a non-statutory consultee, have advised that if bats should be seen during the course of development works should cease immediately and Natural England be contacted to establish whether a European Protected Species Licence is required in order for development to progress legally. An informative would be attached in the event of planning permission being granted advising the applicant to ensure that the proposed development will result in no increase in external artificial lighting, which has the potential to impact on bats.
- 6.29 It has been identified that there are suitable water bodies located within 500m of the proposed development site, specifically a pond to the rear of The Clears. Records held by the Surrey Amphibian and Reptile Group have identified the probable presence of Great Crested Newts (GCN) at the location of the development site. No significant barriers to migration exist between the water bodies and the red line of the development site. The submitted appraisal identifies that the proposed development site does not host optimal terrestrial habitat for GCN. However they may be passing through the site during their terrestrial phase. In the event of planning permission being granted a condition requiring the submission of a Precautionary Working Method Statement demonstrating how the development will proceed in a way that will avoid killing, injuring or disturbing any newts that may be identified during development would be included.
- 6.30 The development would offer opportunity to restore or enhance biodiversity opportunities. The development proposes to install 2 new bat boxes/ roosts and 3 new bird boxes throughout the site, as detailed within the submitted Ecological Appraisal. Additional planting throughout the site would provide further potential habitat and foraging opportunity for a variety of species in the area.

CIL

- 6.31 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.

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Affordable Housing

- 6.32 Core Strategy Policy CS15 and the Council's Affordable Housing SPD require financial contributions towards affordable housing to be provided on housing developments of 1-9 units. However, the 2018 NPPF makes clear such contributions should not be sought from developments of 10 units or less.
- 6.33 In view of this the Council is not presently requiring financial contributions from applications such as this resulting in a net gain of 10 units or less. The absence of an agreed undertaking does not therefore warrant a reason for refusal in this case.

CONDITIONS

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

Plan Type	Reference	Version	Date Received
Proposed Plans	365 D-07E		04.12.2019
Proposed Plans	365 D-07E		04.12.2019
Proposed Plans	365 D-05C		04.12.2019
Block Plan	365 D-06K		01.06.2020
Street Scene	365 D-08D		01.06.2020
Floor Plan	365 D-02H		01.06.2020
Proposed Plans	365 D-04E		01.06.2020
Elevation Plan	365 D-03E		01.06.2020
Site Layout Plan	365 D-01H		01.06.2020
Location Plan	365 D-09D		01.06.2020

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.

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 development shall take place until samples of the materials to be used in the construction of the external surfaces, including fenestration and roof, have been submitted to and approved in writing by the Local Planning Authority, and on development shall be carried out in accordance with the approved details.

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

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

Reason: To control any subsequent enlargements in the interests of the visual and residential amenities of the locality with regard to Policies DES1 of Development Management Plan 2019.

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

Reason: To ensure that the development does not affect the amenity of the neighbouring properties by overlooking and to protect the visual amenities of the area in accordance with DES1 of Development Management Plan 2019.

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

Reason:

To ensure good arboricultural practice in the interests of the maintenance of the character and appearance of the area and to comply with British Standard 5837:2012 'Trees in Relation to Design, demolition and Construction – Recommendations' and DES1 and NHE3 of Development Management Plan 2019.

7. No development shall commence on site until a scheme for the landscaping of the site including the retention of existing landscape features has been submitted to and approved in writing by the LPA. Landscaping schemes shall include details of hard and soft landscaping, including any tree removal/retention, planting plans, written specifications (including specialised urban planting pits, cultivation and other operations associated with tree,

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shrub, and hedge or grass establishment), schedules of plants, noting species, plant sizes and proposed numbers/densities and an implementation and management programme.

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

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

Reason: To ensure good landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies NHE3, DES1 and DES3 of the Reigate and Banstead Development Management Plan 2019 and the recommendations within British Standard 5837:2012 Trees in relation to design, demolition and construction.

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

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

9. The development hereby approved shall not be first occupied unless and until an Energy and Water Efficiency Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall detail how the development will:
 - a) Ensure that the potential water consumption by occupants of each new dwelling does not exceed 110 litres per person per day
 - b) Achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations

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.

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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.

10. 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.

11. No development shall commence on site until a Precautionary Working Method Statement, detailing how the development will avoid killing, injuring or disturbing Great Crested Newts (GCN) identified on site has submitted to and approved in writing by the Local Planning Authority (LPA).

Reason: To ensure that the proposed development does not result in any loss of, or harm to, identified protected wildlife species, in accordance with Schedule 2 of the Conservation of Habitats and Species Regulations 2017, the NPPF 2019 and Development Management Plan Policies NHE2 and NHE3.

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

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

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other

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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.

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.
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

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- (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 use of landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above relevant conditions. Replacement planting of trees and shrubs shall be in keeping with the character and appearance of the locality. There is an opportunity to incorporate substantial sized trees into the scheme to provide for future amenity and long term continued structural tree cover in this area. It is expected that the replacement structural landscape trees will be of Semi-Extra Heavy Standard size with initial planting heights of not less than 4m with girth measurements at 1m above ground level in excess of 14/16cm.
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.
8. The applicant is advised that development should take place in a precautionary manner so as to avoid harm to badgers. Any deep excavations left overnight should be provided with a ramped means of escape and stockpiles of soft materials shall be covered up overnight to prevent badgers excavating new setts.
9. Where Great Crested Newts (GCN) are identified within the site boundary during development, the applicant must stop work and contact Natural England immediately to discuss the potential requirement to apply for a European Protected Species Licence.
10. The applicant should ensure that the proposed development will result in no net increase in external artificial lighting in line with recommendations of the Bat Conservation Trusts document entitled 'Bats and Lighting in the UK – Bats and The Built Environment Series'.

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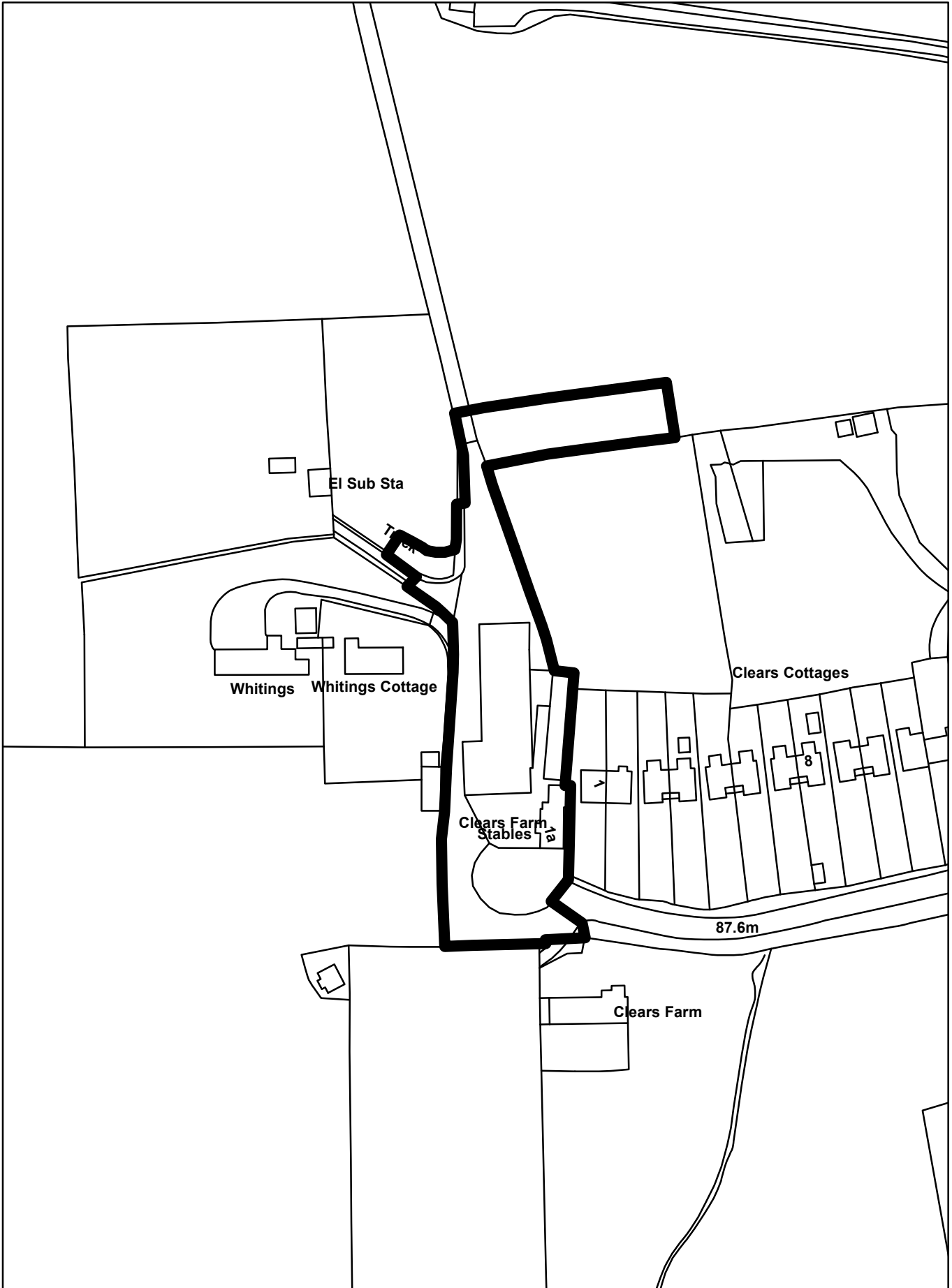
REASON FOR PERMISSION

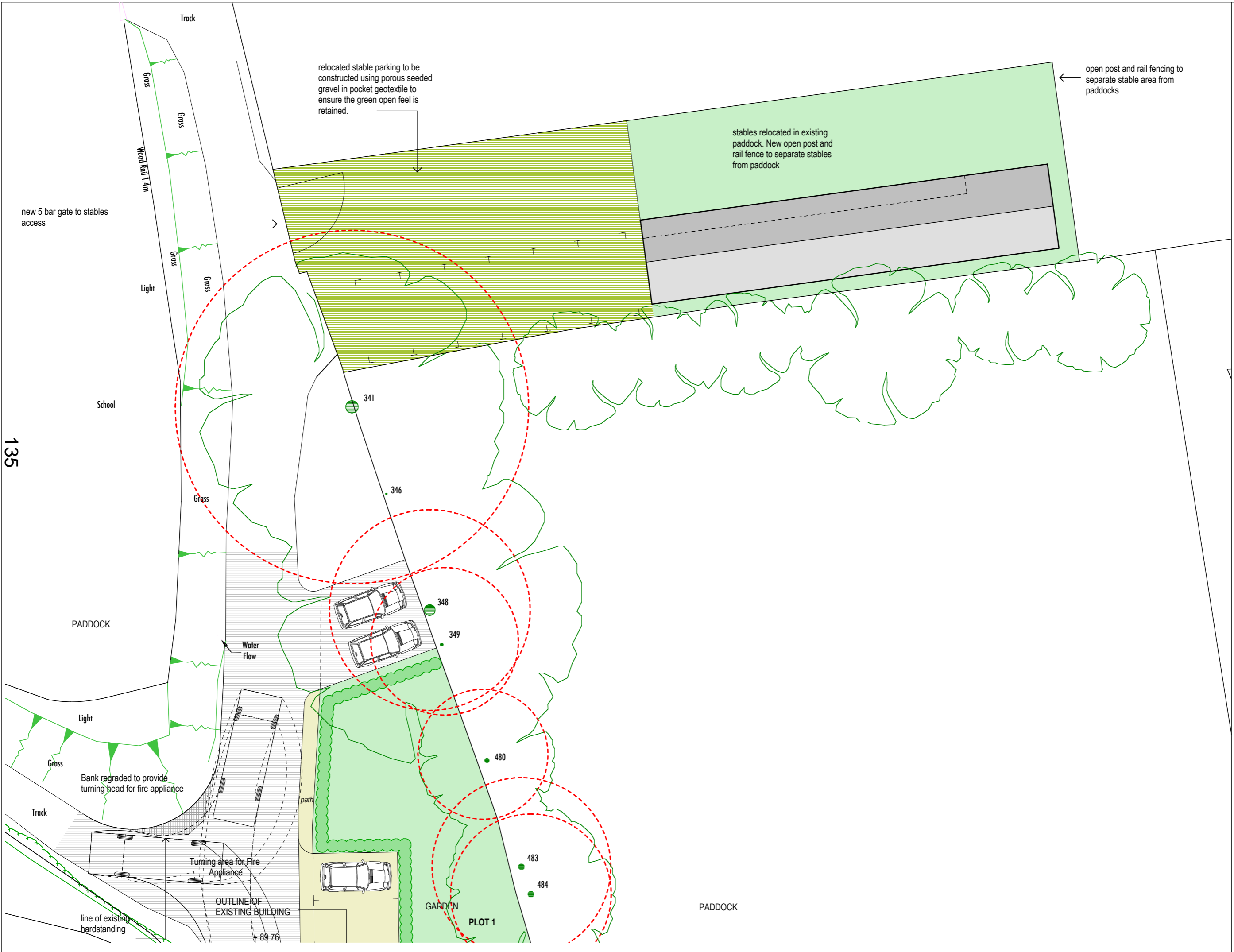
The development hereby permitted has been assessed against the NPPF 2019 and Development Management Plan policies DES1 DES2 DES5 DES8 TAP1 NHE1 NHE2 NHE3 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

Proactive and Positive Statements

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

Agenda Item 7
19/02369/F - Clears Farm Stables, 1A The Clears, Reigate





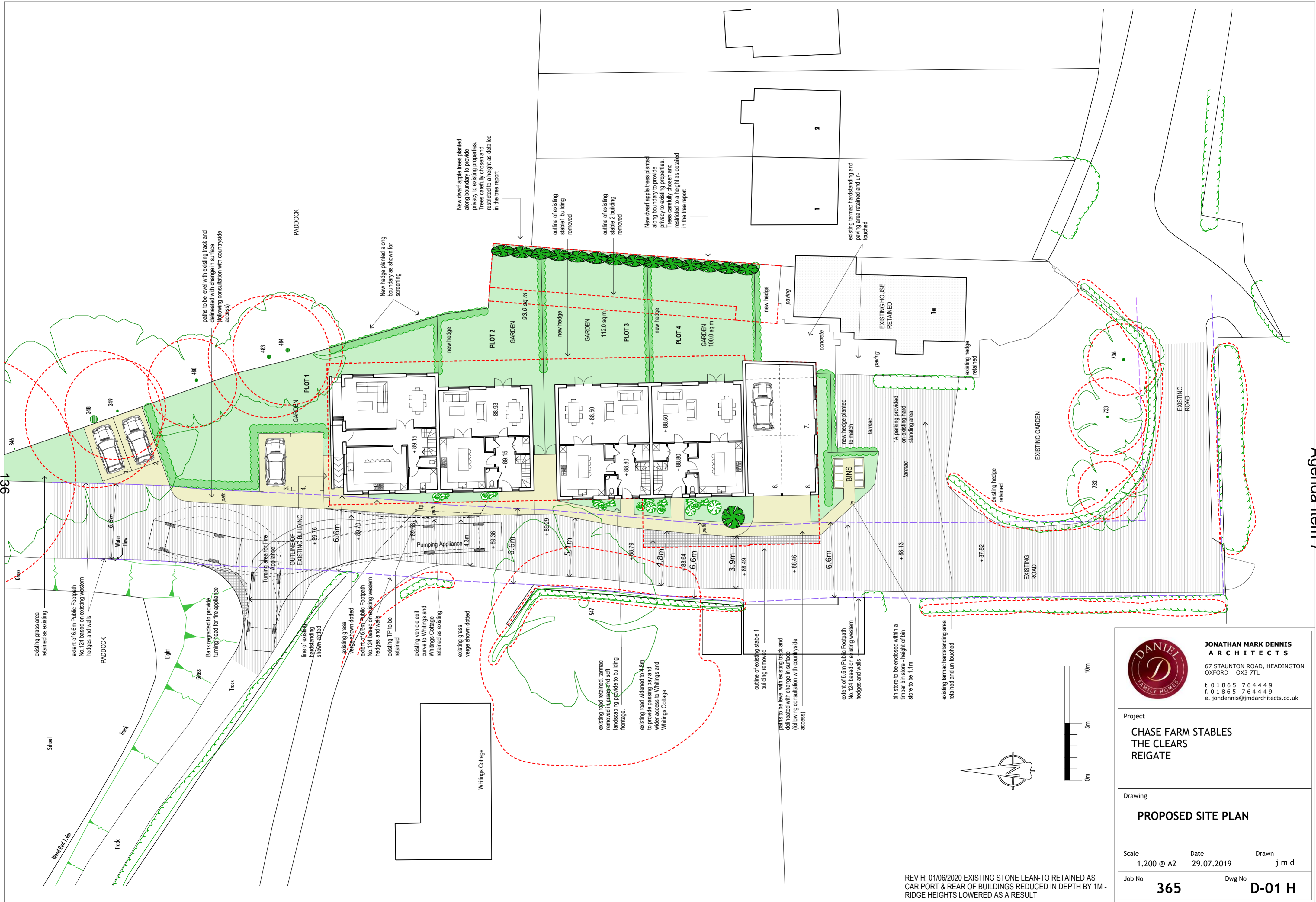
Scale	1:100 @ A3	Date	29.07.2019	Drawn	j m d
Job No	365	Dwg No	D-07 E		

Drawing
**PROPOSED STABLES
 SITE PLAN**

Project
**CHASE FARM STABLES
 THE CLEARS
 REIGATE**

**JONATHAN MARK DENNIS
 ARCHITECTS**
 67 STAUNTON ROAD, HEADINGTON
 OXFORD OX3 7TL
 t. 01865 764449
 f. 01865 764449
 e. jondennis@jmdarchitects.co.uk





DANIEL
FAMILY HOMES

JONATHAN MARK DENNIS ARCHITECTS
67 STAUNTON ROAD, HEADINGTON OXFORD OX3 7TL
t. 01865 764449
f. 01865 764449
e. jondennis@jmdarchitects.co.uk

Project
**CHASE FARM STABLES
THE CLEARS
REIGATE**

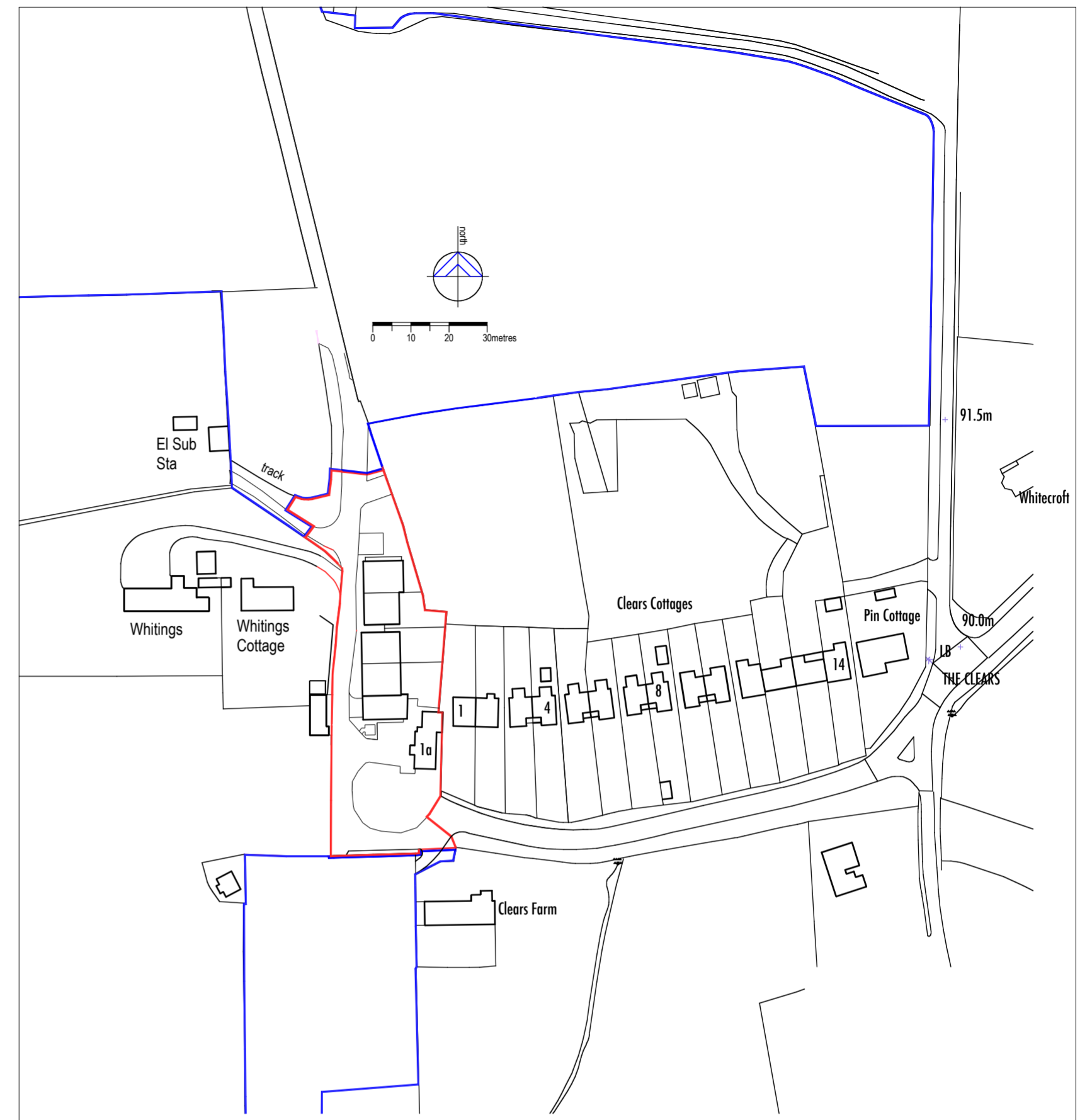
Drawing
PROPOSED SITE PLAN

Scale 1.200 @ A2 Date 29.07.2019 Drawn j m d
Job No **365** Dwg No **D-01 H**

REV H: 01/06/2020 EXISTING STONE LEAN-TO RETAINED AS CAR PORT & REAR OF BUILDINGS REDUCED IN DEPTH BY 1M - RIDGE HEIGHTS LOWERED AS A RESULT



SITE PLAN 1.500



LOCATION PLAN 1.1250

SITE ANALYSIS				
BUILDING	EXISTING		PROPOSED	
	VOLUME	AREA	VOLUME	AREA
STABLE 1	2881.24 m3	584.69 m2	2093.50 m3	400.84 m2
STABLE 2	400.35 m3	128.32 m2	-	-
TOTAL	3281.59 m3	713.01 m2	2093.50 m3	400.84 m2

HARDSTANDING SITE ANALYSIS	
EXISTING AREA	PROPOSED AREA
1450.00 m2	1031.00 m2
<i>PROPOSED AREA BROKEN DOWN TO: 783.30 m2 road and parking 247.70 m2 grasscrete to stables</i>	

REV K: 01/06/2020 EXISTING STONE LEAN-TO RETAINED AS CAR PORT & REAR OF BUILDINGS REDUCED IN DEPTH BY 1M - RIDGE HEIGHTS LOWERED AS A RESULT

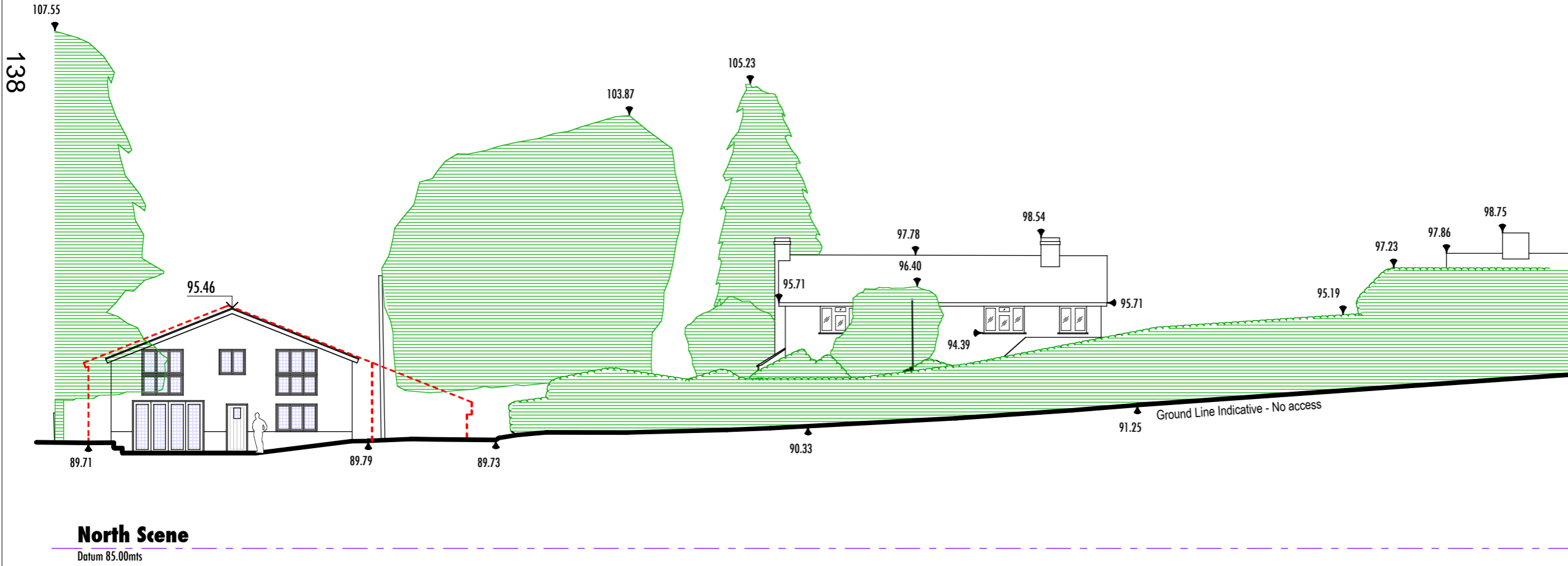
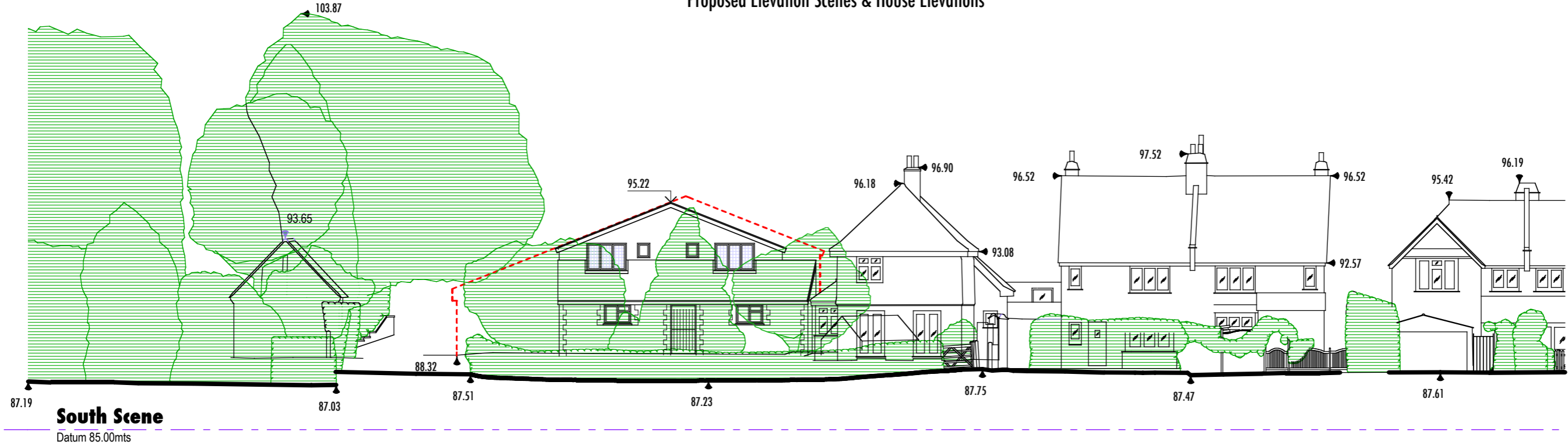
JONATHAN MARK DENNIS ARCHITECTS
 67 STAUNTON ROAD, HEADINGTON OXFORD OX3 7TL
 t. 0 1 8 6 5 7 6 4 4 4 9
 f. 0 1 8 6 5 7 6 4 4 4 9
 e. jondennis@jmdarchitects.co.uk

Project
**CHASE FARM STABLES
 THE CLEARS
 REIGATE**

Drawing
**PROPOSED SITE PLAN &
 LOCATION PLAN**

Scale 1.500 @ A2 Date 29.07.2019 Drawn j m d
 Job No **365** Dwg No **D-06 K**

Proposed Elevation Scenes & House Elevations



REV D: 01/06/2020 EXISTING STONE LEAN-TO RETAINED AS CAR PORT & REAR OF BUILDINGS LOWERED IN DEPTH BY 1M - RIDGE HEIGHTS LOWERED AS A RESULT

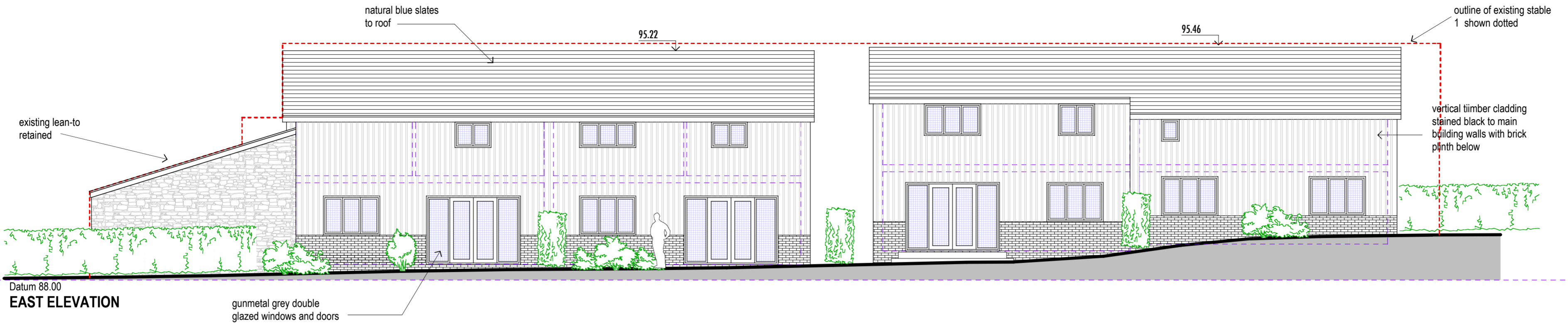
Scale	Date	Drawn
1:250 @ A3	05.09.2019	j m d
Job No	Dwg No	
365	D-08 D	

Drawing
PROPOSED STREET SCENES

Project
**CHASE FARM STABLES
THE CLEARS
REIGATE**

**JONATHAN MARK DENNIS
ARCHITECTS**
67 STAUNTON ROAD, HEADINGTON
OXFORD OX3 7TL
t. 01865 764449
f. 01865 764449
e. jondennis@jmdarchitects.co.uk





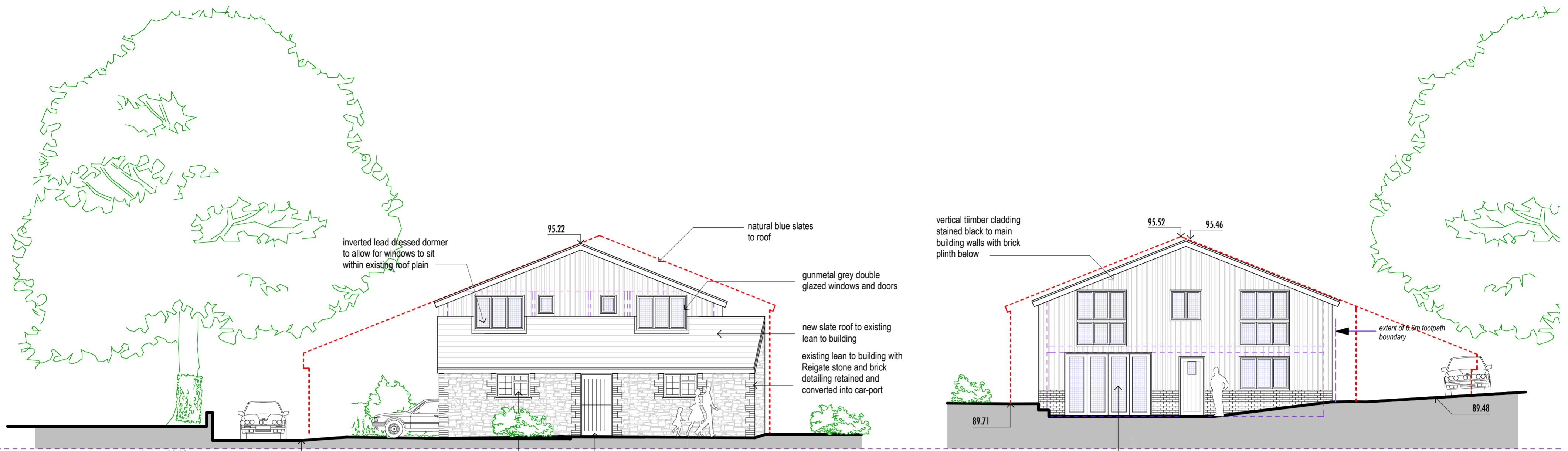
EAST ELEVATION



WEST ELEVATION

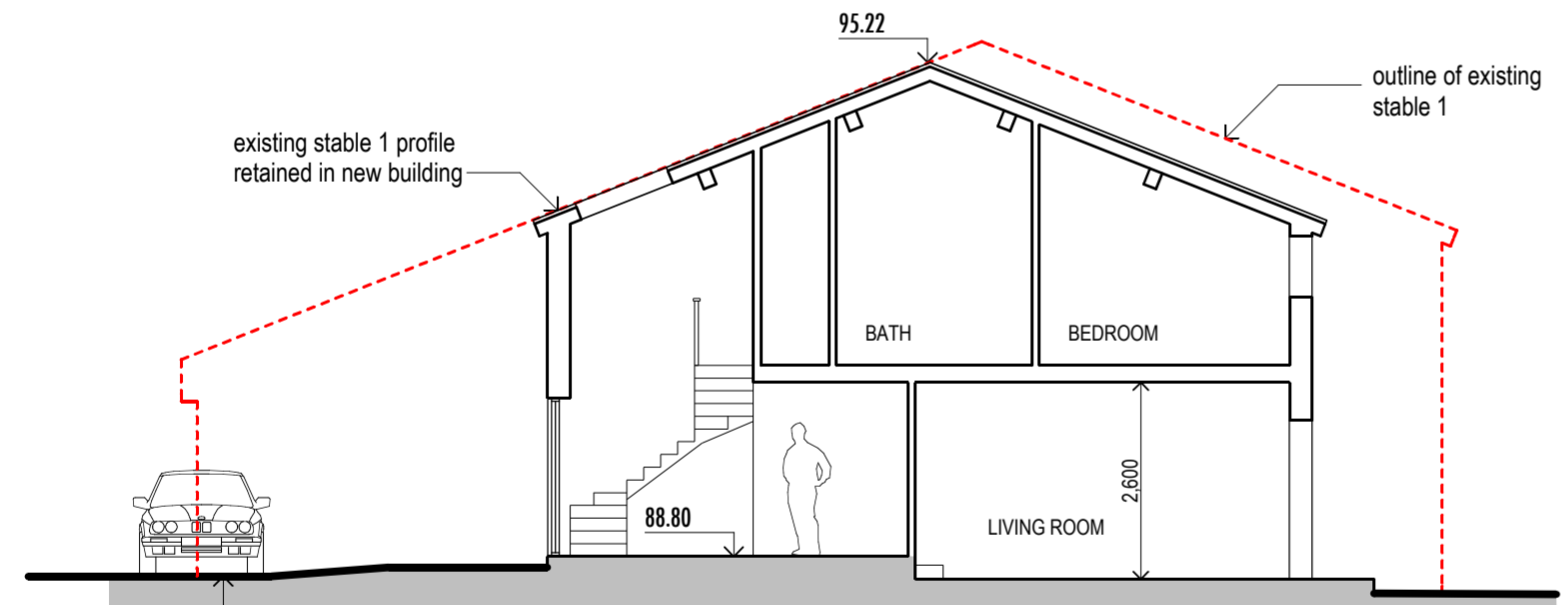
REV E: 01/06/2020 EXISTING STONE LEAN-TO RETAINED AS CAR PORT & REAR OF BUILDINGS REDUCED IN DEPTH BY 1M - RIDGE HEIGHTS LOWERED AS A RESULT

	JONATHAN MARK DENNIS ARCHITECTS 67 STAUNTON ROAD, HEADINGTON OXFORD OX3 7TL t. 01865 764449 f. 01865 764449 e. jondennis@jmdarchitects.co.uk	
	Project CHASE FARM STABLES THE CLEARS REIGATE	
Drawing PROPOSED ELEVATIONS		
Scale 1:100 @ A2	Date 29.07.2019	Drawn j m d
Job No 365	Dwg No D-03 E	

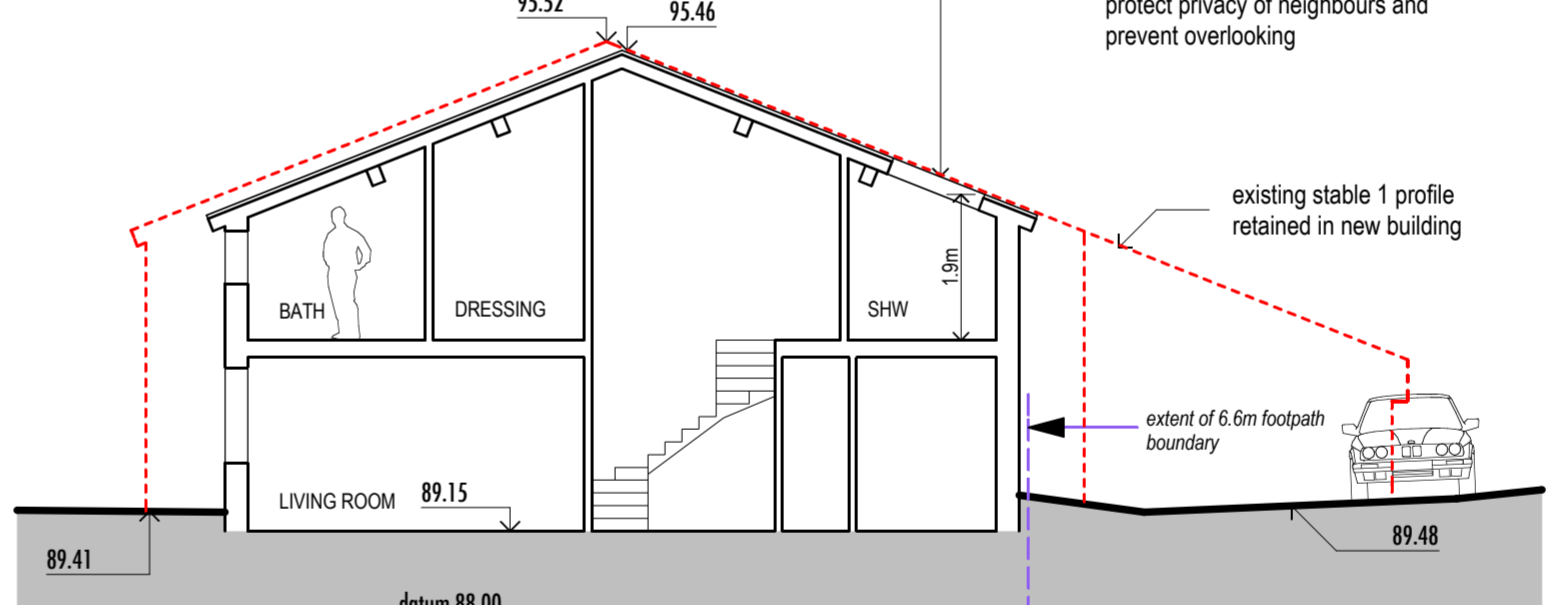


SOUTH ELEVATION

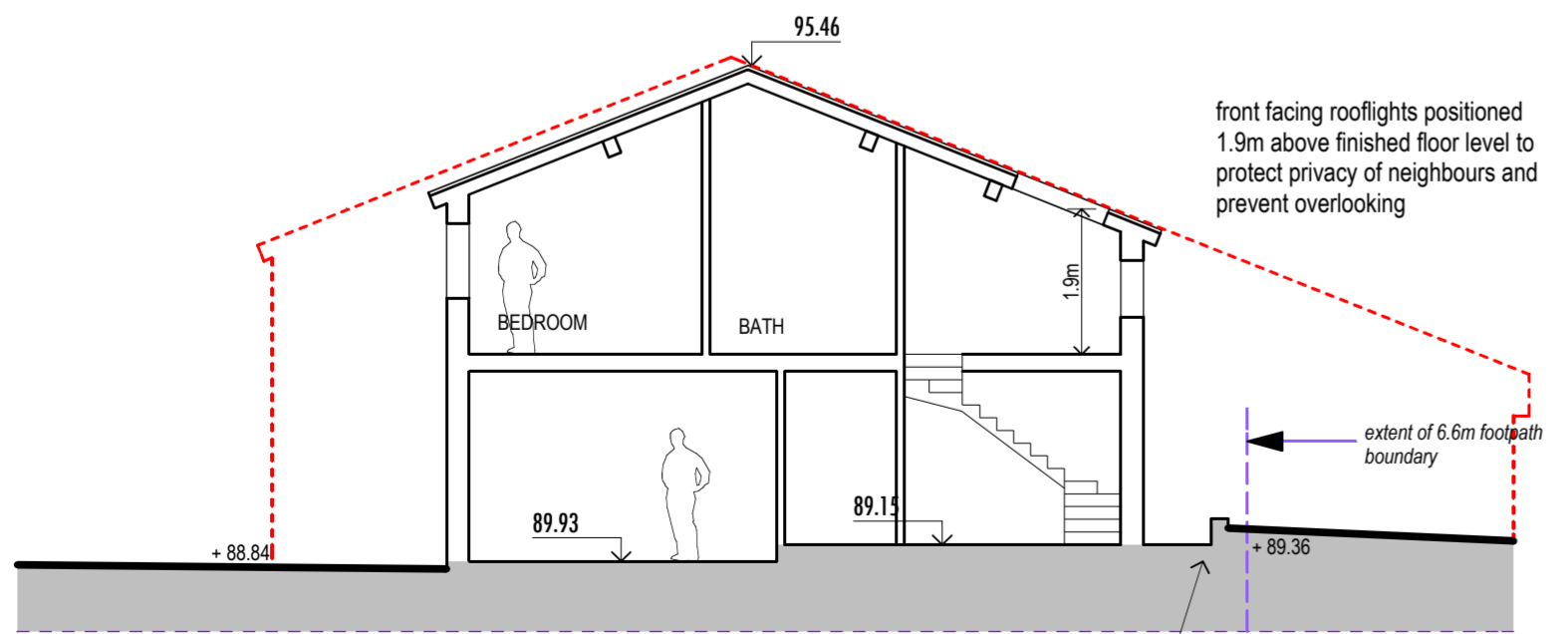
NORTH ELEVATION



SOUTH SECTION 1.1



NORTH SECTION 1.1



NORTH SECTION 2.2

REV E: 01/06/2020 EXISTING STONE LEAN-TO RETAINED AS CAR PORT & REAR OF BUILDINGS REDUCED IN DEPTH BY 1M - RIDGE HEIGHTS LOWERED AS A RESULT

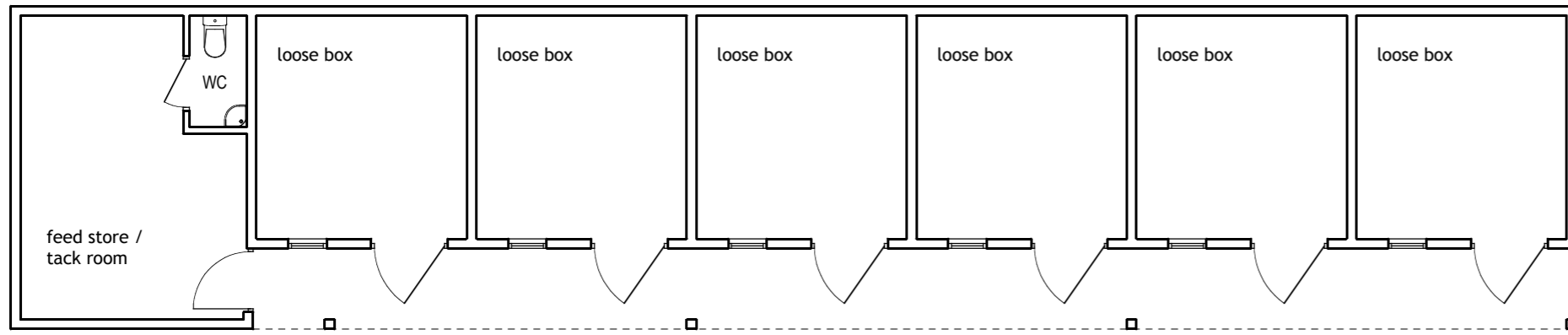
DANIEL FAMILY HOMES
JONATHAN MARK DENNIS ARCHITECTS
 67 STAUNTON ROAD, HEADINGTON OXFORD OX3 7TL
 t. 01865 764449
 f. 01865 764449
 e. jondennis@jmdarchitects.co.uk

Project
**CHASE FARM STABLES
 THE CLEARS
 REIGATE**

Drawing
**PROPOSED ELEVATIONS &
 SECTIONS**

Scale 1.100 @ A2 Date 29.07.2019 Drawn j m d

Job No **365** Dwg No **D-04 E**

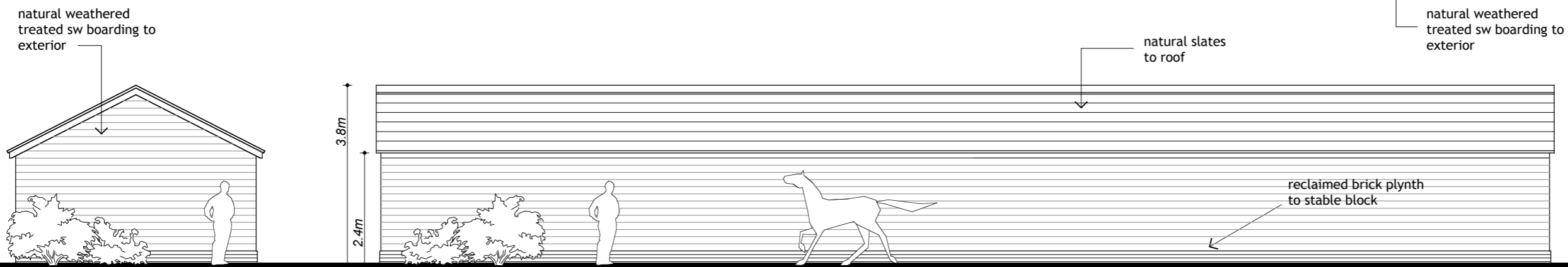


FLOOR PLAN



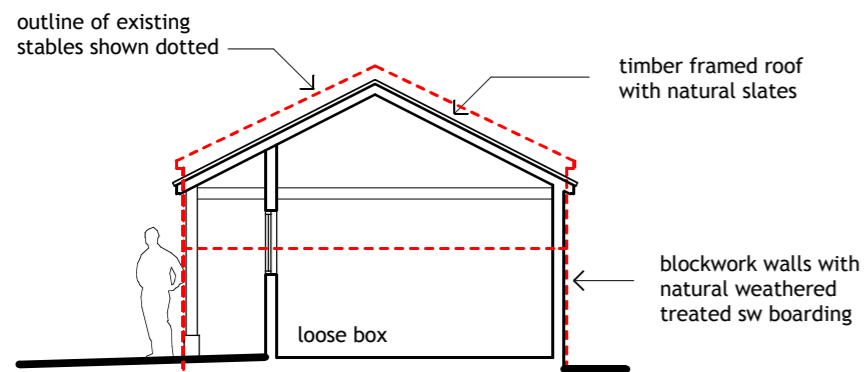
NORTH ELEVATION

WEST ELEVATION



EAST ELEVATION

SOUTH ELEVATION



TYPICAL SECTION

Scale 1:100 @ A3
 Date 29.07.2019
 Drawn j m d
 Job No 365
 Dwg No D-05 C

Drawing
PROPOSED STABLES

Project
**CHASE FARM STABLES
 THE CLEARS
 REIGATE**

**JONATHAN MARK DENNIS
 ARCHITECTS**
 67 STAUNTON ROAD, HEADINGTON
 OXFORD OX3 7TL
 t. 01865 764449
 f. 01865 764449
 e. jondennis@jmdarchitects.co.uk



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Agenda Item 8

Planning Committee
08 July 2020

Agenda Item: 8
19/02590/F

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	08 July 2020
	REPORT OF:	HEAD OF PLANNING
	AUTHOR:	Matthew Holdsworth
	TELEPHONE:	01737 276752
	EMAIL:	Matthew.Holdsworth@reigate-banstead.gov.uk
AGENDA ITEM:	8	WARD: Reigate

APPLICATION NUMBER:	19/02590/F	VALID:	07 January 2020
APPLICANT:	Hystar Limited	AGENT:	Mr Hamish Watson
LOCATION:	RINGMUIR, 14 RINGLEY PARK ROAD, REIGATE		
DESCRIPTION:	Demolition of existing dwelling and erection of a two storey building comprising seven flats		
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.			

SUMMARY

This is a full application for the erection of a two storey building containing seven flats (six two bed and one 1 bed) following the demolition of the existing detached dwelling and garage. New parking spaces are proposed along with a bin store, cycle storage and new landscaping. The access will remain the same with an entrance onto Ringley Park Road.

The new building has been designed in a similar Georgian style to the buildings in Ringley Park Road and appears as a substantial single detached dwelling. During the course of the application the bulk of the property has been reduced in scale at first floor level at the rear of the property. It is considered that the proposed new building would be situated far enough away from neighbouring properties to minimise any harmful loss of amenity to those properties. A condition will be added to the permission to ensure that first floor side facing windows will be obscure glazed.

A new parking area to the front of the property is proposed and the level of parking complies with policy; in addition the site is well served by public transport and the two town centres of Redhill and Reigate are easily accessible on foot or by bicycle. In addition, the tree officer has assessed the development in terms of impact on trees and future landscaping and has no objections subject to conditions. The additional landscaping is considered to overcome the conservation officer's concerns regarding the impact on the Chart Lane Conservation Area to the north. The proposal is therefore considered acceptable.

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RECOMMENDATION

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

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Consultations:

Highway Authority: The proposed development has been considered by the county highway authority in terms of the likely net additional traffic generation, access arrangements and parking provision and recommends that conditions relating to the vehicular access, space laid out for parking, electrical car charging points, bicycle storage and the provision of a Construction Transport Management Plan are added.

Conservation Officer: raised concern relating to the siting nearer to Reigate Road than the established building line and requested new evergreen planting along the boundary with this road.

Tree Officer: Recommends full tree protection condition and landscaping condition.

Representations:

Letters were sent to neighbouring properties on 14 January 2020, and 19 May 2020. A site notice was posted on 21 January 2020. 25 letters of representation from local residents have been received raising the following concerns:

Issue	Number	Response
Increase in traffic and congestion	20	See paragraphs 6.20-6.21
Lack of parking	22	See paragraphs 6.20-6.21
Hazard to highways	18	See paragraph 6.19
Overshadowing	5	See paragraph 6.12-6.15
Overlooking and loss of privacy	4	See paragraph 6.12-6.15
Overdevelopment	8	See paragraph 6.9, 6.10
Poor design	6	See paragraph 6.5, 6.6
Inconvenience during construction	6	See paragraph 6.19
Harm to conservation area	4	See paragraph 6.7, 6.8
Harm to and loss of trees	8	See paragraph 6.16

Three letters of support have also been received

1.0 Site and Character Appraisal

1.1 The site currently consists of a mid-twentieth century detached property set within a substantial corner plot on the junction of Ringley Park Road and Reigate Road. The site is bounded by a wall to the roads and there is currently substantial landscaping and trees throughout much of the site. There is a group of protected trees (RE1067) situated on the northern boundary. To the north of the site is the Chart Lane conservation area.

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- 1.2 The site is on the eastern side of Ringley Park Road and the property has access from that road which would be retained. The site also has a significant boundary with Reigate Road (A23) to the north.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: Pre-application advice was sought and advice given in terms of design, car parking and impact on trees.
- 2.2 Further improvements could be secured: Conditions will be placed on any grant of permission in regard to the materials used, obscure glazing to first floor side facing windows, construction management plan, parking, electrical charging points, tree protection condition and new landscaping.

3.0 Relevant Planning and Enforcement History

- 3.1 78P/1286 – Erection of double garage at front using existing vehicular access to Ringley Park Road – approved with conditions.

4.0 Proposal and Design Approach

- 4.1 The proposal is for the demolition of the existing building and the erection of a two-storey building consisting of 6 two bedroom and 1 one bedroom flats. The building is indicated on the plans as being of a traditional design with steeply pitched roofs and traditional materials.
- 4.2 Access would be provided from Ringley Park Road using the existing access.
- 4.3 Space has been provided within the site for 1 car parking space per property (and one additional visitor parking space) along with cycle storage and bin stores in accordance with DMP standards in this medium accessibility area.
- 4.4 Amended plans have been received during the course of the application, reducing the depth of the buildings at first floor level to the rear and removing one of the flats from the scheme. The parking area to the front has also been amended to allow for greater landscaping.
- 4.5 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:
- Assessment;
 - Involvement;
 - Evaluation; and
 - Design.

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

Assessment	<p>The proposal provides 7 flats comprising of 6 two bed and 1 one bed units over two storeys. Unlike adjacent buildings to the north, east and west of the site, the roof area is not being used to provide additional accommodation.</p> <p>The 7 units provide for a range of accommodation size on the site whilst respecting the character of the area. The proposal maintains ample space for landscaping. The layout ensures that the building is set back from both road frontages in an appropriate manner having regard to built form in the wider area, tree cover, future landscaping and the provision of amenity space for the future occupants.</p>
Involvement	No community consultation took place.
Evaluation	The statement does not include any evidence of other development options being considered.
Design	The statement states that a Georgian style approach to the design of a dwelling was seen to enable a larger building to be provided on the site that would marry the two frontages, preserve the character of the adjacent Conservation Area and setting of the locally listed buildings to the north. It would allow for a lower pitch and scale to the roof as seen on Ringley Park Road whilst providing a larger style building as seen along the A25.

5.0 Policy Context

5.1 Designation

Urban Area, adjacent to Chart Lane Conservation Area (to the north)

5.2 Reigate and Banstead Core Strategy

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

5.2 Reigate & Banstead Development Management Plan 2019

Design, Character, and amenity	DES1, DES8
Protecting the natural and historic environment	NHE3, NHE9
Transport, Access, and parking	TAP1

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5.3 Other Material Considerations

National Planning Policy Framework

National Planning Practice Guidance

Supplementary Planning Guidance

Surrey Design

Local Distinctiveness Design Guide

Other

Human Rights Act 1998

6.0 **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 development is acceptable in land use terms.

6.2 The main issues to consider are:

- Impact on local character
- Neighbour amenity
- Trees and Landscaping
- Highway and parking matters
- CIL
- Affordable housing

Impact on local character

6.3 The proposal would result in the demolition of the existing building, a detached dwelling. This property is of mid twentieth century origin and is of no significant architectural merit and therefore there is no objection to its demolition.

6.4 Concern has been raised from neighbouring properties about the principle of flats on the road. However, there are similar examples in the vicinity and there can be no objection in principle to a flatted development on the site. The surrounding area is typified by a mixture of housing styles and types.

6.5 The replacement building would be built in a Georgian style which allows for a reduced roof form whilst providing an enlarged building on the site. Symmetry to the main body of the building follows Georgian principles as does the fenestration pattern and wall to void proportions. The applicant states in the design statement that the provision of a subservient wing to the south allows for a reduction in scale and bulk giving the impression of a building that has been appropriately extended in the past.

6.6 It is considered that the design of the building as proposed is acceptable in this location. There is a mix of styles, including contemporary and traditional Victorian, and a Georgian style property would be in keeping with a number of the properties within Ringley Park Road. The property would have the

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appearance of a substantial detached house and it is not considered that it would look out of place within the street scene.

- 6.7 The Conservation Officer was consulted primarily due to the proximity of the Chart Lane Conservation Area which is to the north of the application site, to the other side of Reigate Road. His comments are as follows:
“The Conservation Area at this point is characterised by a set building line and an evergreen shrubbery and tree frontage. Kingsmuir is on the site of a Victorian house which shares the same characteristics as the Conservation Area in terms of set back and landscaping, and is important as part of the setting, approach and backdrop to the Conservation Area and as part of the shrubbery and tree belt green corridor or parkway along Reigate Road. I am concerned at the proposal being forward of the general building line along this part of Reigate Road and forward of the historic footprint of the former Victorian house to Reigate Road and consider it should be set back.”
- 6.8 The comments above have been noted and assessed. However, the proposal cannot be moved further back from the boundary with Reigate Road due to the potential impact on the property to the South. Whilst it is noted that that position of the new building is closer to Reigate Road than the current property, it is important to note that there is no fixed building line in this section of Reigate Road. There are significant enhancements proposed in landscaping and screening terms when viewed from Reigate Road and this is considered to ameliorate the concerns of the conservation officer.
- 6.9 Amended plans have been received reducing the first floor of the rear of the property leaving a single storey element as well as changing the parking area at the front of the house to allow for additional landscaping. These changes do not impact on the character of the proposal; the impact of the proposed property to the neighbouring house has been reduced by the reduction at first floor level and the resultant reduction in roof size.
- 6.10 It is considered therefore that the quantum of development and the design of the building is appropriate on this site and the proposal complies with policy DES1 in this regard.

Neighbour amenity

- 6.11 The property is situated some distance away from the dwellings to the north and the west, both of which are on opposite sides of the road and are well screened by mature trees. The property to the east, South Lawns, is a relatively modern apartment block, situated centrally within its plot and is approximately 20m away. It is not considered that the proposal would materially harm the amenity of the dwellings within the block.
- 6.12 Concern has been raised from the owner of no.12 Ringley Park Road, the property to the south. Amended plans have been received that have reduced the bulk of the property to the rear elevation at first floor level which would have caused some significant loss of amenity due to an overbearing nature and potential overlooking and loss of privacy.

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- 6.13 Following these amended plans, which have reduced the depth of the new building, it is considered that there would not be a materially harmful impact to the amenity of no.12 Ringley Park Road. It is important to note that the property would not encroach closer to the boundary with no.12 than the existing property. Whilst concern has been raised in regard to the orientation of the proposed apartment block, the main two storey element of the building would not be materially deeper than no.12. In addition, the single storey element of the proposal is over 5m from the shared boundary and would not make a harmful impact on no.12
- 6.14 In terms of overlooking, there is one first floor side facing window that could overlook no.12; however, this is shown on the plans to obscure glazed and a condition would be added to the permission ensuring that it is obscure glazed and fixed shut (excepting a fanlight opening 1.7m above floor level).
- 6.15 In terms of a material loss of light to no.12, an assessment of the potential harm by overshadowing has been carried out to the first floor rear windows of no.12, as per paragraph 4.4 of the Council's SPG on householder extensions and alterations. It is clear that whilst a line on a 45 degree angle taken in the horizontal plane from the first floor rear window may be breached by the new property, it would not encroach a line taken at 45 degrees on the vertical axis (with both axis needing to be breached to signify unacceptable light loss). Whilst there would be a change of outlook, it is not considered that this would cause such harm to the neighbouring property as to warrant refusal for this reason.

Trees and Landscaping

- 6.16 Due to the presence of mature and protected trees along the northern boundary with the public house, the Council's tree officer has been consulted and his comments are as follows:
- "I have undertaken a review of the proposed development and the arboricultural information which has been submitted to support that proposed development. I am familiar with the site and the surrounding landscape having been involved in the service of the Tree preservation Order at the application site and dealing with the redevelopment of the adjoining site to the east.
- "The application has been supported by a detailed arboricultural submission which includes an arboricultural method statement (AMS) and a tree protection plan (TPP). The information has been compiled by an arboricultural consultancy practice that undertakes works within the borough on a regular basis and is in accordance with the advice, guidelines and recommendation of British Standard 5837:2012 Trees in relation to design, demolition and construction- Recommendations. Existing trees and vegetation have been assessed and categorised adopting the criteria and methodology from section 4 and table 1 of the above standard.
- "The proposed development results in some loss of trees, 4 trees in total which are detailed in section 3 of the AMS, table 1, of the trees lost the only high

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category tree directly lost to the development is a Lawson cypress approximately 13.5m in height and semi mature in age numbered 23 in the tree schedule. The other trees lost to the proposed development are low categories two in 'C' category and 1 in the 'U' category.

"The trees lost to the proposed development are not subject to the Tree Preservation Order that affects other trees at this application site, T23 is in close proximity to both the existing dwelling and the proposed development, its long term retention whether development proceeds or not would be questionable as the tree has the ability to substantially increase in size and conflict between the trees and existing dwelling and proposed development structures would be likely to occur.

"Whilst the loss of this tree would be regrettable its loss can be mitigated by replacement planting along this boundary with the adjoining property to enhance tree cover and additional landscaping and boundary treatment would improve screening at the lower and mid-levels .

"Whilst the submitted arboricultural method statement and tree protection plan is broadly acceptable at section 9 of the AMS it does state that the underground services have not been detailed and are unknown at this stage, which is normal for this size of the development as they are generally designed post decision. It is likely that the services would need to be upgraded to serve the increased number of occupants and apartments. As this matter is unknown and has the potential to result in significant impacts on retained trees and vegetation the Council in these circumstances would consider that the use of a 'finalised' AMS and TPP precedent condition to safeguard existing trees and vegetation would be entirely justified and appropriate in these circumstances, if the planning case officer is minded to recommend consent.

"Both the arboricultural and landscape matters can be adequately dealt with by imposing the appropriate conditions."

6.17 It is noted that the conservation officer has raised concerns about the impact of the application on the conservation area to the north and has requested that a scheme of landscaping to screen the building from the conservation area with suitable shrubs such as Portuguese Laurel, Laurel, informal Yew and Holly. This is considered pertinent to the application and a suitable condition will be added to the permission as per the tree officer and the conservation officer's comments.

6.18 It is considered therefore that subject to the conditions outlined above being complied with, the proposal complies with policies DES1, NHE3, and NHE9 in this regard.

Highway matters

6.19 The proposed development has been considered by the county highway authority in terms of the likely net additional traffic generation, access arrangements and parking provision and recommends that conditions relating

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to the cycle parking, space laid out for parking, electrical car charging points, a pedestrian inter-visibility splay and the provision of a Construction Transport Management Plan are added. The pedestrian inter-visibility splay must be carried out before occupation of the site to ensure the safety of pedestrians due to the ingress and egress of cars from the site. Concern has been raised from residents regarding inconvenience during construction; the proposed construction transport management plan will mitigate against significant issues relating to construction traffic, parking and management etc.

- 6.20 The proposed development site is located within an area of medium accessibility and requires a provision of 8 parking spaces, in line with Reigate and Banstead's parking guidance for residential development. The proposed development therefore meets the required parking provision. The proposal would result in an increase in trip rates to and from the site and as such, the existing entrance gate is to be removed as part of the proposal to prevent cars backing up onto the highway when queuing to enter the site.
- 6.21 In terms of its location, the proposal is situated midway between Reigate and Redhill town centres, approximately 10 and 15 minutes away by foot respectively. There is a cycle lane both ways along Reigate Road and adjacent to the site is a bus stop with regular services.
- 6.22 Whilst concern has been raised from residents in terms of the parking and traffic generation, it is clear from the comments above that the proposal complies with policy TAP1 and annexe 4 of the DMP (parking standards). It is noted that there are a number of parking restrictions along Ringley Park Road and Reigate Road that would prevent additional unwanted on-street parking.

CIL

- 6.23 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

- 6.24 Development Management Plan DES6 states that on developments providing 11 or more homes, 30% of the homes on site should provide affordable housing. This supersedes the Core Strategy policy CS15 in its entirety.
- 6.25 In view of this, the Council is not presently requiring financial contributions from applications such as this resulting in a net gain of 10 units or less.

CONDITIONS

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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
Location Plan	RP/LP/01		23.12.2019
Proposed Plans	RP/BH/01		23.12.2019
Proposed Plans	RP/B/01		23.12.2019
Street Scene	RP/SS/01		23.12.2019
Street Scene	RP/SS/01		23.12.2019
Existing Plans	RP/EXP/01		23.12.2019
Elevation Plan	RP/E/01	B	18.05.2020
Proposed Plans	RP/P/01	C	18.05.2020
Block Plan	RP/BP/01	B	18.05.2020
Site Layout Plan	RP/SP/01	B	18.05.2020

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

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

4. No development shall commence including any demolition or groundworks preparation until a detailed, scaled 'finalised ' 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 any service routings and drainage runs. The AMS shall also include a pre

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commencement meeting ,supervisory regime for their implementation & monitoring with an agreed reporting process to the LPA.. All works shall be carried out in strict accordance with these details when approved.

Reason: To ensure good arboricultural practice in the interests of the maintenance of the character and appearance of the area and to comply with British Standard 5837:2012 'Trees in Relation to Design, demolition and Construction – Recommendations' and policies NHE3 and DES1 of the Reigate and Banstead Borough Local Plan adopted September 2019.

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

The scheme shall include significant new planting along the boundary with Reigate Road, including a number of evergreen trees/shrubs of appropriate species: such as Portuguese Laurel, Laurel, informal Yew and Holly.

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

All new tree planting shall be positioned in accordance with guidelines and advice contained in the current British Standard 5837. Trees in relation to construction.

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

Reason: To ensure good arboricultural and landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies NHE3, NHE9 and DES1 of the Reigate and Banstead Borough Local Plan 2019, British Standards including BS8545:2014 and British Standard 5837:2012

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

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

7. The development hereby approved shall not be occupied unless and until each of the proposed dwellings 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 order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to meet the objectives of the NPPF (2019), and to satisfy policy TAP1 of the Reigate and Banstead Development Management Plan 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 cycles to be parked in a covered and secure location. Thereafter the cycle parking area shall be retained and maintained for its designated purpose.

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

9. Before any of the operations hereby approved are started on site, a pedestrian inter-visibility splay of 2m by 2m shall be provided on each side of the access, the depth measured from the back of the footway (or verge) and the widths outwards from the edges of the access, in accordance with the approved plan numbered 2019/5054/001. No fence, wall or other obstruction to visibility between 0.6m and 2m in height above ground level shall be erected within the area of such splays.

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

10. 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) measures to prevent the deposit of materials on the highway
 - (e) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused

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(f) on-site turning for construction vehicles (including measures for traffic management)
has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to meet the objectives of the NPPF (2019), and to satisfy policies TAP1 and DES8 of the Reigate and Banstead Development Management Plan 2019.

11. The development hereby approved shall not be first occupied unless and until an Energy and Water Efficiency Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall detail how the development will:
- a) Ensure that the potential water consumption by occupants of each new dwelling does not exceed 110 litres per person per day
 - b) Achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations

The development shall be carried out in accordance with the approved details and any measures specific to an individual dwelling(s) shall be implemented, installed and operational prior to its occupation.

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

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

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

13. No development above slab level shall commence until all details of proposed/retained boundary treatment has been submitted to and approved in writing by the local planning authority (LPA), to include wildlife friendly access where possible.

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

INFORMATIVES

1. You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:
 - (a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs Saturday and not at all on Sundays or any Public and/or Bank Holidays;
 - (b) The quietest available items of plant and machinery should be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels;
 - (c) Deliveries should only be received within the hours detailed in (a) above;
 - (d) Adequate steps should be taken to prevent dust-causing nuisance beyond the site boundary. Such uses include the use of hoses to damp down stockpiles of materials, which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of bowsers and wheel washes;
 - (e) There should be no burning on site;
 - (f) Only minimal security lighting should be used outside the hours stated above; and
 - (g) Building materials and machinery should not be stored on the highway and contractors' vehicles should be parked with care so as not to cause an obstruction or block visibility on the highway.Further details of these noise and pollution measures can be obtained from the Council's Environmental Health Services Unit.

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

2. 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.
3. The use of a suitably qualified arboricultural consultant is essential to provide acceptable submissions in respect of the arboricultural tree condition (no.4) above. All works shall comply with the recommendations and guidelines contained within British Standard 5837
4. The use of landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above relevant condition (no.5). Replacement planting of trees and shrubs shall be in keeping with the character and appearance of the locality and have a strong native influence . There is an opportunity to incorporate structural landscape trees into the scheme to provide for future amenity and long term continued structural tree cover in this area. It is expected that the replacement structural landscape trees

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will be of semi Advanced Nursery Stock sizes with initial planting heights of not less than 4.5m with girth measurements at 1m above ground level in excess of 16/18cm.

5. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover to install dropped kerbs. www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs
6. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
7. 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).
8. 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-vehicleinfrastructure.html> for guidance and further information on charging modes and connector types.
9. The applicant is advised that the Borough Council is the street naming and numbering authority and you will need to apply for addresses. This can be done by contacting the Address and Gazetteer Officer prior to construction commencing. You will need to complete the relevant application form and upload supporting documents such as site and floor layout plans in order that official street naming and numbering can be allocated as appropriate. If no application is received the Council has the authority to allocate an address. This also applies to replacement dwellings.

If you are building a scheme of more than 5 units please also supply a CAD file (back saved to 2010) of the development based on OS Grid References. Full details of how to apply for addresses can be found http://www.reigate-banstead.gov.uk/info/20277/street_naming_and_numbering

REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies DES1, DES8, NHE3, NHE9, TAP1, and material considerations, including third party representations. It has been concluded that the development is in

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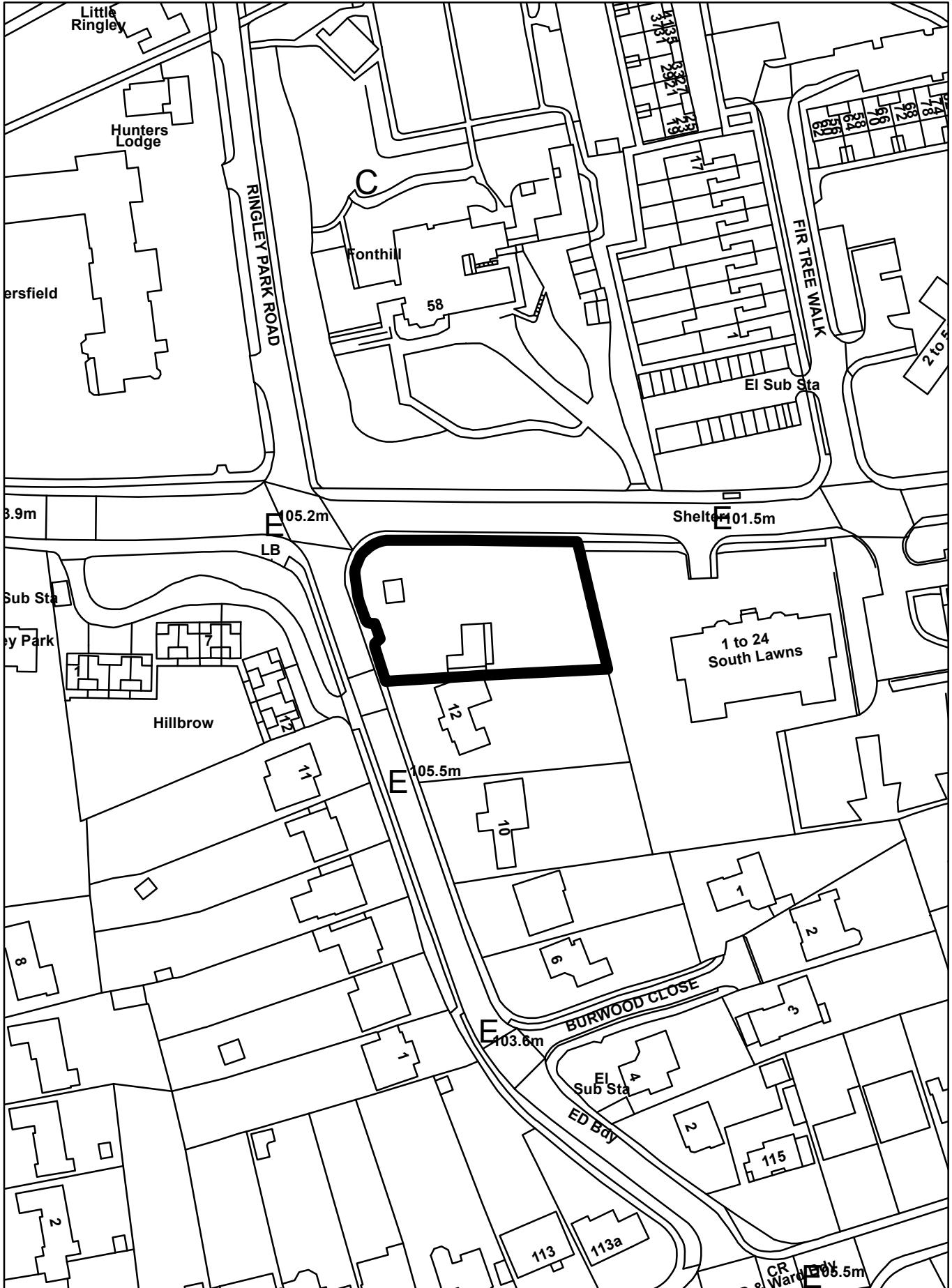
Planning Committee
08 July 2020

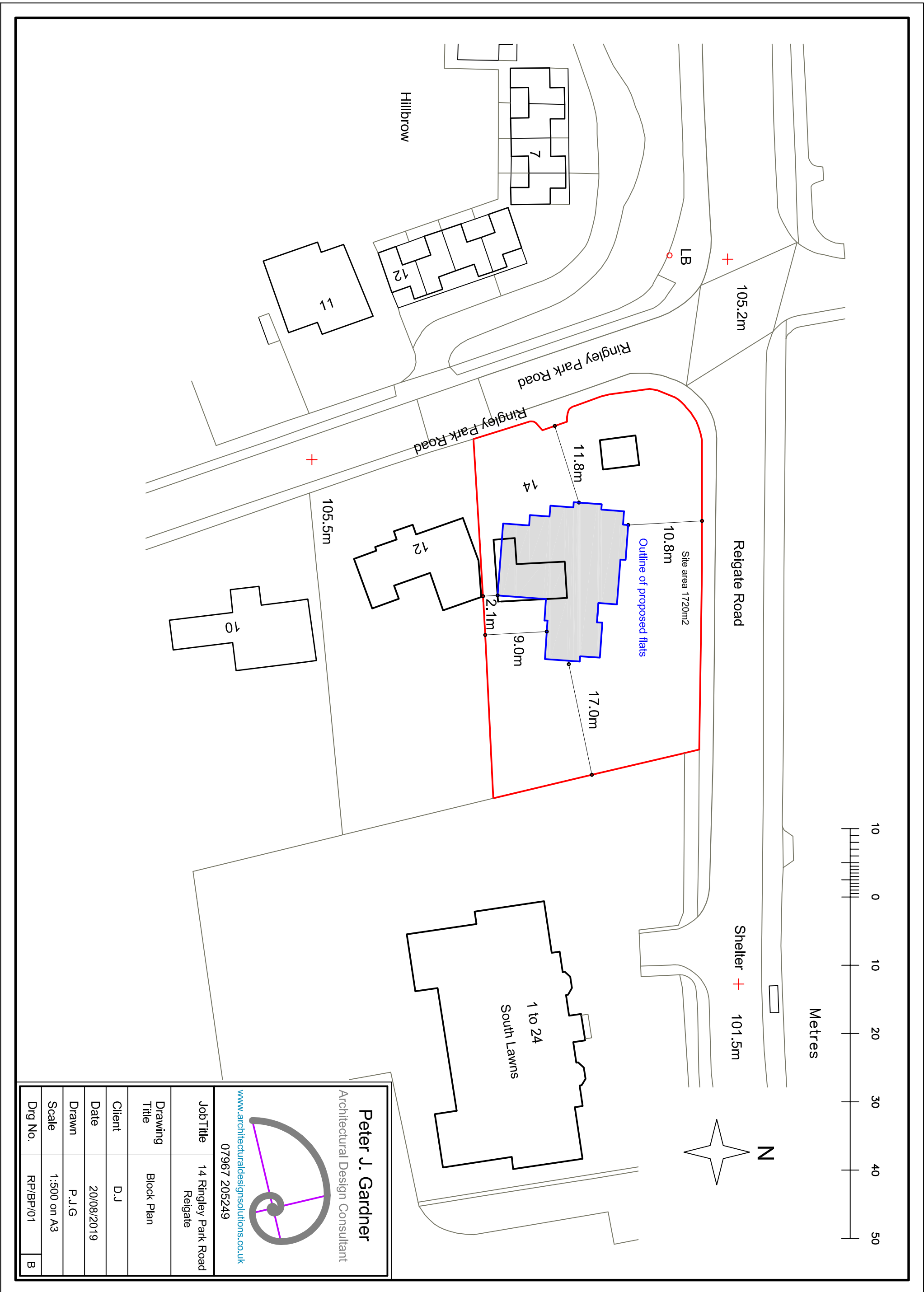
Agenda Item: 8
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accordance with the development plan and there are no material considerations that justify refusal in the public interest.

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.

Agenda Item 8
19/02590/F - Kingsmuir, 14 Ringley Park Road, Reigate

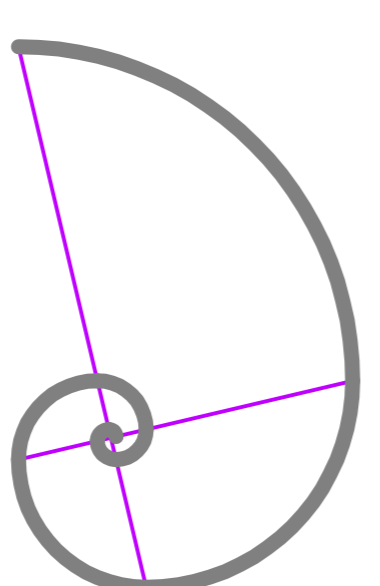
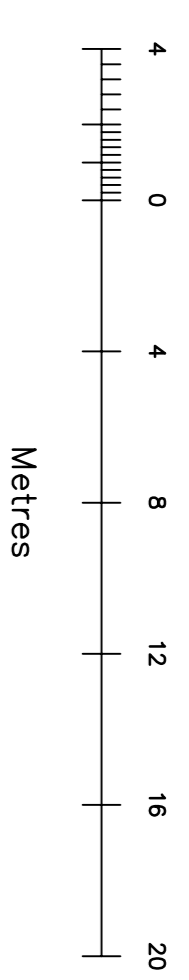




Peter J. Gardner
 Architectural Design Consultant

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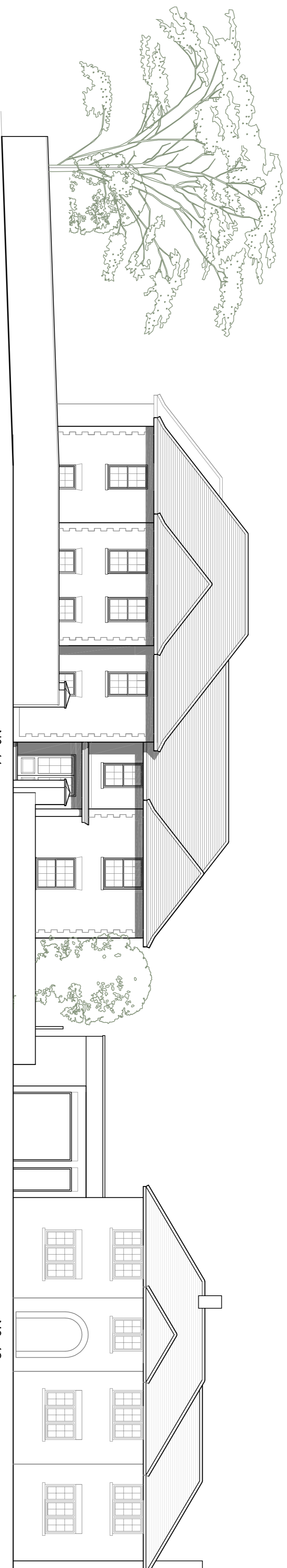
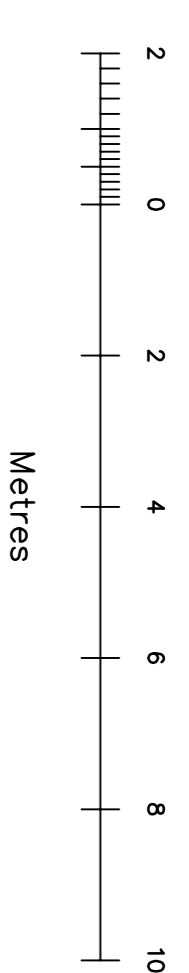
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Drawing Title	Block Plan
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Drawn	P.J.G
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Drwg No.	RP/BP/01
	B



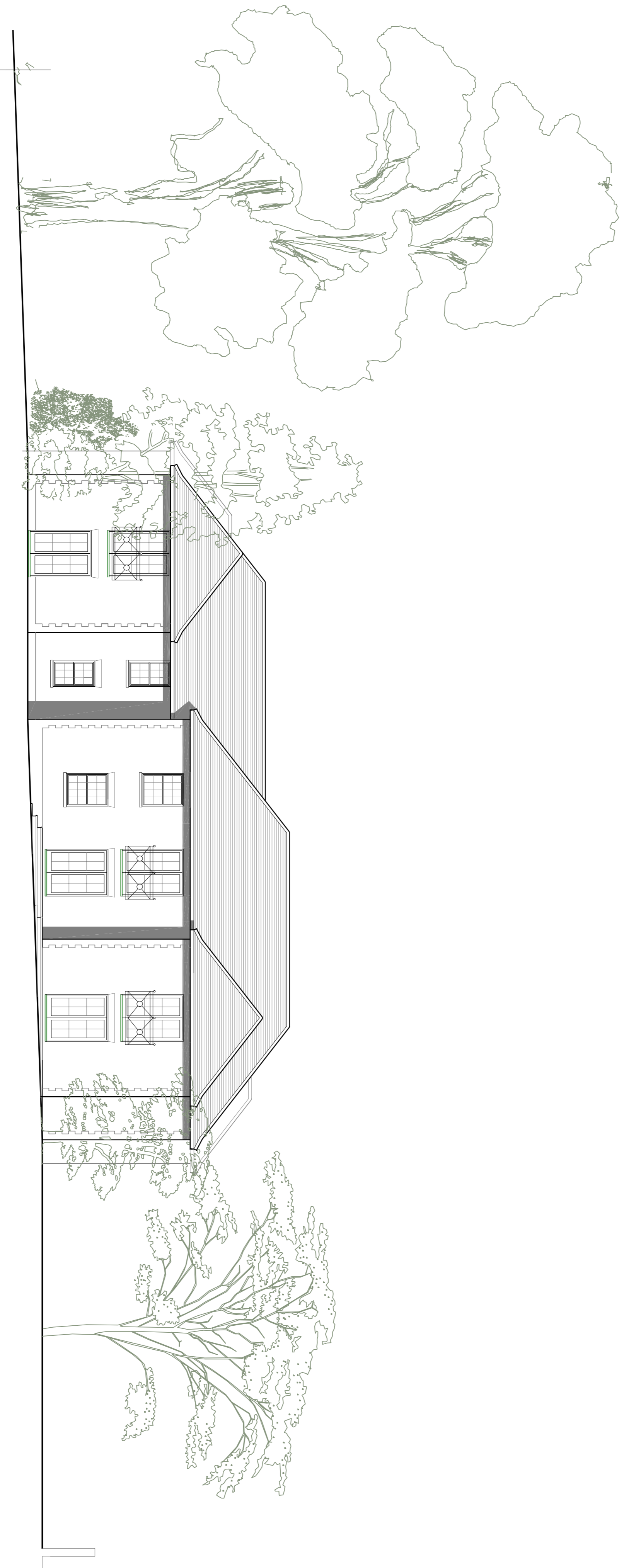
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Architectural Design Consultant

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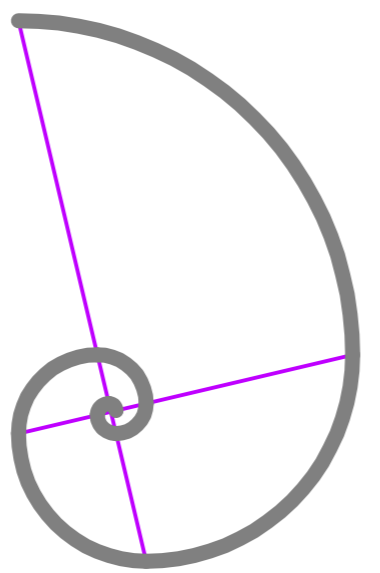
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Drawing Title	Proposed Site Plan
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Date	17/10/2019
Drawn	P.J.G
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Drg No.	RP/SP/01
	B

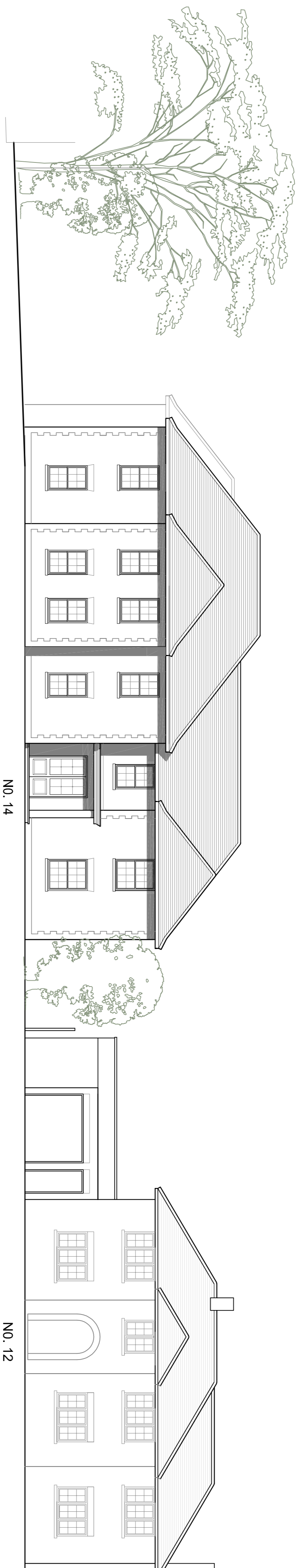
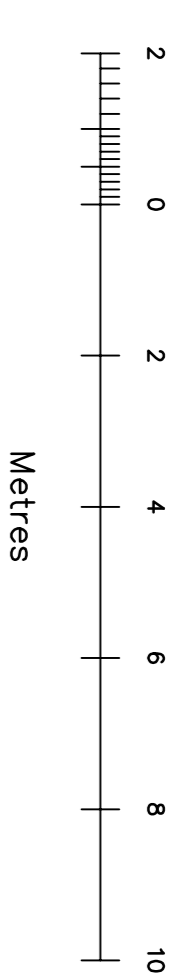


Ringley Park Road - Proposed East Elevation

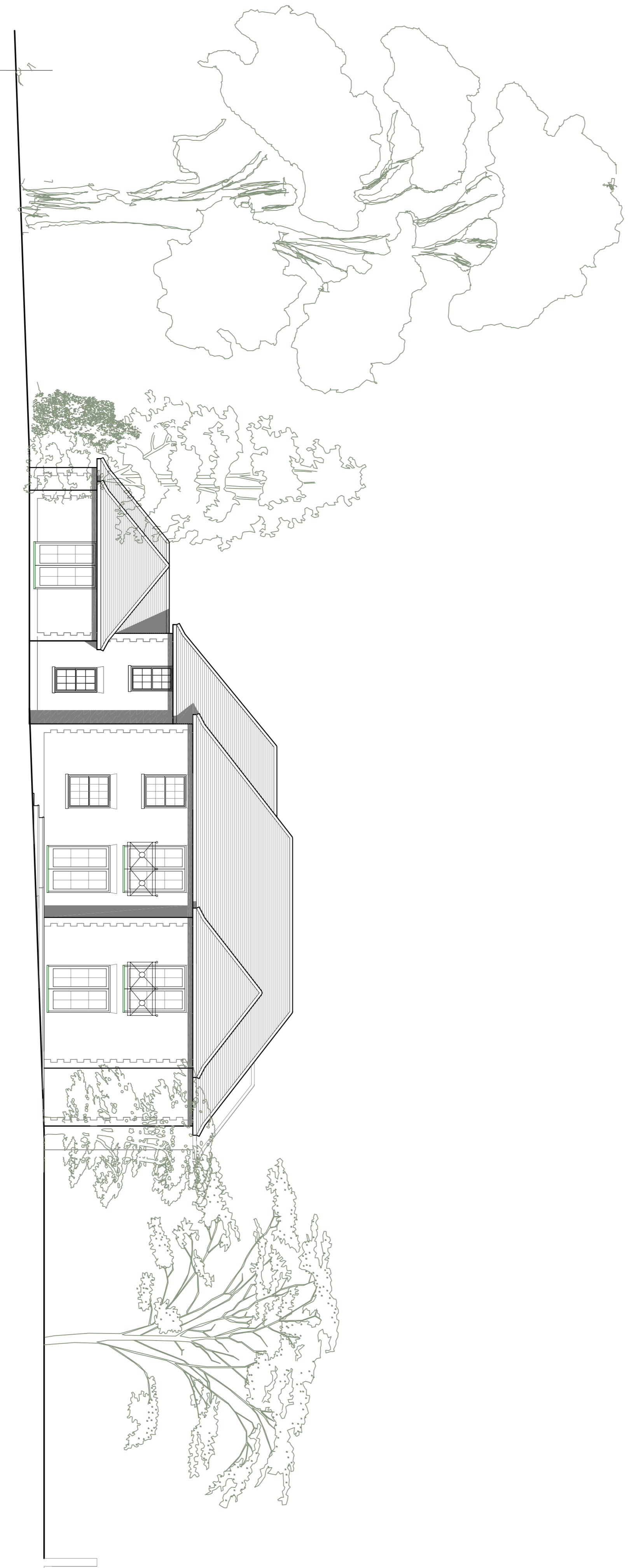


Reigate Road - Proposed North Elevation

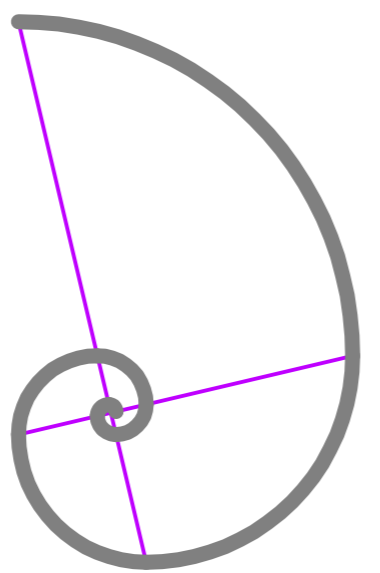
<p>Peter J. Gardner Architectural Design Consultant</p>  <p>www.architecturalsolutions.co.uk 07967 205249</p>	
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Drawing Title	Proposed Elevations
Client	D.J
Date	14/07/2019
Drawn	P.J.G
Scale	1:100 on A1
Drg No.	RP/SS/01

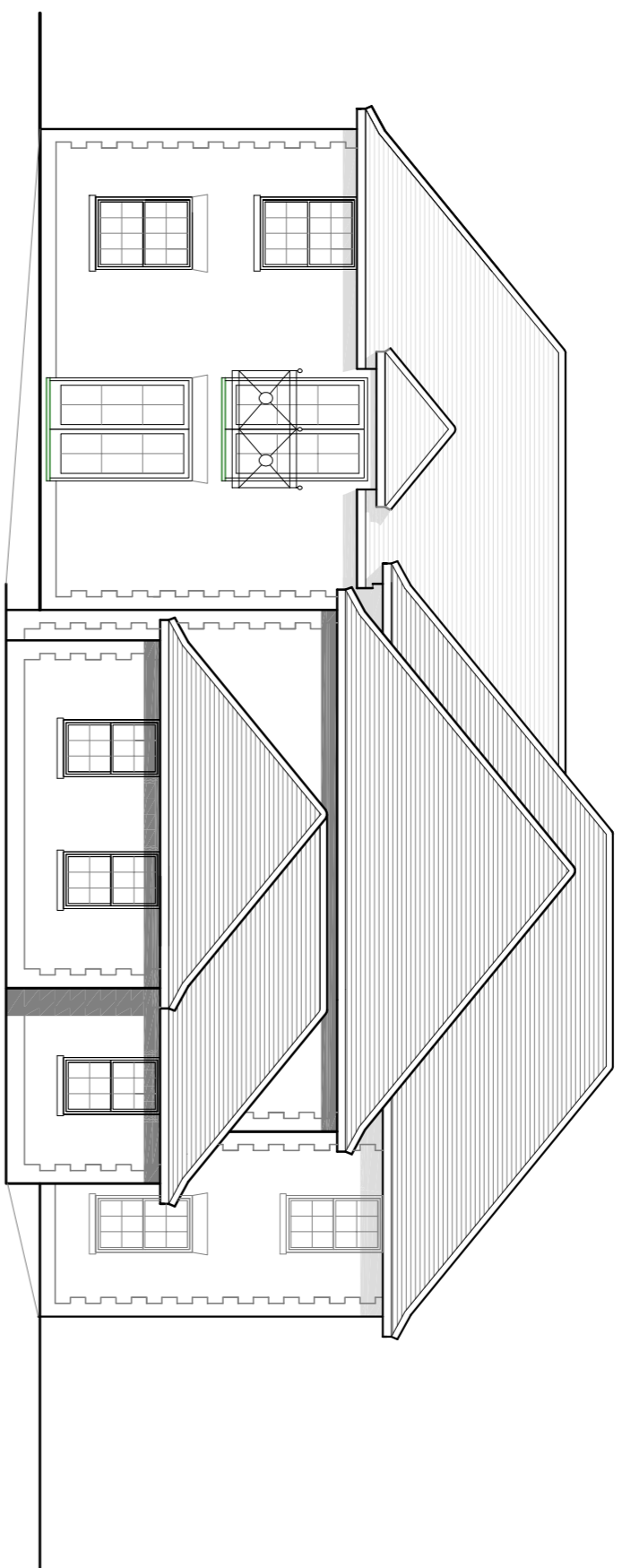


Ringley Park Road - Proposed East Elevation

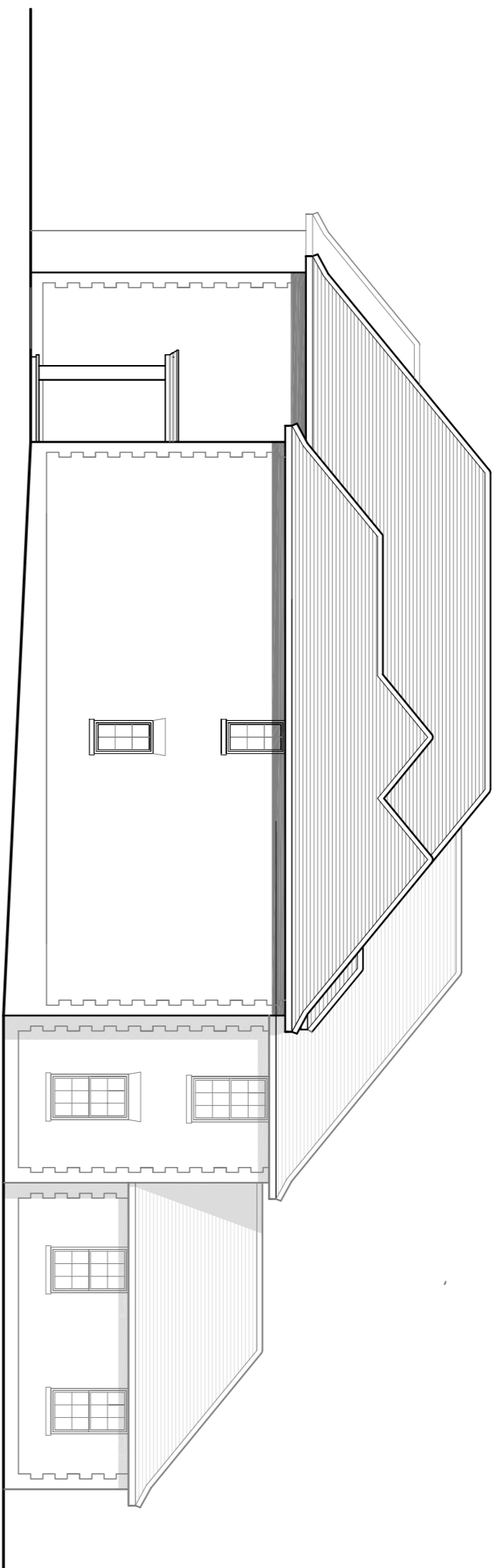


Reigate Road - Proposed North Elevation

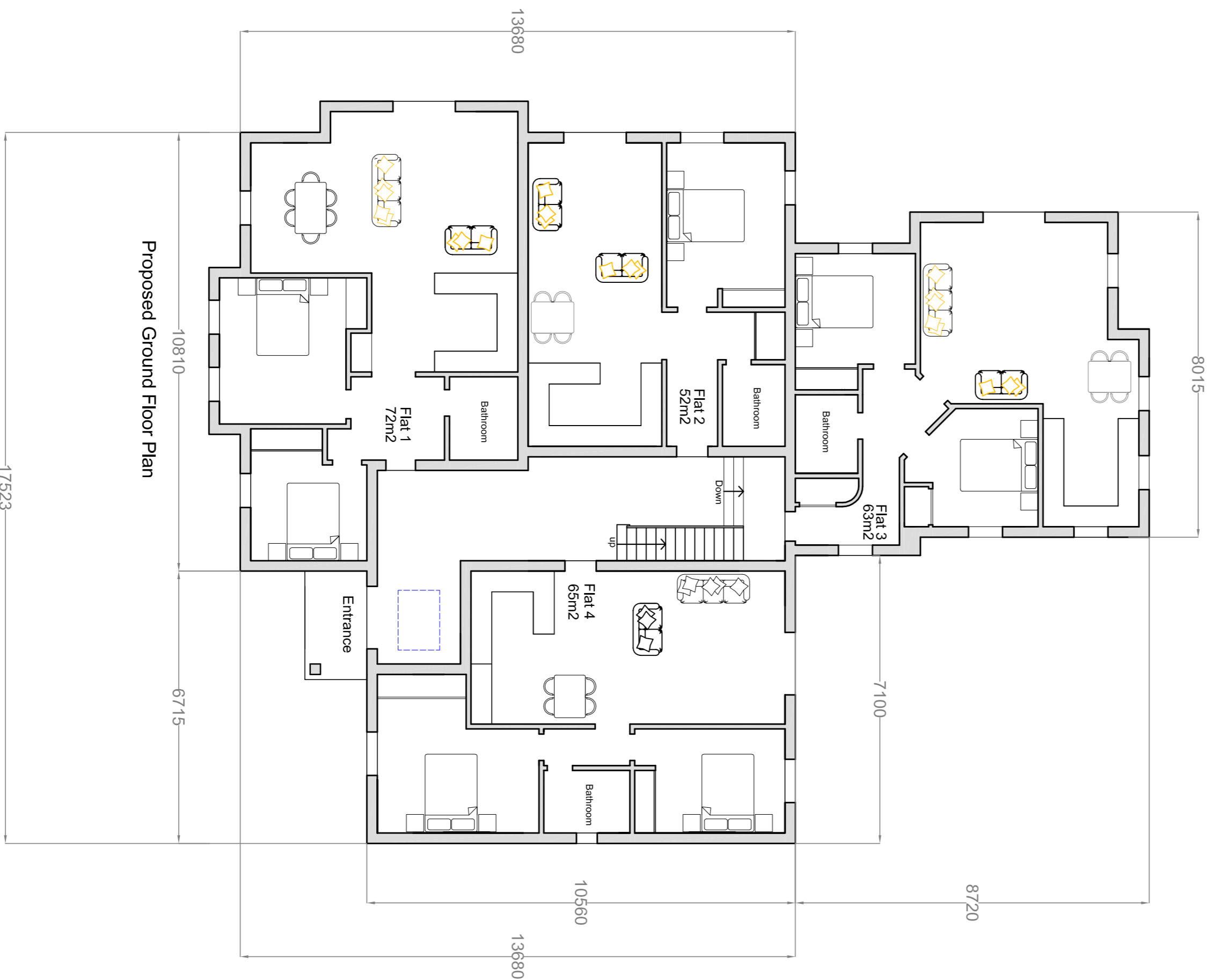
<p>Peter J. Gardner Architectural Design Consultant</p>  <p>www.architecturaldesignsolutions.co.uk 07967 205249</p>	
Job Title	14 Ringley Park Road Reigate
Drawing Title	Proposed Elevations
Client	D.J
Date	14/07/2019
Drawn	P.J.G
Scale	1:100 on A1
Drg No.	RP/E/01
	B



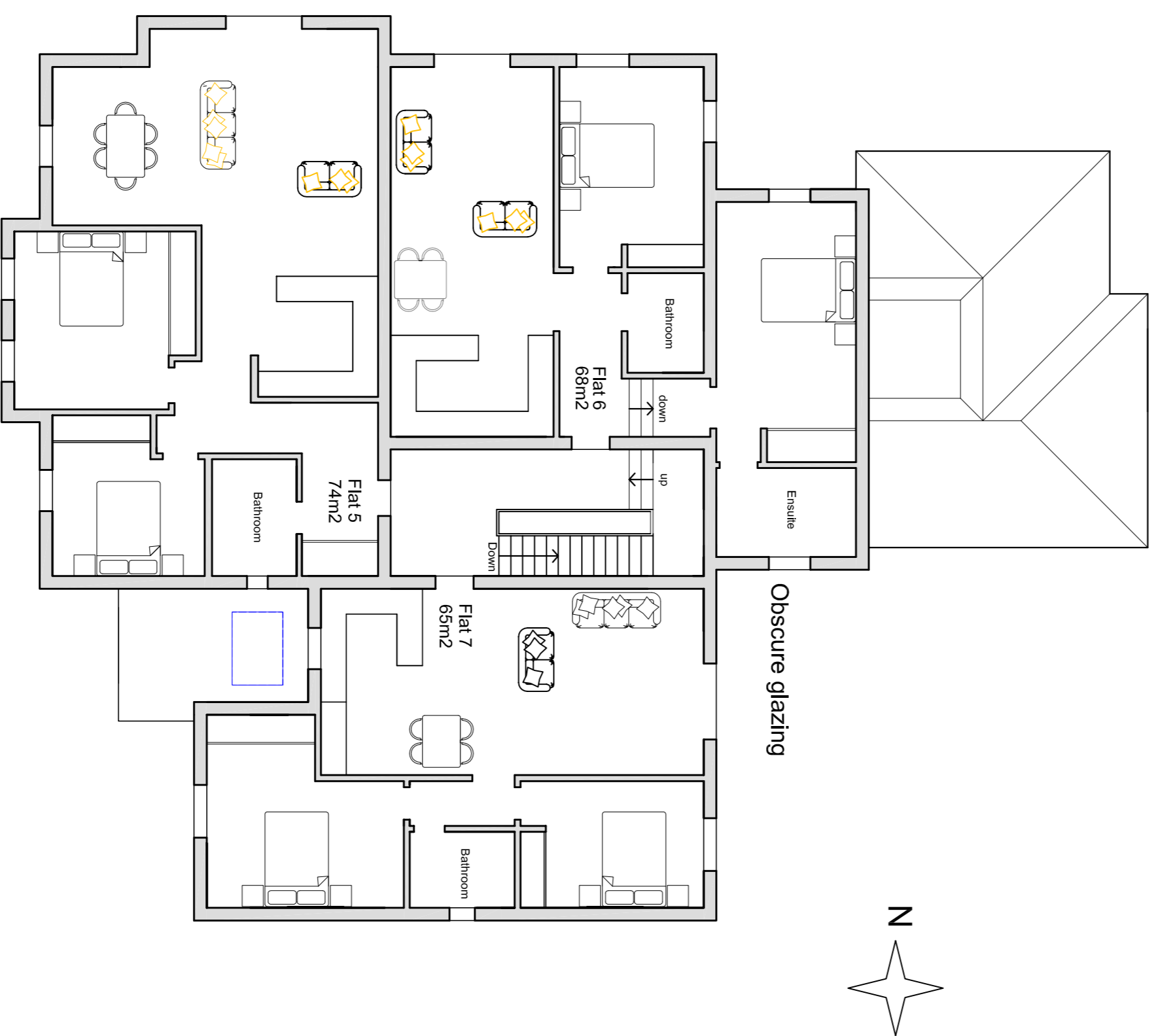
Proposed East Elevation



Proposed South Elevation

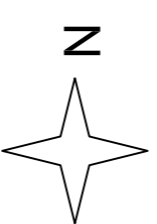


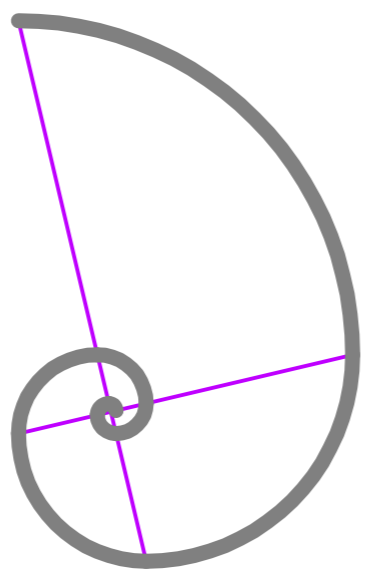
Proposed Ground Floor Plan

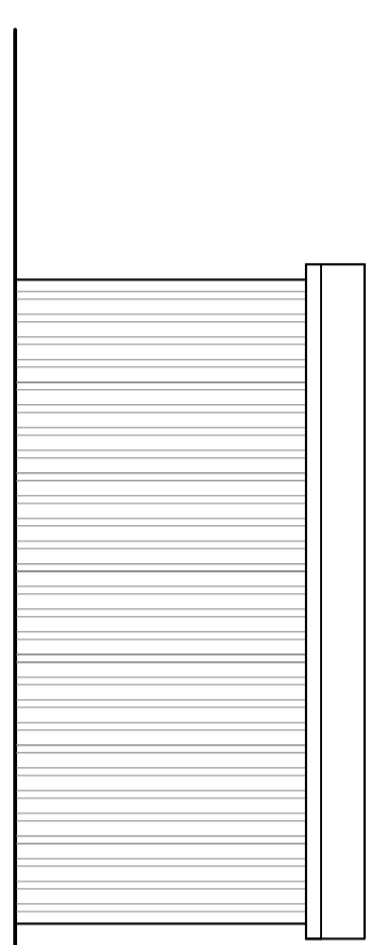
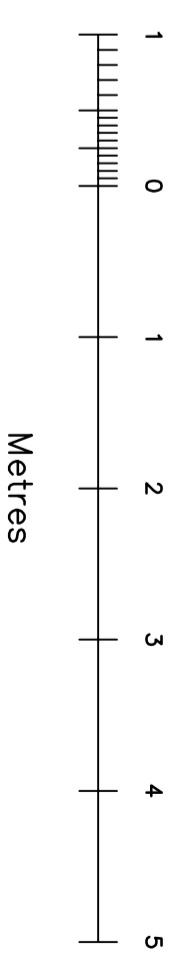


Proposed First Floor Plan

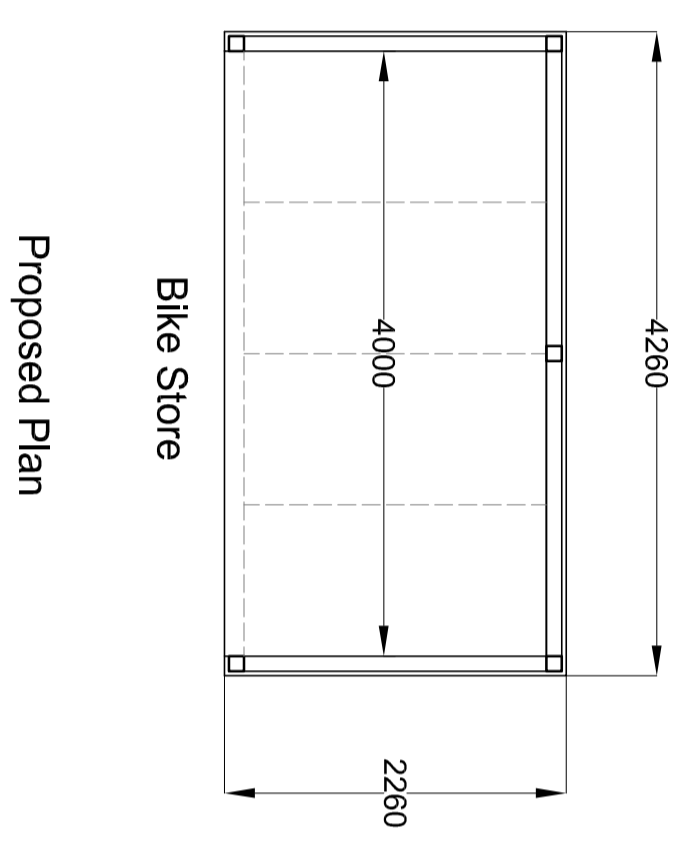
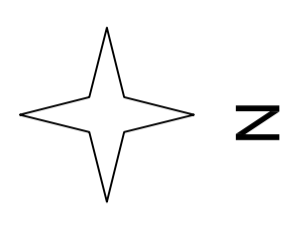
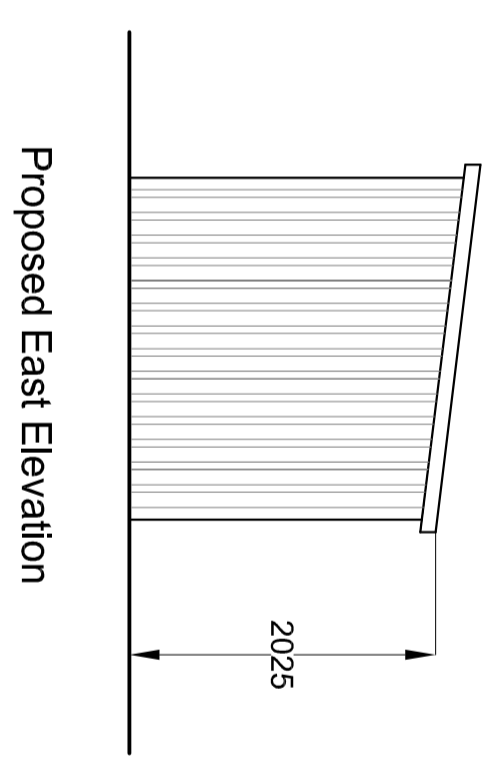
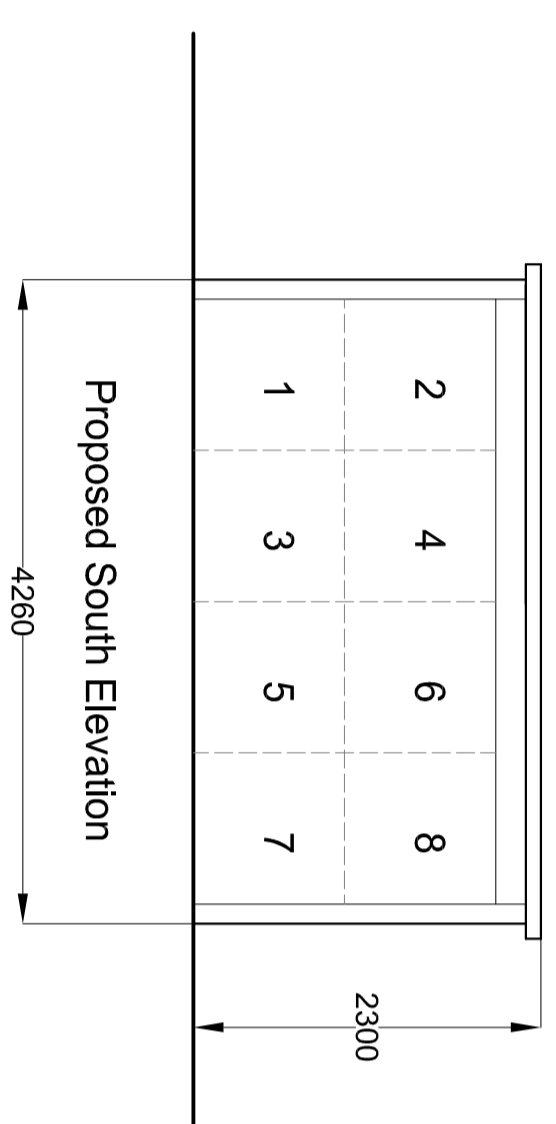
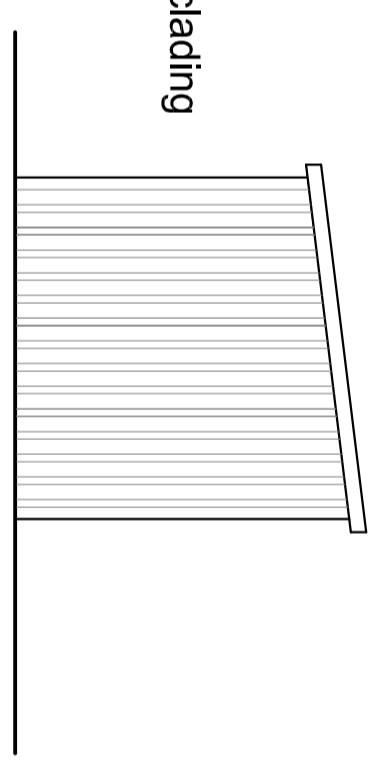
Obscure glazing



<p>Peter J. Gardner Architectural Design Consultant</p>  <p>www.architecturaldesignsolutions.co.uk 07967 205249</p>	
Job Title	14 Ringley Park Road Reigate
Drawing Title	Proposed Plans and Elevations
Client	D.J
Date	07/05/2020
Drawn	P.J.G
Scale	1:100 on A1
Drg No.	RP/P/01
	C



Timber hit and miss cladding

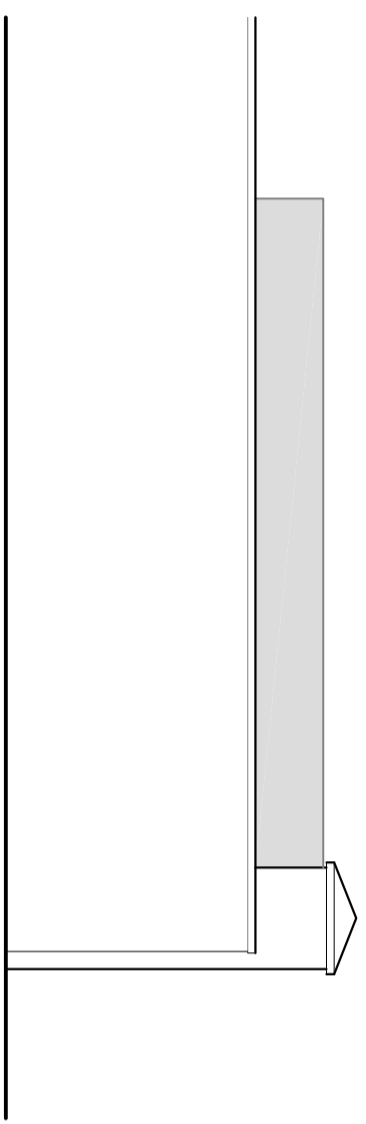
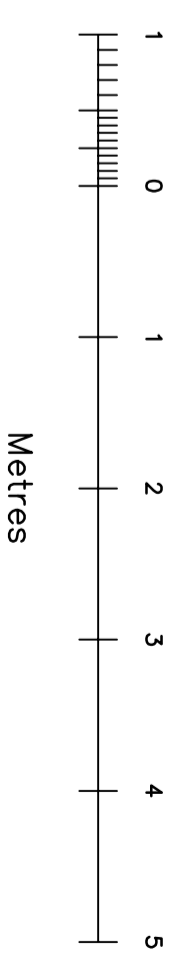


Bike Store

Peter J. Gardner
 Architectural Design Consultant

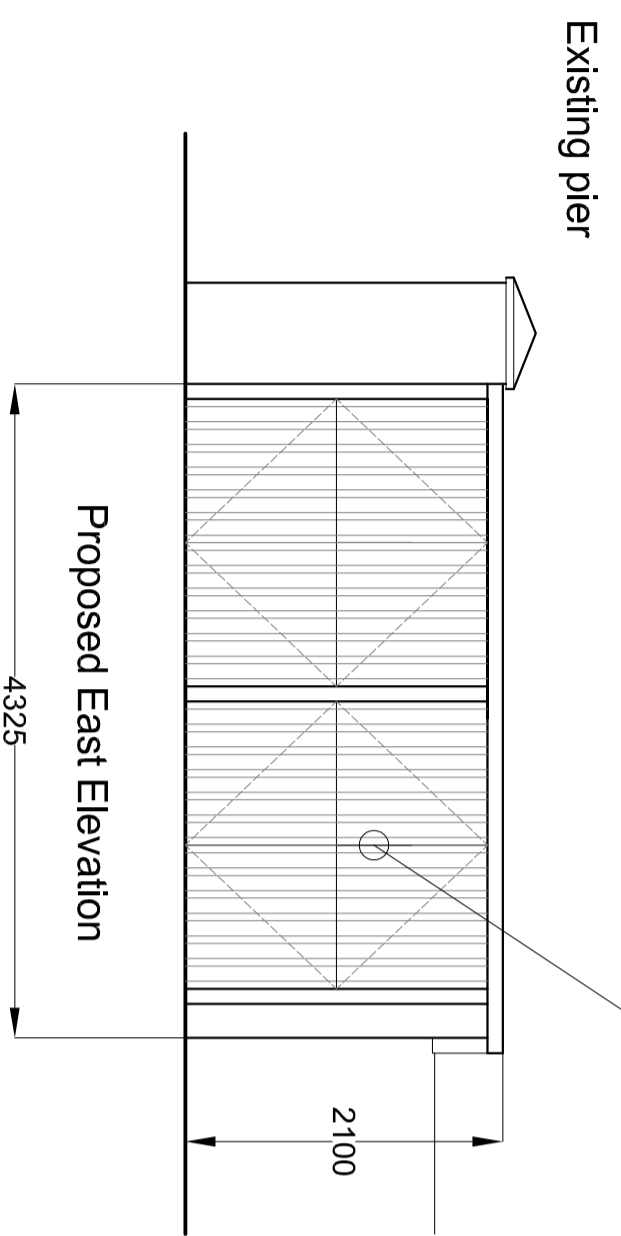
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Job Title	14 Ringley Park Road Reigate
Drawing Title	Proposed Bike Rack Housing
Client	A.H
Date	14/12/2019
Drawn	P.J.G
Scale	1:50 on A2
Drng No.	RP/BH/01

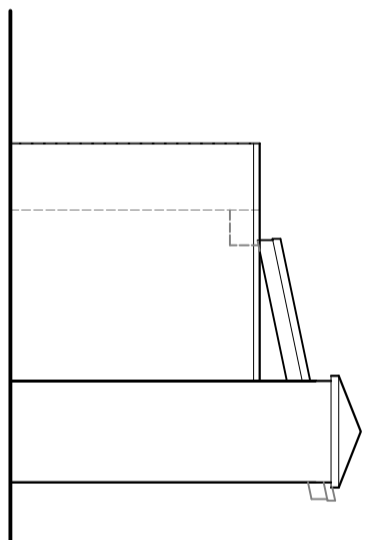


Existing Boundary wall

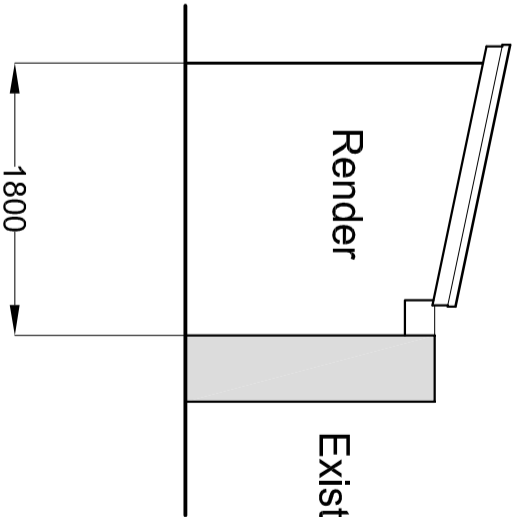
Proposed West Elevation
Timber hit and miss doors



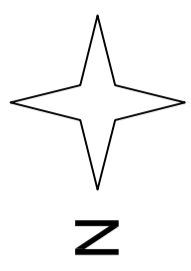
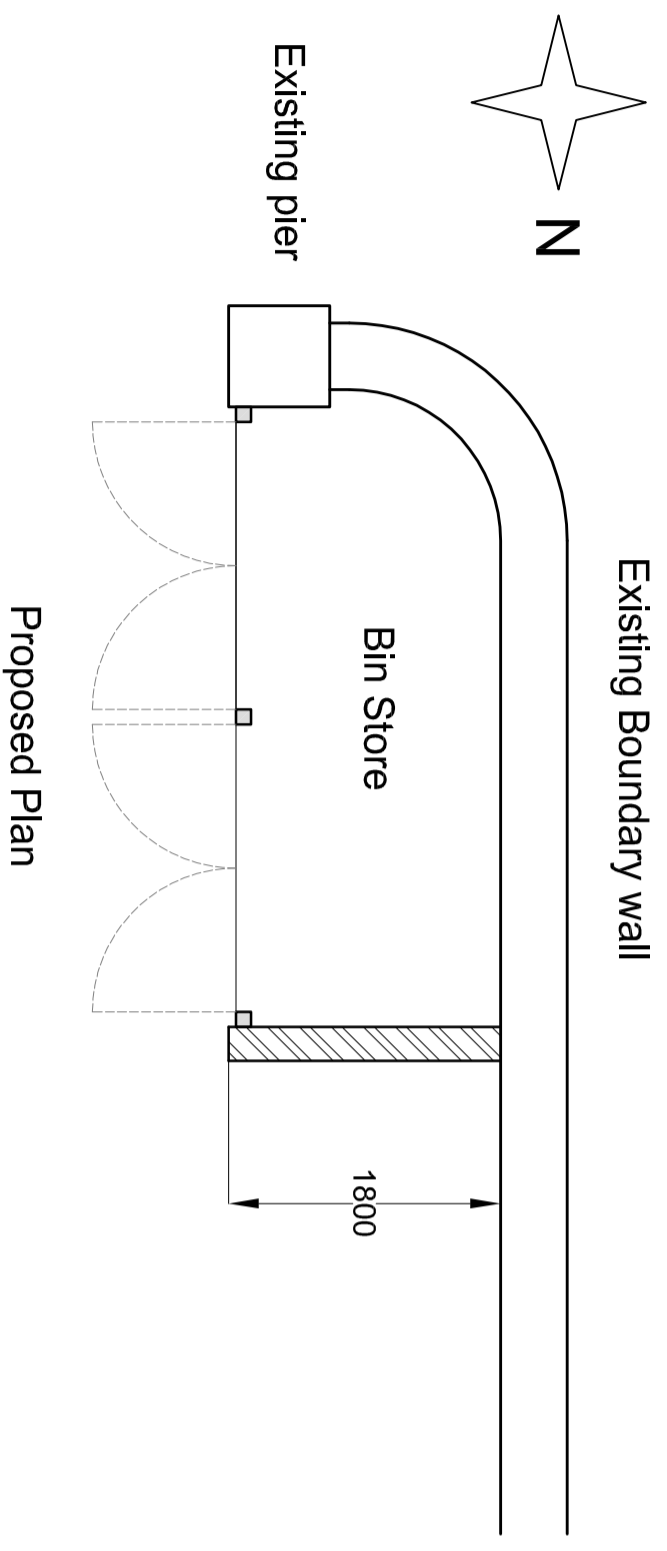
Existing Boundary wall and pier



South Elevation



Proposed North Elevation



Peter J. Gardner
Architectural Design Consultant

www.architecturaldesignsolutions.co.uk
07967 205249

Job Title	14 Ringley Park Road Reigate
Drawing Title	Proposed Bin Store
Client	A.H
Date	14/12/2019
Drawn	P.J.G
Scale	1:50 on A2
Drng No.	RP/B/01

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Agenda Item 9

Planning Committee
8th July 2020

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19/02044/F



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

TO:		PLANNING COMMITTEE	
DATE:		8 July 2020	
REPORT OF:		HEAD OF PLANNING	
AUTHOR:		Lesley Westphal	
TELEPHONE:		01737 276626	
EMAIL:		Lesley.Westphal@reigate-banstead.gov.uk	
AGENDA ITEM:	9	WARD:	Reigate

APPLICATION NUMBER:	19/02044/F	VALID:	11/10/2019
APPLICANT:	Lochplace Ltd	AGENT:	Daines Alonso Architects
LOCATION:	4 BEAUFORT ROAD, REIGATE SURREY RH2 9DJ		
DESCRIPTION:	Change of use of land, demolition of existing garages and ancillary building and erection of three 3-bedroom dwellings as amended on 27.4.20		
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 proposed development comprises the demolition of all existing buildings on site and the erection of a terrace of three houses with ancillary parking and amenity space. The site lies within the urban area of Reigate and the main issues are considered to be the loss of employment floorspace, the design of the scheme, impacts upon surrounding residents, parking and highways considerations.

The site has been subject to a previous application for a terrace of three dwellings which was refused by the Council and dismissed on appeal on the grounds of the unacceptable effect on the living conditions of the occupiers of 6 Beaufort Road through overlooking and loss of privacy. This scheme seeks to overcome the concerns of the Inspector regarding neighbour amenities.

The scheme would result in the loss of existing garages and employment buildings but neither of these issues were previously considered unacceptable by the Council and nor did the Inspector consider these to be issues causing harm to identified policies.

The design of the scheme has changed a little although retains a similar approach whilst the height and bulk of the building has been reduced. No objection was

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previously raised to the loss of the existing buildings, which are of mixed character and it is considered that the general bulk, mass and design of the building would fit comfortably within the surrounding area.

The scheme has been considered on the basis of its impacts upon the surrounding highway network and it is considered that the proposed parking levels, safety of the access and levels of traffic generated would be acceptable, would not harm the surrounding area and would be compliant with the relevant policies.

The scheme would result in a different outlook and environment for surrounding residents. However the scheme now submitted is considered to have addressed the impacts previously identified and resulting in the appeal being dismissed, and not to create any new impacts that would cause significant adverse impacts upon the amenities of surrounding residents.

Overall it is considered that the issues of concern identified have been addressed by this scheme without creating any harm that would contravene the existing policy provisions and the scheme is therefore considered acceptable.

RECOMMENDATION

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

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Consultations:

Highway Authority:

No objection subject to conditions addressing the following issues:

- Construction of the access prior to occupation
- Provision of parking/turning space prior to occupation
- Submission of a construction transport management plan

This is a slightly revised proposal from a previous application ref: 2018/01752. The CHA are not of the opinion that anything has substantially changed in relation to the transport elements. The development is proposing to provide 6 car spaces - this meets the requirements set out in the Reigate and Bandstand Parking Standards for this type of development. There are currently 12 garages on site. Considering the amount trips that would be generated by 12 garages when they are in full use, the proposed development (with 6 car spaces) is likely to lead to a reduction in trip generation. However, the CHA have not been provided with any information as to whether any displaced car parking may occur with the loss of the 12 garages, should they currently support private vehicle parking. Taking into account the reduced level of trips, the CHA are satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway. Subject to the above conditions being included within any permission granted, the CHA has no objection to the proposed development.

Use of the following informatives:

- the need to obtain a S278 approval prior to any works on the highway or any works that may affect a drainage channel or water course.
- Potential works to street lights, road signs, road markings to accommodate any potential highways works
- Reminder that it is an offence to allow materials to be deposited on the highway

Environmental Protection: Potential for ground contamination to be present on or in close proximity to the site has been identified. As such it is recommended that 5 conditions and an informative are attached to any permission addressing the following matters:

- Submission of an environmental desktop study
- Submission of a contaminate land site investigation proposal
- A risk assessment to be undertaken in accordance with the contaminated land investigation
- A detailed remediation method statement to be submitted
- Submission of a remediation validation report
- Process to address contamination found during construction that had not been previously identified
- Clarification regarding the definitions contained in the proposed conditions.

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Beaufort Road Residents Association:

Object to the scheme on the following grounds:

- Over development: the previous scheme was refused by the Planning Committee as a result of the design, scale and layout, with limited space to the site boundaries or opportunities for soft landscaping would result in a cramped over development of the site. This scheme does not overcome those concerns.
- Potential for drainage problems: the existing systems being inadequate
- Overlooking, overshadowing, loss of light, loss of privacy and poor visual amenity: Significant impacts to 8a Beaufort Road: the combination of height and proximity being unacceptable to those residents.
Additionally adverse impacts upon residents in Albert Road South, Nutley Lane and Beaufort Road who adjoin the site, and those in close proximity but who do not adjoin the site directly.
This would also result in a poor environment for future residents.
- Concern about potential for roof extensions and other additions that would adversely affect neighbours amenities
- Harm to character of the area: apart for the terraces in the roads immediately bordering the site elsewhere Albert Road South and Beaufort Road have mainly larger semi or detached properties of Victorian or Edwardian build.
- Bin Storage: Would block the parking space of 4B Beaufort Road and has potential adverse impacts upon the adjacent residents through smell and noise. Would adversely affect local residents on collection day due to the presence of the bins at the roadside.
- Adequacy of parking, highway Safety and Traffic Generation: The surrounding road network is very busy with parked cars on both sides of the road network and the site lies in close proximity to the junction of Beaufort Road, Nutley Lane and York Road, where the area is frequently gridlocked. The additional 6 cars would exacerbate this current situation.
- Insufficient parking and turning areas resulting in cars reversing onto the highway to the detriment of highways safety.
- The access road is insufficient width to allow for emergency vehicles.
- Ecology harm: Loss of potential roosts for bats in the existing building.
- Insufficient local infrastructure
- Insufficient amenity space in a post Covid 19 world

Representations:

Letters were sent to neighbouring properties including in respect of the amended plans and a site notice was posted. Fifty responses have been received in respect of the amended plans e raising the following issues:

Issue	Response
Over development of the site	Para 6.9
Poor design out of character with the area	6.8-6.11
Existing buildings should be retained –more in keeping with the area	6.7

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Building would be too high	6.17
Lack of detail regarding sustainable construction details and methods	6.32
Harmful impacts upon the neighbours amenities through overlooking, loss of privacy, overshadowing, loss of outlook, visual intrusion and noise and disturbance	6.12-6.23
Inadequate amenity space	
Potential further harm through future alterations and extensions	4.1 6.10
Loss of access to parking and bicycle storage for 4 Beaufort road	6.33 6.21
Concern about proximity of proposed bin storage to 4 Beaufort Road	6.21
Concerns about highways safety	
Inadequate off street parking	6.24-6.26
The existing highway in this area is very busy and this scheme would exacerbate existing problems	6.25
Adverse impacts during construction	6.24-6.26
Harm to conservation area and listed buildings	6.22
Drainage concerns	6.28
Inadequate local infrastructure such as schools	6.31
No affordable housing	6.29
Potential for bats to roost in the existing buildings	6.27 6.30

1.0 Site and Character Appraisal

1.1 This is a backland site, broadly rectangular in shape and with vehicular access from Beaufort Road alongside the flank of 4a and b Beaufort Road. It comprises an area of land accommodating a number of garages and a workshop/office building. The buildings are predominantly aligned in a north/south direction, with a block aligned with the northern boundary and with a row of flat roof garages abutting the western edge of the site. The main building is predominantly single storey albeit with rooflights in the pitched tiled roof. It is an attractive brick built building with tiled roof and

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contrast brick detailing around the windows. It is set approximately 7.5m's from the front of the garages and the same distance from the easternmost boundary.

- 1.2 The external areas of the site are hard surfaced and the site also provides vehicular access to residential garages ,parking spaces and rear gardens of adjacent properties fronting Nutley Lane along the eastern boundary of the site. There are views of the site from the highway, along the existing vehicular access, as well as from the rear of the surrounding properties.
- 1.3 The site lies almost wholly to the rear of 4a-d Beaufort Road and to the side of the rear garden of 6 Beaufort road. At the rear of 6/8 Beaufort Road lies a single storey building previously in use as an office, but which has now been converted into a residential unit (8a Beaufort Road) with parking and amenity space lying between the building and the rear of 6/8 Beaufort Road. Part of the wider area within which this dwelling sits is used for parking and garaging to the rear of 6/8/10 Beaufort Road. The amenity area of 8a therefore is confined to the easternmost part of the site adjacent to the boundary with the application site. It should be noted that the conversion of this neighbouring property to residential has taken place since the previous application, on this site, was submitted.
- 1.4 Houses to the rear of the site in South Albert Road have rear gardens approximately 18m's from the boundary with the site whilst the houses in Nutley Lane are separated from the site by gardens of between approximately 8.5m's-just over 11m's. Housing in Beaufort Road is separated from the site by rear gardens of approximately 8-10 m's (4a-d Beaufort Road) whilst the rear garden of 6 Beaufort Road runs alongside the site with a total length of approximately 20m's.
- 1.5 The area surrounding the site is characterised by a mixture of housing - generally terraced housing fronting the highway, positioned close to the highway with small front gardens, closer to the site . Further from the site but in the local area lie larger 2 and 2 1/2 storey detached houses. The surrounding properties are generally of a traditional appearance and much of the area is characterised by a lack of off street parking resulting in a heavily parked public highway.

2.0 Added Value

- 2.1 Improvements secured during the course of the application: reduced impact upon the amenities of adjacent neighbours through revised design
- 2.3 Further improvements can be secured through conditions relating to details of materials, fencing around the parking area, details of the bin store,, and height of the rooflights to prevent overlooking.

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3.0 Relevant Planning and Enforcement History

- 3.1 18/01752/F The development proposed is the change of use of the land, demolition of existing garages and ancillary building, and erection of three number three-bed dwellings. Appeal Dismissed 19.6.2019

The Inspector concluded that the main issues were the effect of the proposal on:

- i) the living conditions of the occupiers of 6 Beaufort Road and 4A to 4D Beaufort Road and future occupiers of the proposed development, with particular regard to overlooking and privacy, and
- ii) the character and appearance of the area.

The Inspector concluded that:

- A separation of approximately 14 metres between the single storey rear extension of 6 Beaufort Road (18m's at first floor level) and the front of the nearest proposed house would be oblique, but would allow for views from the first floor bedroom into the ground floor living space of no. 6. It and therefore would result in an unacceptable loss of privacy to the occupiers of this existing property.
- There is a degree of mutual overlooking between properties in the area, however this is generally from rear elevations along rear gardens. In this instance, there would be views from the proposed dwelling over part of the rear garden area and towards the rear elevation of 6 Beaufort Road. Given the existing degree of overlooking of part of the garden that already exists from neighbouring properties, notwithstanding the presence of any landscaping, this would result in the overlooking of the whole of the garden area of the existing dwelling. As a consequence, the scheme would have an unacceptable effect on the living conditions of the occupiers of 6 Beaufort Road through overlooking and loss of privacy.
- Located between the proposal and the highway is a building containing four flats, 4A to 4D Beaufort Road. There are garden areas to the rear of these flats as well as windows within the rear elevation which allow for views over the appeal site. There is a separation distance of over 21m between the rear wall of the existing flats and the proposed dwellings. Whilst this would allow for some mutual overlooking, it would not be at close quarters. As such, in my view, the separation distance would be sufficient to ensure that there is no unacceptable effect on the occupiers of the flats, or the future occupiers of the proposed properties, through overlooking or loss of privacy.
- The scheme would result in the construction of a terrace of three dwellings centrally within the site, with a parking and turning area to the front as well as garden areas to the rear. Whilst located to the rear of properties, the scheme would be reflective of the terraces of buildings that are present within the area. There would be views of the proposed dwellings from the adjacent highway, however, they would be viewed within the context of the surrounding development, including neighbouring buildings sited behind terraces fronting the highway, and as a consequence would not appear incongruous.

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- The proposed building would be positioned close to the site boundaries but, given the closeness of the urban form in the area that I have referred to above, this would not result in the development having a cramped appearance. Thus, it would relate well to the form of the surrounding buildings. To the frontage of the dwellings would be a parking area, including an area of landscaping together with an area for bin storage. In my view, this would not result in a development that has a lack of spaciousness. The scheme would reflect the general characteristics of residential development in the locality.

(Decision notice attached at Appendix A)

4.0 Proposal and Design Approach

- 4.1 This is a full application for the demolition of all buildings on the site and the erection of a single building lying across the width of the site to provide a 2 storey terrace of houses incorporating 3 x 3 bedroom units. Parking for 6 cars would lie in front of the houses along with a bin store and a modest landscaped area in front of the westernmost house. The scheme would provide a rear garden for each house of between approximately 50 sq m's - just over 60 sq metres.
- 4.2 The existing boundary wall along part of the southern boundary, along the western boundary and northern would be retained and made good where necessary. Along the rest of the southern boundary and eastern boundary a 1.8m fence would be erected. Along the eastern boundary this would separate the access to the houses from the access to the garages and rear of properties in Nutley Lane.
- 4.3 The terrace would lie in front of the property adjacent 8a Beaufort Road and lie almost entirely to the rear of 4a-d Beaufort Road. The rear of the terrace would lie approximately 8.6m's from the rear boundary wall and approximately 26m's from the rear facing walls of houses in Albert Road South. The forwardmost part of the front of the terrace would lie 11m's from the shared boundary with 4 Beaufort Road and between 19-22m's from the rear of 4a-d Beaufort Road. Although the rear garden of 6 Beaufort Road runs alongside the flank boundary of the site the rear of the house lies approximately 4.5m's from the nearest corner of the site. That would result in the front of the forwardmost part of the new terrace lying approximately 15.5m's from the rear of 6 Beaufort Road. The westernmost flank wall of the terrace would be set back approximately 0.6m from the boundary wall with 8a Beaufort Road and 1.5m's from the property itself.
- 4.4 In relation to the siting of the proposed terrace the applicant draws attention to the conclusions of the Inspector which were essentially that adequate separation existed between the terrace and the surrounding houses, the sole reason for refusal being the loss of privacy and overlooking to the residents of 6 Beaufort Road. Therefore the same broad design approach is taken in this scheme as a "quiet take on the Victorian terraced houses common in Reigate". The development frontage will match the form and scale of terrace

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houses along the surrounding roads. The gable end of the westernmost house is rotated to provide variation to the front elevation, similar to that seen on the neighbouring Nutley lane and breaking up the visual silhouette of the terrace.” The terrace would feature a pitched roof, hipped on the westernmost end to minimise impacts upon the new residential property at 8a Beaufort Road and with a front projecting gable to the westernmost unit. Previously this had a first floor front facing window but that has been moved to the flank elevation to look towards Nutley lane to remove the level of overlooking to the rear of 6 Beaufort Road that the Inspector identified as being harmful.

4.5 The remaining front elevation would feature traditional brick elevations with each unit possessing a ground floor entrance and two windows. At first floor three pitched roof dormer windows that would breach the eaves line are proposed. The gable to the westernmost unit would include a small recessed decorative brick detail . The flank elevation would include 2 windows facing towards the existing boundary wall and two rooflights . The rear elevation would provide each house with large patio doors and two first floor bedroom windows.

4.6 Further details of the development are as follows:

Site area	853sq m's
Existing use	Garaging and workshop/office
Proposed use	3 dwellings
Existing parking spaces	12 garages plus unallocated parking around the workshop
Proposed parking spaces	6
Parking standard	2 spaces/unit (maximum)
Number of affordable units	0
Net increase in dwellings	3
Infrastructure contribution	CIL
Existing site density	0
Proposed site density	35dph
Density of the surrounding area	36dph (4a-16 Beaufort Road)

5.0 Policy Context

5.1 Designation

Urban Area

Area of high accessibility - 11

Entrance to the site experiences surface water flooding as a 1:1000 year event

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5.2 Reigate & Banstead Borough Local Plan Core Strategy 2014

CS1 Presumption in favour of sustainable development
CS5 Valued people and economic development
CS10 Sustainable Development
CS11 Sustainable Construction

5.3 Reigate and Banstead Local Plan Development Management Plan 2019

EMP4 Safeguarding Employment Land and Premises
DES1 Design of New Development
DES4 Housing Mix
DES5 Delivering High Quality Homes
TAP1 Access, Parking and Servicing
CCF2 Flood risk
NHE2 Protecting and Enhancing Bio Diversity and Areas of Geological Importance
INF1 Infrastructure

5.4 Other Material Considerations

NPPF

NPPG

Supplementary Planning Guidance

Surrey Design
Local Distinctiveness Design Guide
Parking Standards for Development
Affordable Housing

Other

Human Rights Act 1998

6.0 **Principal Issues**

6.1 The main issues to consider are:

- Loss of Employment land
- Design appraisal
- Neighbour amenity
- Access and parking
- Other Issues

Loss of employment Land

6.2 CS5 seeks to retain and make the best use of existing employment land unless it can be demonstrated that there is no reasonable prospect of a site being used for that purpose over the life of the plan.

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- 6.3 Policy EMP4 advises that the loss of employment land will only be permitted if it can be clearly demonstrated that there is no reasonable prospect of the redevelopment of the site for employment use, the loss of employment floorspace is necessary to enable a demonstrable improvement in the quality and suitability of employment accommodation or the scheme would provide a public benefit which would outweigh the loss of the employment floorspace. Where loss is justified proposals will only be permitted if they would not adversely affect the efficient operation or economic function of other employment uses or business in the locality.
- 6.4 The previous scheme in 2018 was refused permission when the policy approach to the loss of employment land was as existing and was not refused on the basis of the loss of employment land. This was not raised as part of the appeal process either by the Council or Inspector. As a matter of consistency since there has not been a change in policy approach to the retention of employment land this matter is not therefore raised as a point of objection here.

Design Appraisal

- 6.5 Policy CS10 requires development to be at an appropriate density, taking account of and respecting the character of the local area.
- 6.6 Policy DES1 of the Development Management Plan requires new development to be of a high quality design that makes a positive contribution to the character and appearance of its surroundings. It must, amongst others, reinforce local distinctiveness, respect the characteristics of the local neighbourhood and visual appearance of the immediate streetscene, have due regard to the layout, density, plot sizes, building siting, scale, massing, height and roofscapes of the surrounding area, the relationship to neighbouring buildings and views into and out of the site.
- 6.7 Many representations have expressed the view that the retention of the existing workshop building would be preferable to the new build on the basis that it reflects the general character of the surrounding area better than the proposed scheme. It is an attractive building although the same cannot be said of the adjacent existing garages – which are of no architectural merit whatsoever. However neither the buildings nor the site are subject to any statutory protection such as being listed nor lying within a conservation Area and no controls exist that would prevent the removal of the existing buildings and their replacement with a suitable alternative.
- 6.8 Account must also be taken of the design of the previous scheme dismissed on appeal. It was of a similar appearance and scale to that now under consideration and was found to be acceptable by the Inspector who commented on the scale and mass rather than the specific architectural details. He noted that “the scheme would be reflective of the terraces of buildings that are present within the area. There would be views of the proposed dwellings from the adjacent highway, however, they would be viewed within the context of the surrounding development, including

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neighbouring buildings sited behind terraces fronting the highway, and as a consequence would not appear incongruous. Whilst the proposed building is not identical to the previous scheme, in officers view there are some similarities and it is clear that its general bulk and mass (actually less than the previous scheme) is such that it would be no less acceptable in the area than the previous scheme. This is not a conservation area and subject to an acceptable bulk, scale, mass and design there is no requirement that it match exactly those dwellings and buildings around it.

- 6.9 Concern has been raised about the over development of the site. Policy DES1 seeks to ensure that new development has due regard to the density of the existing area, amongst other issues. The Inspector considered a scheme that would have been the same density as that now proposed and the density was not found to be a problem. Accordingly given the fact that The dwelling numbers and general scale of the scheme remains so similar to the previous scheme it cannot be concluded that this would result in the over development of the site.
- 6.10 Concern has been expressed regarding the spatial standards for the houses and gardens, particularly in view of the recent circumstances where people have been largely housebound. The proposed standards of the houses and the gardens are considered acceptable, albeit it is recognised that the gardens would be smaller than many in the surrounding area. However it is worth noting that the Inspector did not consider the scheme to result in over development nor to have unacceptably small gardens.
- 6.11 Whilst different to those buildings around it, the proposed scheme would nevertheless be considered to sit comfortably within the area and would comply with those policies seeking to protect the area from harmful development.

Neighbour Amenity;

- 6.12 Policy DES1 of the Development Management Plan requires that new development must provide an appropriate environment for future occupants whilst not adversely affecting the amenities of occupants of existing nearby buildings by way of overbearing, obtrusiveness, overshadowing and loss of privacy.
- 6.13 The sole reason for which the previous application was dismissed on appeal was due to the harmful impacts upon the residents of 6 Beaufort Road. Whilst it is acknowledged that the windows of the new houses would overlook the properties and gardens to the rear in Albert Road South and to the front at 4 Beaufort Road, the separation distances referred to above are considered to be sufficient to avoid unacceptable and harmful levels of overlooking. This was the conclusion of the Inspector in the previous appeal who noted that the area is subject to levels of mutual overlooking currently. Therefore no objection is raised in this respect to this scheme which does not result in a materially more harmful scheme than the previous scheme.

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- 6.14 The impacts of the previous scheme upon the rear of Beaufort Road included harmful overlooking possible from the first floor front facing bedroom window to the nearest bedroom window to 6 Beaufort Road. The Inspector commented that *“Whilst views between this existing and the proposed property would be oblique, in my view, the separation distance, from a first floor window serving the bedroom of proposed unit 3, would allow for views into the ground floor living space and therefore would result in an unacceptable loss of privacy to the occupiers of this existing property.”*
- 6.15 This scheme has been amended to avoid this overlooking by removing the first floor front widow for this bedroom and placing it in the flank elevation facing toward Nutley Lane. This is a simple but effective means of preventing the level of overlooking considered to unacceptable previously. Any overlooking towards the rear of 6 Beaufort Road from the remaining front facing windows would be set at such a distance and oblique view as to not have such a significant impact. Certainly these windows in the previous scheme were not identified by the Inspector as being of concern. It is considered that the proposed scheme would overcome the impacts previously considered unacceptable upon 6 Beaufort road.
- 6.16 Since that decision the building at the rear of 6/8 Beaufort Road – 8a Beaufort Road has been converted from an office building into a single storey residential unit, under the provisions of ‘permitted development’. It would lie adjacent to but to the rear of the proposed terrace with a separation of approximately 1.5m’s. The floor layout suggests windows to the living area and at least one bedroom facing onto the space in front of the building . Part of the site is used for vehicular access to garages at the western end of that site (rear of 10 Beaufort Road) such that the part of the site adjacent to the shared boundary with this site would appear to be the only part of the site that could provide a modest amenity area. That area lies adjacent to the shared boundary wall and if approved the flank wall/roof line of the proposed house on the application site. It would also look onto the flank wall of the garage forming part of 6 Beaufort Road at the end of the rear garden of that house. The amenity space is therefore already enclosed partly by existing structures.
- 6.17 The scheme has been amended to reduce impacts upon this dwelling and its external space by reducing the eaves level of the roof where adjacent to the boundary, reducing the overall height of the terrace compared to the previous scheme and reducing the angle of the hipped roof where it faces towards 8a. The two storey front gable projection has been set back from the shared boundary and flank wall of the main part of the terrace. As can be seen from the proposed elevations the roof pitch and eaves height of the proposed scheme would be very similar to the adjacent building of 8a Beaufort Road.
- 6.18 The proposed terrace would lie directly to the east of 8a Beaufort Road , directly adjacent to the amenity space. Number 8a has large full length windows facing onto the amenity space to habitable rooms and the orientation of the proposed terraced would result in some overshadowing of the windows and amenity space for the early part of the day and particularly

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in the winter . However as a result of the changes made to reduce the height of the proposed terrace and reduction in the pitch of the nearest roofslope, the harmful impacts have been mitigated to avoid a material harmful impact, compared to the original scheme. The adjacent house and garden would as a result of the amendments still benefit from sufficient levels of light as to provide an acceptable environment.

- 6.19 The other aspect of concern would be the potential visual aspects upon the residents of 8a resulting from the scheme. From the nearest south facing windows overlooking the amenity space the flank wall of the proposed terrace would be visible. The potential impacts upon the residents of 8a would result from a combination of the forward projection of the new terrace in front of the windows of 8a in combination with the height of the building. The proposed terrace would project beyond the front of the adjacent dwelling to a point where it could be considered to have an adverse impact upon the outlook of 8a. However due to the reduction in height of the adjacent flank wall and eaves level and the reduction in the angle of the proposed roof, the proposed scheme is considered not to have an unacceptable impact upon the outlook and amenities of the adjacent residents.
- 6.20 The residents of this property already look into the flank wall/roof of the garage to the rear of 6 Beaufort Road which already encloses the courtyard garden to a degree. This scheme would add further enclosure but not to an extent that is considered unacceptable.
- 6.21 Concerns have been expressed by residents regarding the impacts upon 4 Beaufort Road in respect of the loss of access to the rear garden/parking area and the proximity of the proposed bin store to the rear garden of this property. Access through the side gate to the rear garden of 4a/b would be retained and amendments have been made to the scheme to move the bin store and an originally proposed new section of fencing to enable the rear parking area for 4a/b to be retained in use.
- 6.22 Concerns have also been expressed by residents about potential noise impacts from the scheme. The scheme cannot be refused due to some such noise during the construction period but the impacts are controlled as far as possible by the use of restrictive conditions. Once complete the scheme would result in much less traffic being drawn to the site than the existing garages and commercial site and it is not considered that there would be any grounds for concern about unacceptable levels of noise and disturbance from a residential site here.
- 6.23 Whilst the scheme would result in a change in outlook and environment for residents surrounding the site, the amended scheme is considered to provide sufficient distance between the proposed and existing dwellings not to cause significant harm to the amenities of the existing residents.

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Access and Parking

- 6.24 Policy TAP1 of the Development Management Plan 2019 requires new development to demonstrate that it would not adversely affect highways safety or the free flow of traffic, that it would provide sufficient off street parking in accordance with published standards and that it would constitute development in a sustainable location.
- 6.25 The scheme would result in a development in a very sustainable location with access to the town centre and a range of public transport means within walking distance. It would provide sufficient off street parking to comply with the Councils parking standards.
- 6.26 The site does lie within an area where on street parking is heavy and the road network is busy and this is evident from residents comments and the concerns expressed about exacerbating the existing situation. This scheme would result in the loss of the existing garages on site which we are advised are mainly used for storage by local residents and businesses. The loss of the garages has not been a matter considered unacceptable either by the Council or Inspector as part of the previous appeal and no objections are therefore raised now by officers. The scheme has been considered by the County Highways Authority who raise no objections to the scheme subject to the imposition of several conditions. Consequently officers raise no objection to this aspect of the scheme and it is considered to comply with policy TAP1 of the Development Management Plan.

Other Issues:

- 6.27 Affordable Housing: is not due on this scheme due to the small size of the scheme
- 6.28 Harm to Conservation Area and Listed Buildings: the site lies far enough away from both the nearest conservation area and listed building to ensure that it would have no impact upon those areas/buildings.
- 6.29 Infrastructure contributions: Would not be liable for a scheme of this modest size apart from the appropriate CIL contributions. Additionally concern has been expressed regarding a lack of local school places and other infrastructure. The Infrastructure Delivery Plan seeks to balance the delivery of infrastructure to respond to the development needs and plans of the Borough. Any minor potential local shortfalls in the interim, measured against that plan would not be considered justification to refuse a scheme of this modest size: the potential existing for people to travel further afield to seek the necessary facilities in the short term.
- 6.30 Presence of Bats: This was not a matter that resulted in the dismissal of the previous appeal. Protection to protected species is provided by other legislation including to bats and is applicable regardless of the grant of any planning permission. This concern can however be addressed with by means of an appropriate condition to ensure that a survey is carried out of existing

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buildings immediately prior to the commencement of development with such mitigation or other steps as identified as necessary being implemented .

- 6.31 Drainage: the site lies in flood zone 1, ie that land least likely to flood and the Councils records indicate that part of the entrance is liable to surface water flooding as a 1:1000 year event. The adjacent highway is identified as being liable to surface water flooding as a 1:30 year event ,1:100 and 1:1000 year event. This matter can adequately be dealt with by means of an appropriate condition to ensure the issue of surface water drainage is dealt with prior to commencement of development.
- 6.32 Sustainable construction features: No indications are provided regarding any sustainable development features such as ground source heat pumps etc, but the Building Regulations address such issues and the scheme will have to comply with current standards.
- 6.33 Concern has been expressed regarding the potential for future extensions and alterations to be carried out that would affect surrounding residents . This is addressed by means of conditions to remove permitted development rights.

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:

171121_014 Rev F, 171121-013 Rev F, 171121_015 Rev C. 171121_002 Rev D, 171121_001 Rev B, 171121_003 Rev C(1), 171121_004 Rev A, 171121_005 Rev A

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.

3. No part of the development shall be first occupied unless and until the proposed modified access to Beaufort Road has been constructed and

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provided with visibility zones in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority] and thereafter the visibility zones shall be kept permanently clear of any obstruction over 1.05m high.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to meet the NPPF (2018), and to Reigate and Banstead Core Strategy and Development Management Plan (2019).

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

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to meet the NPPF (2018), and to Reigate and Banstead Core Strategy and Development Management Plan (2019).

5. 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) measures to prevent the deposit of materials on the highway
 - (e) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused

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

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to meet the NPPF (2018), and to Reigate and Banstead Core Strategy and Development Management Plan (2019).

6. Construction activity (including demolition) or construction-related deliveries shall not take place outside the hours of 0800-1800 Mondays to Fridays inclusive; 0800-1300 hours on Saturdays; and not at any time on Sundays or Public Holidays.

Reason: To ensure that the construction of the development hereby permitted does not unreasonably affect the amenities enjoyed by the residential properties in the vicinity, with regard to Policy DES1 of the Reigate and Banstead Development Management Plan 2019.

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7. No development above slab level shall take place until 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 Policy DES1 of the Reigate and Banstead Development Management Plan 2019.

8. No development above slab level shall commence until all details of hard and soft landscaping have been submitted to and approved in writing by the local planning authority (LPA), including details of boundary treatments. Soft landscaping shall include full planting specifications, planting sizes & densities. The works shall be carried out in strict accordance with these details as approved or as otherwise agreed in writing by the LPA and before occupation or use of this development .

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

9. Notwithstanding the submitted plan, prior to first occupation details shall be submitted to the Local Planning Authority of the proposed position and design of the refuse storage area. The scheme shall be carried out in accordance with the approved details.

Reason: To ensure satisfactory appearance upon completion in accordance with the provisions of Policy DES1 of the Reigate and Banstead Development Management Plan 2019.

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

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

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11. Prior to commencement of development, in follow-up to the environmental desktop study, a contaminated land site investigation proposal, detailing the extent and methodologies of sampling, analyses and proposed assessment criteria required to enable the characterisation of the plausible pollutant linkages identified in the preliminary conceptual model, shall be submitted to the Local Planning Authority. This is subject to the written approval in writing of the Local Planning Authority, and any additional requirements that it may specify, prior to any site investigation being commenced on site. Following approval, the Local Planning Authority shall be given a minimum of two weeks written notice of the commencement of site investigation works. Please note this means a proposal is required to be submitted and approved prior to actually undertaking a Site Investigation.

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

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

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

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

b) Prior to occupation, a remediation validation report for the site shall be submitted to the Local Planning Authority in writing. The report shall detail evidence of the remediation, the effectiveness of the remediation carried out and the results of post remediation works, in accordance with the approved remediation method statement and any addenda thereto, so as to enable

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future interested parties, including regulators, to have a single record of the remediation undertaken at the site. Should specific ground gas mitigation measures be required to be incorporated into a development the testing and verification of such systems should have regard to CIRIA C735 guidance document entitled 'Good practice on the testing and verification of protection systems for buildings against hazardous ground gases' and British Standard BS 8285 Code of practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings

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

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

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

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

15. The cill height of the rooflights in the flank elevation of the development hereby permitted shall not be less than 1.7 metres above internal finished floor level.

Reason: To protect the privacy of the adjacent residents in accordance with Policy DES1 of the Reigate and Banstead Local Plan Development Management Plan 2019.

16. No first floor windows other than those approved by this permission shall be installed without the prior written approval of the Local Planning Authority.

Reason: To protect the privacy of the surrounding residents in accordance with the provisions of Policy DES1 of the Reigate and Banstead Local plan Development Management plan 2019.

17. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting

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that Order with or without modification), no extensions permitted by Classes A, B, C, D or E (delete as appropriate) of Part 1 of the Second Schedule of the 2015 Order shall be constructed (other than those expressly authorised by this permission).

Reason: To control any subsequent enlargements in the interests of the visual and residential amenities of the locality with regard to Reigate and Banstead Borough Local Plan Development Management Plan 2019 Policy DES1 and the provisions of the NPPF.

18. No development shall be undertaken until the details of both existing and proposed ground levels and the proposed finished ground floor levels of the buildings have been submitted and approved in writing by the Local planning Authority. The development shall be carried out in accordance with the approved levels.

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

19. Prior to the commencement of the demolition of the existing buildings, a survey of the buildings shall be carried out to identify any use of the buildings by bats. The outcome of the survey shall be submitted in writing to and be approved by the Local Planning Authority and shall include details of any mitigation measures/actions required if use of the buildings by bats are identified.

Any mitigation works required shall be carried out in accordance with the recommendations of the approved report.

Reason: To ensure the protection of wildlife in accordance with the provisions of policy NHE2 of the Reigate and Banstead Local Plan Development Management Plan 2019 and the provisions of the NPPF.

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 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

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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.

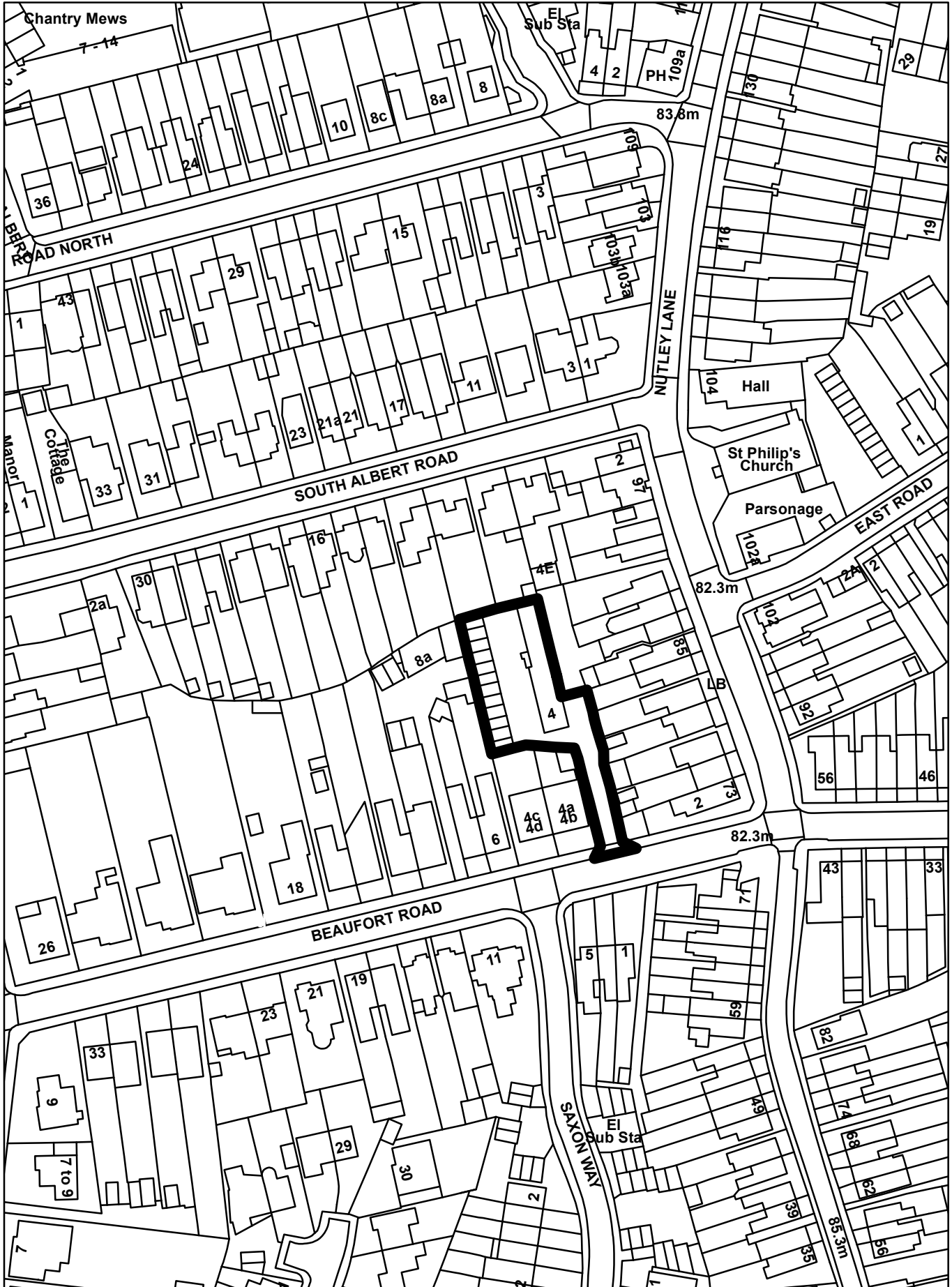
3. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice.
4. The applicant is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment .
5. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).

REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies CS1 CS5 CS10 CS11 EMP4 DES1 DES4 DES5 TAP1 CCF2 NHE2 INF1

and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

Agenda Item 9 19/02044/F - 4 Beaufort Road, Reigate



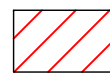
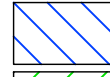



A. EXISTING BLOCK PLAN



B. PROPOSED BLOCK PLAN

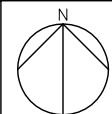
Planning Notes:
 All dimensions are in millimetres unless stated otherwise.
This document has been produced in the absence of structural input.
 This drawing is intended solely for application to Council for Planning Consent and must not be used for any other purpose. Foundations and any sub-soil conditions, tree proximities and terrain to be determined by and be the responsibility of the contractor.
 All to comply with Local Authority requirements, all setting out, dimensions and details to be checked on site prior to commencement of building works and ordering materials.
 It is the owners responsibility to inform the Architect of any covenants which are in force on the property.

-  **Certificate A**
-  **Certificate D**
-  **Public Highway**

Title: EXISTING AND PROPOSED BLOCK PLANS			
Job No.:	Drawing No.:	Issue.:	Scale & size:
DA171121	002	Rev D	1:500 @ A3

Issue	Date	Drawn
D	07-10-2019	OA

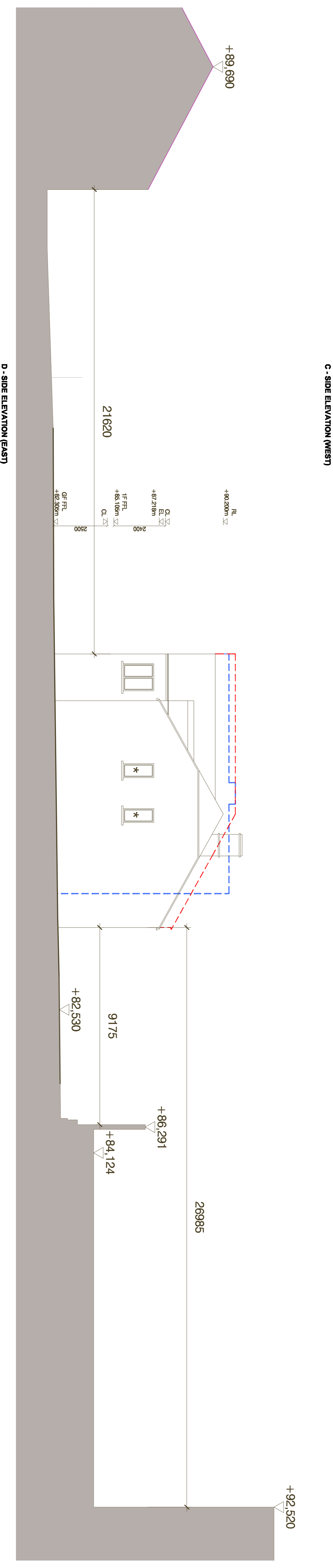
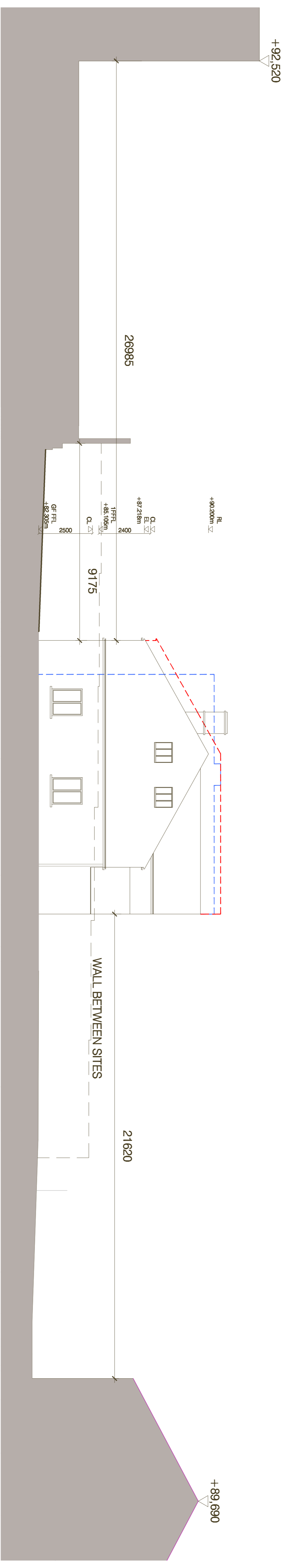
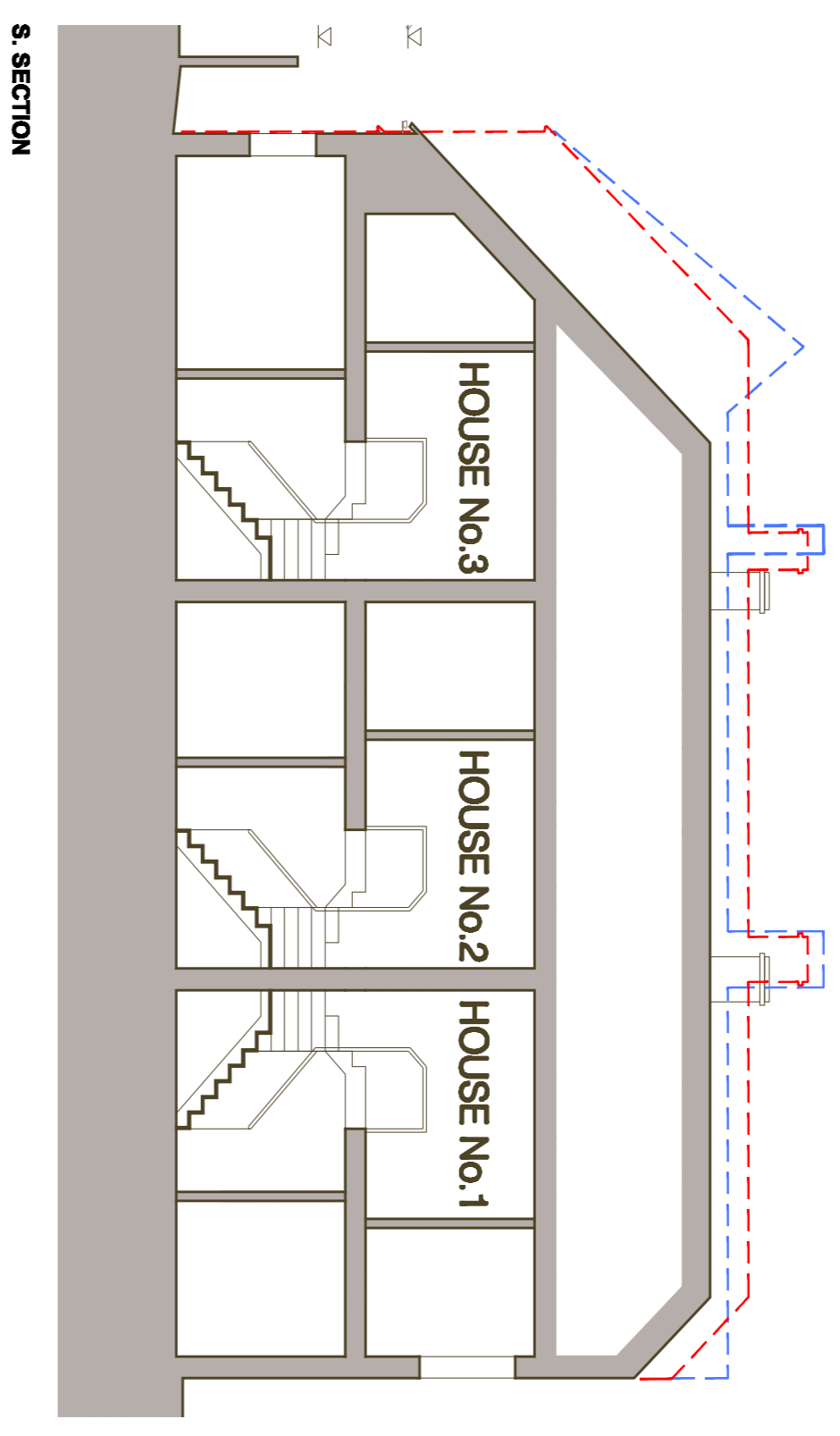
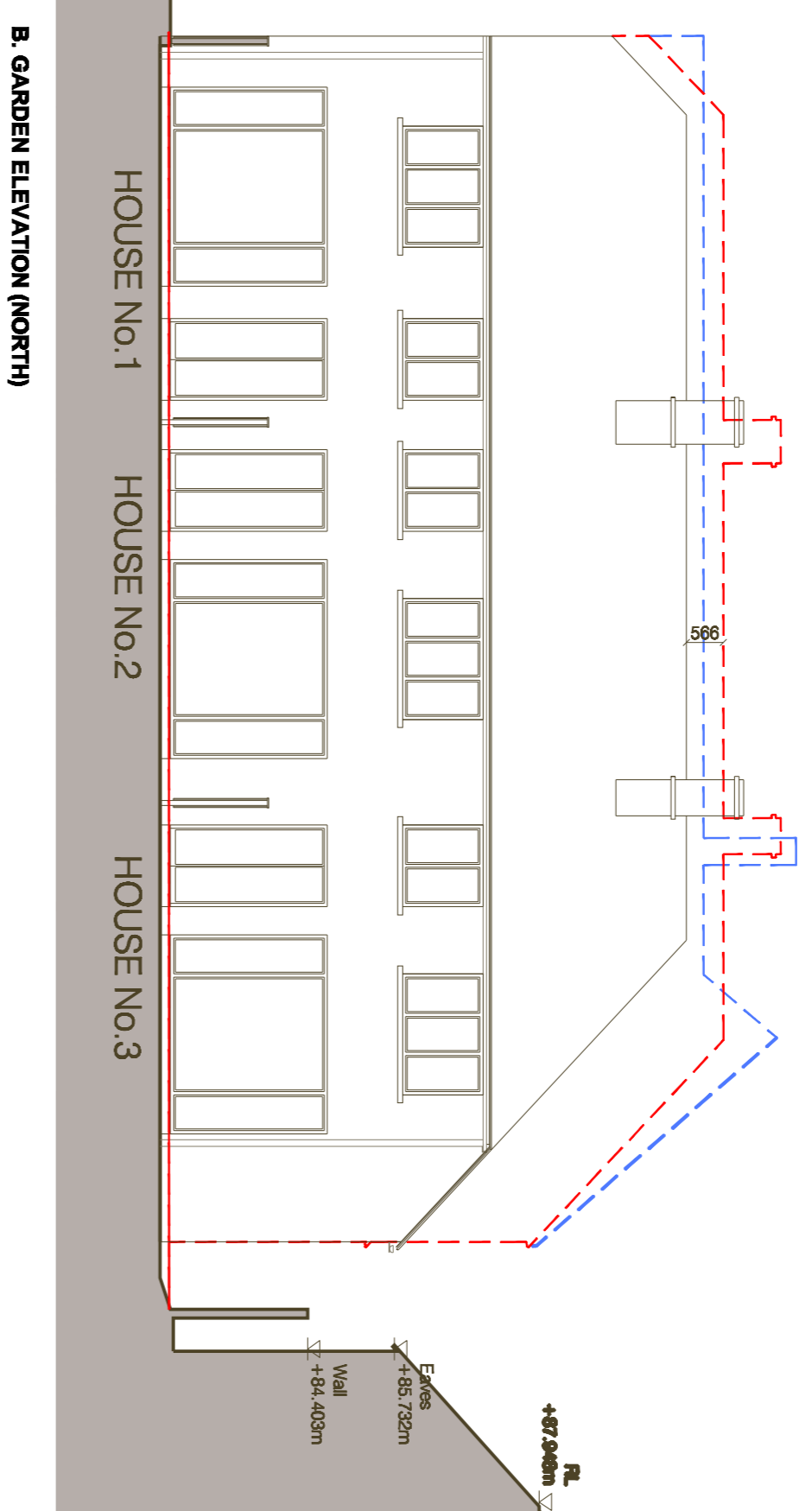
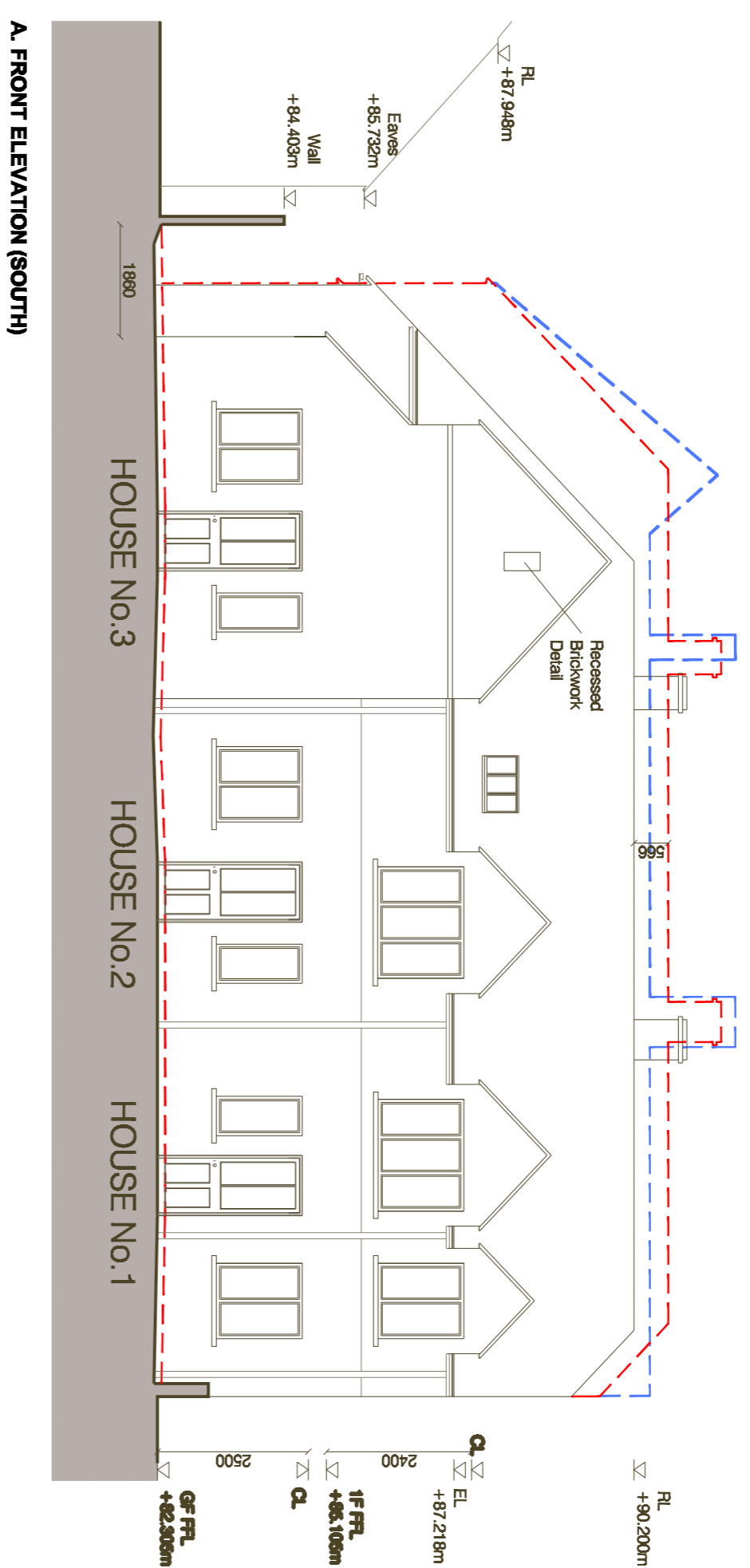
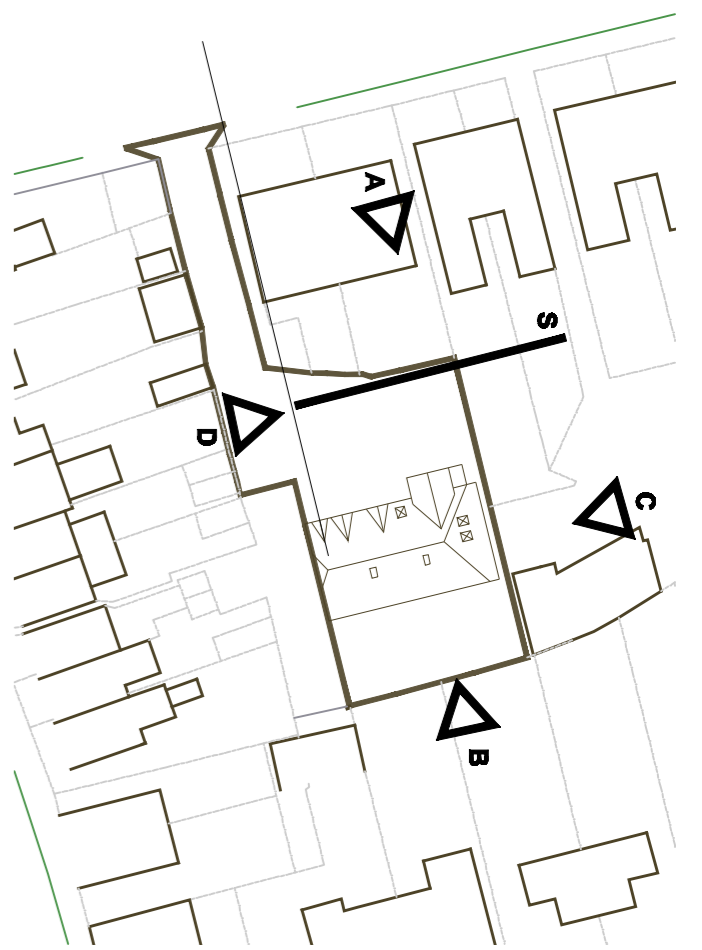
Project:
4 Beaufort Road, Reigate RH2 9DJ
 Client:
 Lochplace Ltd.



Daines Alonso Architects
 a: 62 St Mary's Road, Reigate
 e: Architects@DainesAlonso.co.uk
 m: 079 660 44462

DA
 ARCHITECTS

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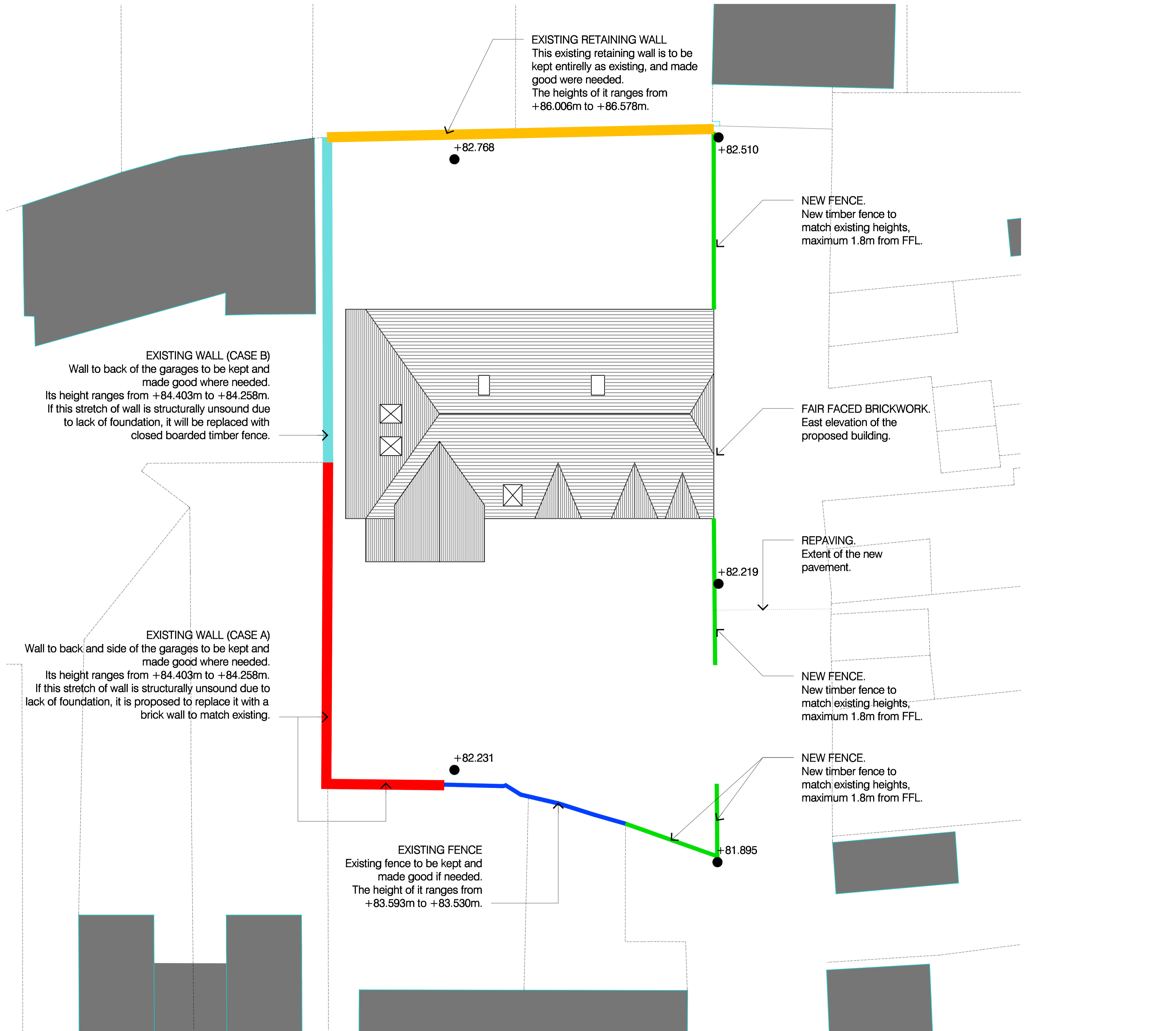


Noting Notes
 The document has been produced in the absence of structural input. It is intended for use for information only and should not be used for any other purpose. Foundations and any related conditions, two promises and the responsibility of the contractor should be made to be identified by and for the responsibility of the contractor should be identified on the place to commencement of building works and existing materials in the owners responsibility to inform the architect of any comments which are in force on the property.

*** Obscured glass only the top is openable.**
 --- Previous Proposal outline
 --- Previous Planning Application outline

Rev F	Rev F	1:100 @ A1	Scale & View	Issue	Date
	PROPOSED ELEVATIONS DM171421 014				
Rev F	1:100 @ A1	Scale & View	Issue	Date	Project
C	1:100 @ A1	Scale & View	Issue	Date	Project
D	1:100 @ A1	Scale & View	Issue	Date	Project
E	1:100 @ A1	Scale & View	Issue	Date	Project
F	1:100 @ A1	Scale & View	Issue	Date	Project

Dalmeida Alonso Architects
 Architects
 4 Repulse Road, Regatta R12 RDJ
 London SE1 4UP
 Tel: 020 7666 4442
 Email: info@dalmeidaalonsos.com



Planning Notes:
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All to comply with Local Authority requirements, all setting out, dimensions and details to be checked on site prior to commencement of building works and ordering materials.
It is the owners responsibility to inform the Architect of any covenants which are in force on the property.

- █ Existing Reating Wall.
- █ Existing Wall, case A.
- █ Existing Wall, case B.
- █ Existing Fence.
- █ New Fence.

PROPOSED BOUNDARIES' TREATMENT PLAN		Issue/Date/Drawn	Project
Job No:	DA171121	A 07-16-2019 QA	4 Beaufort Road, Reigate RH2 9DJ
Drawing No.:	015	B 21-12-2019 QA	Client:
Issue:	Rev C	C 18-06-2020 QA	Lochplace Ltd.
Scale & size:	1:100 @ A1		

Daines Alonso Architects
a: 82 St Mary's Road, Reigate
e: Architects@DainesAlonso.co.uk
m: 079 660 4462

DA ARCHITECTS



Appeal Decision

Site visit made on 19 June 2019

by M Allen BSc (Hons) MSc MRTPI

an Inspector appointed by the Secretary of State

Decision date: 1 August 2019

Appeal Ref: APP/L3625/W/19/3223566

4 Beaufort Road, Reigate RH2 9DJ

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr Stephen Liddle against the decision of Reigate & Banstead Borough Council.
 - The application Ref 18/01752/F, dated 14 August 2018, was refused by notice dated 20 December 2018.
 - The development proposed is the change of use of the land, demolition of existing garages and ancillary building, and erection of three number three-bed dwellings.
-

Decision

1. The appeal is dismissed.

Main Issues

2. The main issues raised are the effect of the proposal on:
 - i) the living conditions of the occupiers of 6 Beaufort Road and 4A to 4D Beaufort Road and future occupiers of the proposed development, with particular regard to overlooking and privacy, and
 - ii) the character and appearance of the area.

Reasons

Living conditions

3. The proposed development would be located to the rear of existing properties and adjacent to their rear garden areas. To the south west of the site is the property 6 Beaufort Road. The Council state that there is a separation distance of approximately 14 metres (m) between the single storey ground floor extension of this property and the closest of the proposed dwellings. It is also stated that the separation between the rear wall at first floor level and the closest proposed dwelling would be approximately 18m. Whilst views between this existing and the proposed property would be oblique, in my view, the separation distance, from a first floor window serving the bedroom of proposed unit 3, would allow for views into the ground floor living space and therefore would result in an unacceptable loss of privacy to the occupiers of this existing property.
4. I noted from visiting neighbouring properties that there is already a degree of mutual overlooking between properties in the area, however this is generally

from rear elevations along rear gardens. In this instance, there would be views from the proposed dwelling over part of the rear garden area and towards the rear elevation of 6 Beaufort Road. Given the existing degree of overlooking of part of the garden that already exists from neighbouring properties, notwithstanding the presence of any landscaping, this would result in the overlooking of the whole of the garden area of the existing dwelling. As a consequence, the scheme would have an unacceptable effect on the living conditions of the occupiers of 6 Beaufort Road through overlooking and loss of privacy.

5. Located between the proposal and the highway is a building containing four flats, 4A to 4D Beaufort Road. There are garden areas to the rear of these flats as well as windows within the rear elevation which allow for views over the appeal site. The Council's Officer Report sets out that there is a separation distance of over 21m between the rear wall of the existing flats and the proposed dwellings. Whilst this would allow for some mutual overlooking, it would not be at close quarters. As such, in my view, the separation distance would be sufficient to ensure that there is no unacceptable effect on the occupiers of the flats, or the future occupiers of the proposed properties, through overlooking or loss of privacy.
6. Whilst I find that the scheme would not have a detrimental effect on the living conditions of the occupiers of 4A to 4D Beaufort Road or future occupiers of the proposed development, it would have an unacceptable effect on the living conditions of the occupiers of 6 Beaufort Road, due to overlooking and loss of privacy. The scheme would therefore conflict with Policies Ho9 and Ho13 of the Reigate and Banstead Local Plan (2005) (the Local Plan) and Policy CS4 of the Reigate and Banstead Core Strategy (2014) (the Core Strategy). Together, and amongst other things, these seek to ensure that development does not seriously or unreasonably affect the amenities of adjoining properties and that development minimises the impact on surrounding properties.

Character and appearance

7. The area surrounding the site is characterised by generally terraced housing fronting the highway, positioned close to the highway with small front gardens. This results in a closeness to the urban form in the area. The buildings currently within the site, together with neighbouring buildings, are located to the rear of existing properties. The site comprises an area of land, accommodating a number of garages and a workshop/office building. The external areas of the site are hard surfaced. There are views of the site from the highway, along the existing vehicular access, as well as from the rear of the surrounding properties.
8. The scheme would result in the construction of a terrace of three dwellings centrally within the site, with a parking and turning area to the front as well as garden areas to the rear. Whilst located to the rear of properties, the scheme would be reflective of the terraces of buildings that are present within the area. There would be views of the proposed dwellings from the adjacent highway, however, they would be viewed within the context of the surrounding development, including neighbouring buildings sited behind terraces fronting the highway, and as a consequence would not appear incongruous.
9. The proposed building would be positioned close to the site boundaries but, given the closeness of the urban form in the area that I have referred to above,

this would not result in the development having a cramped appearance. Thus, it would relate well to the form of the surrounding buildings. To the frontage of the dwellings would be a parking area, including an area of landscaping together with an area for bin storage. In my view, this would not result in a development that has a lack of spaciousness. The scheme would reflect the general characteristics of residential development in the locality.

10. Accordingly, the scheme would not harmfully contrast with the surrounding development and would not appear cramped or have an unacceptable lack of spaciousness. Thus, there would be no adverse effect on the character or appearance of the area. The scheme therefore accords with Policies Ho9 and Ho13 of the Local Plan and Policies CS1 and CS4 of the Core Strategy. Together, and amongst other things, these seek to ensure development is not detrimental to the character of the surrounding area, that development maintains the character of an area, that development improves environmental conditions in the area and development reflects local distinctiveness.

Other Matters

11. I acknowledge that the scheme would make a small contribution to meeting housing need. However, this is not sufficient to outweigh the harm I have identified above.

Conclusion

12. Whilst I have found that the scheme would not have an adverse effect on the character and appearance of the area and that it would not harm the living conditions of the occupiers of 4A to 4D Beaufort Road or future occupiers of the proposed development, it would have an unacceptable effect on the living conditions of the occupiers of 6 Beaufort Road. This matter is decisive.
13. For the reasons above and having regard to all matters raised, I conclude that the appeal should be dismissed.

Martin Allen


INSPECTOR

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20/00815/F

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	8 th July 2020
	REPORT OF:	HEAD OF PLANNING
	AUTHOR:	James Amos
	TELEPHONE:	01737 276188
	EMAIL:	james.amos@reigate-banstead.gov.uk
AGENDA ITEM:	10	WARD: <i>Hooley, Merstham And Netherne</i>

APPLICATION NUMBER:	20/00815/F	VALID:	220/04/2020
APPLICANT:	Department for Education	AGENT:	JLL Ltd
LOCATION:	MERSTHAM PARK SCHOOL, TAYNTON DRIVE, MERSTHAM		
DESCRIPTION:	Erection of modular school accommodation, car parking, access, play space, landscaping and ancillary works required for a temporary period of two years. As amended on 07/05/2020 and on 26/05/2020.		
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.			

SUMMARY

This application seeks full planning permission for the continued use of modular school accommodation and the erection of further modular school accommodation on part of the grounds of St Nicholas School. The site benefits from the grant of planning permission for a temporary period of two years, which lapses on 1st September 2020, for the use of the site as temporary school.

The existing and proposed modular accommodation is sought for a further temporary period of two years whilst a replacement permanent secondary school (for which a separate full application is due to be submitted) on adjoining land is constructed.

The site is within the Metropolitan Green Belt. Whilst the proposed modular buildings would be temporary in nature; the structures and associated works nonetheless constitute inappropriate development and therefore should only be approved in very special circumstances.

To this end, the applicant has provided clear evidence of an immediate need for the continued use and the additional accommodation to provide for the continuation and expansion of secondary school provision (from September 2020) to serve the Merstham/Redhill/Reigate area. Furthermore, the applicant has demonstrated through an alternative site search that this immediate need could not be met elsewhere, particularly not given the rapid delivery required, and the existing siting

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of the temporary school on the site. The benefits of meeting this pressing educational need through providing the temporary accommodation whilst a permanent school is built is considered sufficient to establish very special circumstances, particularly in light of advice in the National Planning Policy Framework which advises that “great weight” should be given to the need for new schools in planning decisions and mindful of the fact that any harm to the Green Belt would be “time-limited” due to the temporary nature of the modular accommodation.

The proposed modular accommodation would comprise a number of single and two storey units, arranged in a horseshoe around a central hard landscaped area. Whilst the units are functional in appearance, given their siting and temporary nature, it is concluded that they would not be unduly prominent or detrimental to the character of the area. The two storey elements are sited away from the nearby residential properties to the north and do not encroach significantly onto the open green belt land to the south and east. A new tarmac path is also proposed to provide safe access to an existing multi-use games area for the use of students.

Access to the site would be maintained via the existing vehicular access to the school opposite Sutton Gardens where a new car park and turning head have been created to the rear of properties on Taynton Drive to serve the temporary school. The County Highway Authority has considered the transport and highways implications of the further temporary provision and considers them to be acceptable in terms of safety and operation, subject to conditions, including a Travel Plan. Additional modelling of the impact on the School Hill/A23 junction has been provided by the applicant: this modelling has been assessed by the County Highway Authority who have confirmed that they have no objection to the temporary provision as the modelling confirms that during the two years of temporary provision, traffic queuing at the School Hill junction with the A23 does not affect new junctions further back and thus is not considered to give rise to an unacceptable impact.

Given their height and separation to the boundary with properties to the north, it is concluded that the modular provision would not give rise to an unacceptable impact on surrounding residential amenity. Noise and disturbance arising from the car park and use of the outdoor areas around the temporary school has been assessed and is not considered to be detrimental to neighbouring residential properties.

RECOMMENDATION

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

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Consultations:

Highway Authority: 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:

For a contribution of £6150 towards auditing of the travel plan.

And the following conditions shall be imposed.

1. Before 31 December 2020 the existing pedestrian footpath into the site car park off the southern side of Taynton Drive shall be widened to 2.5 metres in accordance with a scheme to be submitted to and approved in writing with the Local Planning Authority.

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

2. Prior to the occupation of the development the applicant shall:
 - (a) Submit for the written approval of the Local Planning Authority a revised Travel Plan through MODESHIFT STARS in accordance with the aims and objectives of the National Planning policy Framework 2019, Surrey County Council Travel Plan Guidance and in general accordance with the submitted Travel Plan dated April 2020.
 - (b) The applicant shall then implement the approved travel plan upon first occupation and for each subsequent occupation of the development, thereafter maintain and develop the travel plan through STARS to the satisfaction of the Local Planning Authority.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

3. The Delivery and Servicing Plan dated April 2020 shall be implemented prior to occupation of Merstham Park School temporary extension, all to be monitored and reviewed in accordance with the approved document.

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 2018 and Policy M05 highway safety and policy M06 Turning Space of the Reigate and Banstead Local Plan 2005.

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4. Notwithstanding the submitted Construction Transport Management Plan the development shall not commence until a revised Construction Transport Management Plan, to include a:
- (g) before construction condition surveys of the highway on Taynton Drive and Weldon Way, and a commitment to submit a condition survey of the same highway post construction to tdpreigateandbanstead@surreycc.gov.uk, and a commitment to fund the repair of any damage caused to 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 DES8 Construction Management of the Reigate and Banstead Local Plan Development Management Plan September 2019.

They have also recommended a that a number of informatives are imposed as listed after the main report.

Surrey CC Drainage team - We are satisfied that the proposed drainage scheme meets the requirements set out in the aforementioned documents and are content with the development proposed, subject to our advice below.

Surrey CC Minerals and Waste – No comments.

Environment Agency – No comments.

Representations:

Letters were sent to neighbouring properties on 1st May 2020, a site notice was posted on 7th May 2020 and the application was advertised in the local press on 14th May 2020. Neighbours were re-notified on the revised plans for a 14 day period commencing 25th May 2020.

8 responses were received with regards to the originally submitted plans and a further 8 to the revised plans raising the following issues:

Issue	Response
Inadequate parking	See paragraph 6.35 – 6.46
No need for the development	See paragraph 6.12 – 6.17
Noise & disturbance	See paragraph 6.32 – 6.34
Inconvenience during construction	See paragraph 6.53
Out of character with surrounding area	See paragraph 6.27 – 6.31

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Increase in traffic and congestion	See paragraph 6.36 – 6.46
Overdevelopment	See paragraph 6.27 – 6.31
Overlooking and loss of privacy	See paragraph 6.32 – 6.34
Overshadowing	See paragraph 6.32 – 6.34
Overbearing relationship	See paragraph 6.32 – 6.34
Crime fears	See paragraph 6.53
Poor design	See paragraph 6.27 – 6.31
Harm to wildlife habitat	See paragraph 6.51
Harm to Green Belt	See paragraph 6.9 – 6.11
Property devaluation	This is not a material planning consideration
Harm to Conservation Area	Site is not within/adjacent to Conservation Area
Loss of private view	This is not a material planning consideration

1.0 Site and Character Appraisal

- 1.1 The site consists of part of the grounds of the existing St Nicholas special school which is located on the southern edge of the Merstham urban area. The site is wholly within the Metropolitan Green Belt. The site is currently used as a temporary school pending the redevelopment of the neighbouring permanent school.
- 1.2 The site comprises open grounds to the north and east of the main school buildings. The site is bounded by the Merstham estate to the north which comprises mainly inter/post-war housing. To the south, the site is bounded by a narrow belt of trees, beyond which are public allotments, and which are within the Green Belt. To the east, the belt of trees is more pronounced and separates the site from the adjoining lake/body of water. The character transitions very quickly from urban to rural countryside to the south of Merstham, all of which is within the Green Belt.
- 1.3 As a whole, the application site extends to approximately 2.22ha.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: Pre-application advice relating to the continued use of the site for a temporary school was given in

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2029. Advice was given in relation to the Green Belt and very special circumstances, design/layout and accessibility, highways and parking.

2.2 Improvements secured during the course of the application: The application has been amended to relocate the two storey elements further away from residential properties to the north.

2.3 Further improvements to be secured through the use of conditions: Conditions will also be used to deal with highway matters and limit the temporary provision to the period of two years as requested.

3.0 Relevant Planning and Enforcement History

3.1	17/02890/OUT	Outline planning application for the demolition of the existing school buildings, including main school buildings, sports hall and ancillary building and erection of new secondary school, car parking, play space, landscaping and ancillary works. As amended on 26/01/2018.	Granted 12/12/2018
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3.2	17/02891/F	Erection of modular school accommodation, car parking, access works, play space, landscaping and ancillary works required for a temporary period of two years	Granted 18/04/2018
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4.0 Proposal and Design Approach

4.1 The proposed development seeks full planning permission for the continued use of the existing modular school accommodation and the erection of additional modular accommodation for a further temporary period of two years.

4.2 The retained and new accommodation will cater for 390 pupils at its maximum capacity. The current school has capacity for 240 pupils. The Merstham Park School was established in temporary accommodation on the site in September 2018 and the secondary school was established in response to an identified need, the lack of existing provision, with an aspiration to improve the choice and quality available in the local area. The new school has secured ongoing funding from the Secretary of State. A site search accompanies the application illustrating that no other suitable sites are available.

4.3 The facilities are required to meet educational needs whilst the main school is redeveloped and under construction. The additional classrooms are required

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not only for the new pupils, but also to accommodate an expanded curriculum for those pupils who are moving into the GCSE years.

- 4.4 The accommodation comprises a set of single storey and two units situated on the playing fields to the east of the existing school and arranged in a horseshoe complex around a central plaza.
- 4.5 Access is via the existing main entrance onto Taynton Drive, with a car park for 42 vehicles and turning head along the northern boundary of the site. No additional car parking is proposed, as the existing temporary school has found that the existing provision is sufficient for both the current and proposed uses.
- 4.6 The school was originally granted full planning permission in June 2018 under planning application reference 17/02891/F. If and when the subject application is approved, this will facilitate the school operating in temporary accommodation for four years in total – September 2018 to September 2022, although it is envisaged the permanent school will be completed before September 2022.
- 4.7 The application site is located adjacent the existing Chart Wood School site. Chart Wood School will be relocating to new premises in Dorking in summer 2020. This will free up the existing Chart Wood School site for redevelopment for Merstham Park School's permanent home, which will be completed in the 2021/22 academic term. The redevelopment of the permanent facility is being progressed by the appointed contractor, who will be submitting a full planning application for the redevelopment works later in 2020.
- 4.8 The additional physical works required to allow the school to continue to operate from the site include:
 - The increase in height of two of the existing buildings to two story (ground floor plus first floor) and the inclusion of fire escape stairs and 'stair' pods (external enclosed stair cores) as required;
 - Additional pathways, including a fenced pathway to an existing Multi Use Games Area (MUGA) on the site of the existing Chart Wood School site;
 - Provision of one additional single storey classroom unit;
 - Removal of one building on site and replacement with a larger single storey building; and
 - Ancillary works.
- 4.9 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.

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

Assessment	The site is located within the Metropolitan Green Belt. The site is largely flat, surrounded by trees and hedgerows. The existing buildings are largely two storey and set back deeply into the site. To the north, the school is adjacent to residential dwellings and to the west also although separated by Taynton Drive. To the south are allotment gardens and to the east another school .
	Most of the trees on the site will be retained to maintain screening.
Involvement	The Planning Statement and Statement of Community Involvement identifies that pre-application advice was undertaken and that a public consultation event held in the school in November. Feedback is summarised as being largely positive with the main issues being traffic, parking and issues of privacy/impact on residential amenity.
Evaluation	The Design Statement set out how the proposals have evolved in relation to the pre-application advice and the space requirements for the temporary school.
Design	The Design Statement identifies that, as the accommodation is proposed to be temporary, in terms of design and layout, priority has been given to minimising disruption to local residents. The location of the Temporary School is intended to keep all buildings close to existing housing line so as to minimise the impact of built forms within the greenbelt space, whilst retaining enough distance from the boundary line so as to minimise any visual or noise impact upon neighbours. The two storey elements are located further away from residents than the closest single storey buildings.

4.11 Further details of the development are as follows:

Site area	2.22ha
Existing use	Temporary secondary school
Proposed use	Temporary secondary school
Existing parking spaces	42
Number of pupils	Up to 390 (temporary period of 2 years) – 240 existing and 150 in September 2020.
Number of staff	52 (45 FTE)

5.0 Policy Context

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5.1 Designation

Metropolitan Green Belt
Adjacent to Site of Nature Conservation Importance

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)
CS3 (Green Belt)
CS4 (Valued Townscapes and Historic Environment)
CS5 (Valued People/Economic Development)
CS8 (Area 2a, Redhill)
CS10 (Sustainable Development),
CS11 (Sustainable Construction),
CS12 (Infrastructure Delivery),
CS17 (Travel Options and accessibility)

5.3 Reigate and Banstead Development Management Plan 2019

DES1 (Design of New development)
DES8 (Construction Management)
TAP1 (Access, Parking and Servicing)
CCF1 (Climate Change Mitigation)
NHE1 (Landscape Protection)
NHE3 (Protecting trees, woodland areas and natural habitats)
NHE5 (Development within the Green Belt)

5.4 Other Material Considerations

National Planning Policy Framework
National Planning Practice Guidance

Supplementary Planning Guidance

Local Distinctiveness Design Guide
Vehicle and Cycle Parking
Guidance 2018

Other

Human Rights Act 1998
Community Infrastructure Levy
Regulations 2010

6.0 **Assessment**

6.1 The application site forms part of the grounds of the existing Chart Wood school (formerly St Nicholas) within the Metropolitan Green Belt but adjoining the defined urban area. The proposals seek full planning permission for the retention of modular accommodation and provision of additional modular education accommodation and ancillary works.

6.2 The principle of a temporary school on the site was established with the grant of planning permission under ref: 17/02891/F in April 2018. At that time, the original requirement for two years in temporary school building was

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determined by a vacant possession (VP) date of the Chart Wood Site by April 2019. Subject to the construction programme being met, this would have allowed Merstham Park School to move into the permanent school building – which has outline planning permission – by September 2020.

- 6.3 Since the outline planning permission was granted, the situation has altered with regard to Chart Wood school's decant/move to its new Dorking site. There have been delays to Chart Wood's new school development. This has resulted in the Vacant Possession date being pushed back until 31 August 2020, over one year and four months from the original anticipated vacant possession date of 19th April 2019.
- 6.4 This VP date will not give sufficient time to demolish and rebuild the new permanent school facility for MPS on the Chart Wood site prior to the expiry of the temporary school permission on 1st September 2020, being a day before the temporary permission expires.
- 6.5 This has resulted in the need to extend the temporary MPS accommodation to four years, in total – from September 2018 to 1 September 2022. Accordingly, the temporary facilities are now required for an additional period of two years until September 2022 in order to enable the temporary facilities to continue operating whilst the school's permanent accommodation is built.
- 6.6 Ultimately, Merstham Park School will be a new secondary school catering for 6 Forms of Entry (900 pupils) with associated facilities within the borough of Reigate and Banstead. The temporary facilities require facilities for up to 390 pupils to meet the Council's pupil placement need.
- 6.7 The school will continue to operate from its temporary site from September 2020 and the school is due to move into the permanent secondary school building in the 2021/2022 academic year. The application seeks permission to use the proposed facilities until 1st September 2022 although it is envisaged the permanent school will be completed and pupils will move to the permanent site in advance of this date. Once pupils have moved, the temporary school will be removed from the site and land restored.
- 6.8 The main issues to consider are:
- development within the Metropolitan Green Belt
 - design and impact on the character of the area
 - effects on the amenity of neighbouring properties
 - access, parking and highway implications
 - other matters

Metropolitan Green Belt

- 6.9 The site is within the Metropolitan Green Belt where the erection of new buildings is normally considered to be inappropriate.

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- 6.10 Even though the modular units proposed in this case are intended for a further temporary period of 2 years, they would nonetheless constitute new development and would not fall within any of the exceptions set out in paragraphs 145 or 146 of the Framework. On this basis, they are concluded to be inappropriate development.
- 6.11 To justify the development, the applicants have advanced a number of considerations and benefits, most notably the need for secondary school provision. Many of the factors advanced by the applicant applied at the time that the temporary permission for this proposal was granted in 2018 and for the outline permission for permanent provision on the site. The various considerations, and the respective evidence for each, is discussed below:

Need

- 6.12 The applicant provides evidence of the need for new secondary school provision in this area. Firstly, the applicant highlights that the Secretary of State has approved the Glyn Learning Foundation (GLF) Trust's application to create a new secondary free school. The application process used by the Government for free schools includes a requirement to "*provide valid evidence that there is a need or demand for this school in the area*". The fact that this application has been approved therefore provides some credence to the argument that there is a genuine need.
- 6.13 *Furthermore, there is an identified requirement for additional secondary forms of entry in the area, as set out by Surrey County Council in correspondence dated 19 March 2020, which is submitted in support of the application. This states that "Merstham Park Free School opened in September 2018 to support an increased pupil demand in the secondary sector, driven by a historic rise in pupil numbers that are feeding through from the primary sector. This demand cannot be met within the current secondary provision and the introduction of the new school secures a sustainable supply of school places in the Reigate and Redhill area for the foreseeable future. The need for temporary and permanent expansion at Merstham Park is vital in securing sufficient secondary school places across the area. Taking account of the scale of the demand and the restricted nature of the extant secondary school sites in the area, the expanded Merstham Park Free School represents the only practical means of meeting increased demand. This secures a sustainable supply of school places for the Reigate and Redhill area in the future."*
- 6.14 The letter of support from Surrey CC is considered to be unambiguous evidence of the clear and immediate need for additional secondary provision to serve the Reigate/Redhill area, and that this location provides the only practical means of meeting the increased demand.
- 6.15 At a local level, RBBC is supportive of new educational development within the borough where there is identified local need. The RBBC Core Strategy Policy CS8 indicates a need for secondary schools within the area of Reigate

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and Redhill area, in line with the projected urban growth – a view evidenced by Surrey County Council's stance.

- 6.16 The need for the new secondary school is also supported by proposed regeneration and other development in Merstham which will increase the current population, as referenced in the draft Development Management Plan: Infrastructure Needs Evidence: Education (June 2016). This document states that urban growth in the Redhill/Reigate catchment is projected to generate a need for an additional 10 forms of entry (300 places) at YR 7 by 2022. It also identifies that in Redhill/Reigate, whilst expansion of existing schools may address some of the additional demand, a new school will be required in the medium term. This highlights the 'Very Special Circumstance' of need for the temporary modular units to provide an educational provision whilst the permanent school is being built.
- 6.17 The above indicates that alongside the Department for Education, and Surrey County Council, this Council also accepts the need for the current free school. Mindful of the Framework and subsequent Government Policy Statement "Planning for Schools Development", both of which advise that "great weight" should be attached to the need for new or expanded schools in planning decisions and that "there should be a presumption in favour of the development of state-funded schools", it is considered that this evidence of need is compelling and attracts significant weight. The consequent social benefits of meeting this need also weigh in favour of the proposal.

Lack of Alternative sites

- 6.18 The applicants also demonstrate that there are no alternative, available sites upon which the proposed new school to serve the Reigate/Redhill catchment could be accommodated given the specific requirements. This argument is supported by a "Sequential Site Assessment".
- 6.19 The alternative site search considers both land and buildings of sufficient size to provide a school meeting Department for Education/ESFA standard guidelines within a suitably wide search area covering Redhill, Reigate and as far south as Salfords but limited by the M25 and M23 motorways to the north and east. These governing criteria are considered to be appropriate and proportionate.
- 6.20 The search identified a possible 28 opportunities for the temporary accommodation for the Merstham Park School, however out of these 28, only the preferred option is deemed suitable. The main reasons were due to the properties either not being available, the owners not willing to let for a short term which the school required and for safeguarding issues (properties being in industrial locations and/or sharing with other business users). The temporary accommodation is for a further two years and makes better use of the existing temporary school facility.
- 6.21 The layout of the temporary modular accommodation has been designed efficiently to ensure that the minimum amount of floorspace is provided for a

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four form of entry secondary school in order to mitigate the effect on the Green Belt. To this end, the proposed development has been designed to ensure that only the required floorspace, and no more, is delivered.

- 6.22 At the time that the original application for the temporary school was considered it was accepted that the particular requirements for a temporary school was likely to significantly reduce the available pool of suitable sites. At that time the findings of the site search were considered to be robust and it was accepted that the short term needs for temporary provision whilst the permanent school is constructed could not be met on an alternative site within the catchment. The continued use of the existing site also avoids the need or the existing school role to be up-rooted to a new location and makes full use of the existing facility and the already constructed access and parking areas. This attracts further significant weight in favour of the application.

Overall conclusions in relation to Green Belt

- 6.23 As above, although for a temporary period, the proposed modular units constitute inappropriate development with the Green Belt and should therefore only be approved in very special circumstances.
- 6.24 In this case, it is considered that very special circumstances have been demonstrated as the harm to the Green Belt (which would be time limited with reversion of the site to its present open character secured through condition) would be clearly and demonstrably outweighed by the significant benefits associated with continuing to provide the short term accommodation required to meet the immediate need for secondary provision within the Reigate/Redhill catchment, a need which it is agreed could not reasonably be met on any other alternative site.
- 6.25 In coming to this balance, account has been taken of the support in Policy CS5 of the Core Strategy for delivering improved and increased education facilities and the clear national policy support for meeting education needs in both the Framework and associated policy statements.
- 6.26 The development would therefore accord with Policy NHE5 Development Management Plan, CS3 of the Core Strategy and the relevant provisions of the NPPF.

Design and impact on the character of the area

- 6.27 The existing temporary school comprises of eight modular units located to the north-east of the existing school buildings on part of the existing playing fields. At the time the original application was considered the Council accepted the applicants conclusions that the temporary provision would not have any significant adverse landscape effects and any visual effects would likely be moderate/minor adverse at worst, with proposed landscaping and tree planting helping to mitigate these. The existing modular units are single storey structures arranged in a horseshoe configuration around a central hard

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landscaped plaza. The structures are of relatively simple form and functional appearance.

- 6.28 The new car parking area and access road has been constructed to serve the temporary school and in due course to serve the permanent school on the site. This area is screened from view by the houses fronting Taynton Drive and the layout enables the majority of the existing tree screening and an area of soft landscaping/amenity space to be retained along the Taynton Drive frontage.
- 6.29 The site area for the temporary school is separate from the main school, both for operational purposes and to ensure safety of pupils at the temporary school during any construction works.
- 6.30 The additional accommodation to be provided comprises three additional modular units and the replacement of one existing unit with a larger modular building (Block E). Two of the units would be placed above existing modular buildings to form two storey blocks (Blocks C and D), with the third new building located to the south east (Block F). As noted above, the additional accommodation is required not only to provide classrooms space for the new cohort entering the school in September 2020, but also to provide larger classroom space, specifically for the Resistant Materials curriculum and as a library which current pupils require as they enter the GCSE years.
- 6.31 The additional units would add additional built form and height to the existing temporary school, in order to provide the accommodation needed to meet the need for additional school places. However, the combination of adding a second storey to the two units to the south of the complex, together with the provision of one additional single storey unit, minimises the encroachment of built form onto the surrounding Green Belt whilst also minimising the visibility of the temporary school from surrounding residential properties. Overall, given the siting, scale and height of the modular units and the layout of the parking area, it is considered that they would not have an unacceptable adverse landscape. Furthermore, it is considered that they will not be dominant within the street scene or unduly detrimental to the character of the area. They are therefore considered to comply with policy DES1 of the Development Management Plan.

Effects on the amenity of neighbouring properties

- 6.32 The existing temporary school is located to the rear of properties on Taynton Drive and has the potential to impact on their amenity. The existing modular buildings are single storey in height (3.6m) and are positioned such that they are a minimum of 11m to the rear boundaries of properties on Taynton Drive. This application seeks planning permission for additional modular classrooms to be erected on the site, including the addition of a second storey to two of the units, at Block B and C. The new units have been positioned over Blocks B and C which are furthest away from residential properties in Taynton Drive. At the closest point the two storey elements would be over 35m from the northern boundary of the school, and over 47m to the rear elevations of

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houses in Taynton Drive. At this distance, the impact of the proposed two storey units would be minimal and would not result in overlooking or a loss of privacy and would not have an overbearing impact. The additional single storey unit is also located further way than existing units at Blocks A and B.

- 6.33 No changes are proposed to the access road and car park (for 42 vehicles) and turning head. A Noise Impact Assessment was submitted with the original application which concluded that the noise level experienced at the rear windows of the nearest adjoining residential properties from the activity in the car park during the peak morning period (including vehicle engine noise, car doors and conversations) would be 45dB, i.e. less than the background noise level which was measured at 49dB.
- 6.34 On this basis, the proposal is not considered to give rise to any serious adverse impacts on neighbour amenity and therefore complies with policy DES1 of the Development Management Plan.

Accessibility, parking and highway implications

- 6.35 The proposals do not propose any changes to the existing access and parking arrangements. The access from Taynton Drive leads to a 42 space car park and tuning area which will also be used for the new permanent school when completed.
- 6.36 The application is accompanied by a Transport Assessment which examines the travel patterns, parking demand and trip generation which would be associated with the temporary school (of 390 pupils when fully operational). The Transport Statement also includes modelling of the impact of the proposals on local roads and junctions.
- 6.37 The Transport Assessment has been reviewed by the County Highway Authority (CHA) who have confirmed no objection to the proposed temporary school for a further period of 2 years subject to conditions and a payment towards the monitoring of the Travel Plan.
- 6.38 The modelling work that has been submitted by the developer has been assessed by Surrey County Council modelling team. It has been confirmed that the construction of the model has passed this assessment.
- 6.39 The modelling works shows that the proposed development is likely to have the most impact on the highway during the morning peak between 0800 and 0900 hours. The model predicts that the longest queues are likely to occur on School Hill where the longest queue is likely to be 175 metres long and produce a waiting time of about 11 minutes. The model shows that the back of the queue is unlikely to extend closer than 65 metres from the School Hill junction with Nutfield Road.
- 6.40 The model takes account of the existing mode share. The transport assessment shows 25% of pupils are driven to the site, and 12% car share and 4% get a taxi to the school, the remaining 59% of pupils use non-

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motorised forms of transport. The model does not take account of the effect of the school travel plan which would encourage the use of non-car modes of transport for staff and pupils. A revised travel plan would need to be submitted and agreed to encourage staff and pupils to use non car modes of transport.

- 6.41 The school is in an excellent location to encourage the use of non-car modes of transport. The school is proposed to be in a residential area, which is the correct location for such a land use. The location of the site means it is highly likely that pupils could arrive by non-car modes of transport because the age of the pupils means that they are less likely to rely on parents taking them to school by car. This is also likely to lead to shorter queues and therefore less delay than what the model is predicting over time when the travel plan is in operation. The travel plan will be monitored.
- 6.42 The developer has submitted an adequate Delivery and Servicing Plan, but this would need to be implemented prior to occupation of the proposed extension.
- 6.43 The developer has submitted a Construction Transport Management Plan (CTMP) with adequate arrangements covering the following issues:
- (a) programme of works (including measures for traffic management)
 - (b) HGV deliveries and hours of operation
 - (c) vehicle routing
 - (d) no HGV movements to or from the site shall take place between the hours of 8.00 and 9.00 am and 1500 and 1600 pm
 - (e) parking for vehicles of site personnel, operatives and visitors
 - (f) loading and unloading of plant and materials
 - (g) storage of plant and materials
 - (h) provision of boundary hoarding behind any visibility zones
 - (i) measures to prevent the deposit of materials on the highway fund the repair of any damage caused
 - (j) on-site turning for construction vehicles
 - (k) no HGV movements to or from the site between the hours of 8.00 and 9.00 am and 1500 and 1600 pm,
 - (l) HGVs would be prevented to park on up on Taynton Drive, Sutton Gardens, Weldon Way Worsted Green or Beltchingly Road between those times.
- 6.44 The developer has not provided a photographic survey of the condition of the highway on Weldon Way and Taynton Drive before construction, so it is recommended that a condition be imposed to cover this issue within a revised CTMP before commencement of the development, and a requirement to add into the CTMP that the post construction survey of the same highway would be submitted to tdpreigateandbanstead@surreycc.gov.uk.
- 6.45 The School Travel plan has the following issues, all of which can be addressed by the condition which is recommended below. The issues are:

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1. The modal shift targets set in the 2019 TP have not been achieved, ie the percentage of students + staff cycling to school hasn't increased to 20% - it has decreased from 7% to 6% - and the target to reduce car use by students + staff on the school journey to 20% by September 2019 hasn't been achieved.
 2. Many of the actions appear not to have been implemented – they had various 2019 completion dates.
 3. Clarity is needed on Issues 4 – 8.
 4. It is difficult to understand this wording: *Once any real travel issues have been identified, the travel plan objectives, targets and measures will be reviewed and updated in order to specifically target these issues.* Surely issues have been identified, so targets should be provided? Objectives and measures have been included.
- 6.46 Taking all of the above into account, including the expert advice of the CHA following their detailed review of the application, it is considered that a revised travel plan can be required to address the above in which case the scheme complies with policy TAP1 of the Development Management Plan and Policy CS17 of the Core Strategy.

Flooding and drainage

- 6.47 Unlike the wider school site, the area temporary school is within Flood Zone 1, with only a very small part of the existing access falling within Flood Zone 2/3. At the time the original application was considered by the Council the proposals were assessed as passing the Sequential Test by virtue of the lack of reasonably available alternatives (as discussed above). Furthermore, all of the proposed built form would be within Flood Zone 1 and, whilst a small part of the access is in Flood Zone 2/3 according to EA maps, there would be alternative pedestrian access/egress onto Taynton Drive which would be outside of higher flood zones. On this basis, it is considered to pass the Exception Test. No objection has been received from the Environment Agency.
- 6.48 The application is supported by a drainage strategy statement which sets out the proposed layout of both foul and surface water drainage for the site. The County Council – as the Lead Local Flood Authority – has reviewed this information and considers it to sufficient for them to recommend approval, subject conditions.
- 6.49 On this basis, the proposal complies with policy CCF2 of the Development Management Plan, CS10 of the Core Strategy and the relevant provisions of national policy in relation to flooding and drainage.

Community Infrastructure Levy (CIL)

- 6.50 The proposal, being for a new school, falls outside of the uses which attract a charge based on the Council's adopted Charging Schedule and as such the development would not be liable to pay CIL.

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Other Matters

- 6.51 Although the site itself is not subject to any specific nature conservation designations, it is located adjacent to the Holmethorpe Sandpits Complex Site of Nature Conservation Importance which covers the adjoining lagoon and allotments as well as a much larger area to the south. Being a large land area, there is also potential for the site to support various habitat. The previous application for the temporary school was supported by a Preliminary Ecological Appraisal. This concluded that the habitats within the site are generally of lower value. The appraisal identified some potential for protected species to be present on the site and made recommendations as to mitigation to ensure that the development would have a neutral effect on these. These were implemented in relation to the original application and it is not considered that any further action is necessary.
- 6.52 The application was accompanied by a Desk Based Archaeological Assessment which is required due its size (over 0.4ha). The study concludes that the site has low archaeological potential and that any archaeological remains are likely to be of local significance only. It also notes that the replacement school, being located largely on the footprint of the existing, is likely to have little or no impact on archaeology. The County Archaeological Officer was consulted on the application and concludes that no further investigation is required.
- 6.53 Whilst some disturbance might arise during the construction process, this would by its nature be a temporary impact. Other environmental and statutory nuisance legislation exists to protect neighbours and the public should any particular issues arise. Third parties have objected to the fear of crime as a result of the proposals. However, there is no evidence that the existing school on the site has led to an increase in crime. The site itself is secured by fencing and is monitored by school authorities.

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
Location Plan	DLMERS THELP		24/04/2020
Existing Plans	DLMERS Block DE		24/04/2020
Existing Plans	DLMERS Block CE		24/04/2020
Existing Plans	DLMERS Block BE		24/04/2020

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Existing Plans	DLMERS Block AE	24/04/2020
Existing Plans	DLMERS TTN154B	24/04/2020
Existing Plans	DLMERS TPL242R	24/04/2020
Existing Plans	DLMERS TTN154A	24/04/2020
Existing Plans	DLMERS TTN124	24/04/2020
Existing Block Plan	DLMERS SECAR	24/04/2020
Existing Block Plan	DLMERS THEBP	24/04/2020
Existing Block Plan	DLMERS THEBP	24/04/2020
Existing Block Plan	DLMERS THELP	24/04/2020
Proposed Plans	DLMERS SL082P	24/04/2020
Proposed Plans	DLMERS TTN154B	24/04/2020
Site layout plan	DLMERS P CAR	24/04/2020
Block Plan	DLMERS PBP	24/04/2020
Proposed Block Plan	DLMERS THPBP	26/05/2020
Proposed Elevation Plan	DLMERS APE	26/05/2020
Proposed Floor plan	DLMERS APP	26/05/2020
Proposed Elevation Plan	DLMERS BPE	26/05/2020
Proposed Plans	DLMERS EP	26/05/2020
Proposed Plans	DLMERS FP	26/05/2020

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. The use of the modular accommodation hereby approved shall cease on 1 September 2022 and within six months of this date the buildings, ancillary structures and associated works hereby approved shall be removed from the site and the land restored to its former condition to the satisfaction of the Local Planning Authority.

Reason: To ensure that the impact on the openness of the Metropolitan Green Belt, which is justified by the specific short term need for school provision, is appropriately managed and in recognition of the local transport impacts with regard to policies DES1 and TAP1 of the Reigate and Banstead Development Management Plan 2019 and policies CS3 and CS12 of the Reigate and Banstead Core Strategy 2014.

4. The development hereby approved shall only be completed in accordance with the materials specified in the application.

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

5. The development hereby approved shall be carried out in strict accordance with the drainage details set out in the Initial Foul and Surface Water Drainage Statement (Ref: FS0391-MAC-XX-XX-SP-P-002 Rev P2) by MACE

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and the accompanying Assessment of Existing Soakaways Report (PDMA Consulting Engineers, April 2020 rev A).

Reason: To ensure that the SUDS are adequately planned, delivered and maintained and that the development is served by an adequate and approved means of drainage to comply with Policy Ut4 of the Reigate and Banstead Borough Local Plan 2005, Policy CS10 of the Core Strategy 2014 and the requirements of non-statutory technical standards.

6. Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls).

Reason: To ensure the Drainage System is constructed to the National Non-Statutory Technical Standards for SUDS to comply with Policy CCF2 of the Reigate and Banstead Development Management Plan 2019 and Policy CS10 of the Core Strategy 2014.

7. The development hereby approved shall not be first occupied unless and until a revised final School Travel Plan has been submitted to and approved in writing by the Local Planning Authority. Such a statement should be in accordance with the sustainable development aims and objectives of the National Planning Policy Framework, Surrey County Council's "Travel Plans Good Practice Guide".

The approved Travel Plan shall be implemented upon first occupation and any subsequent occupation of the development and thereafter the Travel Plan shall be maintained and developed to the satisfaction of the Local Planning Authority.

Reason: To ensure that the development would promote sustainable transport choices with regard to Policy CS17 of the Reigate and Banstead Core Strategy 2014 and in recognition of Section 4 "Promoting Sustainable Transport" in the National Planning Policy Framework 2012

8. No plant or machinery, including fume extraction, ventilation and air conditioning, which may be required by reason of granting this permission, shall be installed within or on the building without the prior approval in writing of the Local Planning Authority. Any approved plant or machinery shall be installed and thereafter maintained in accordance with the approved details and any manufacturer's recommendations.

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

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9. Before 31 December 2020 the existing pedestrian footpath into the site car park off the southern side of Taynton Drive shall be widened to 2.5 metres in accordance with a scheme to be submitted to and approved in writing with the Local Planning Authority.

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

10. Prior to the occupation of the development the applicant shall:
- (a) Submit for the written approval of the Local Planning Authority a revised Travel Plan through MODESHIFT STARS in accordance with the aims and objectives of the National Planning policy Framework 2019, Surrey County Council Travel Plan Guidance and in general accordance with the submitted Travel Plan dated April 2020.
 - (b) Implement the approved travel plan upon first occupation and for each subsequent occupation of the development, thereafter, maintain and develop the travel plan through STARS to the satisfaction of the Local Planning Authority.
 - (c) Make a payment of £6150 towards auditing of the travel plan.

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

11. The Delivery and Servicing Plan dated April 2020 shall be implemented prior to occupation of Merstham Park School temporary extension, all to be monitored and reviewed in accordance with the approved document.

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 2018 and Policy M05 highway safety and policy M06 Turning Space of the Reigate and Banstead Local Plan 2005.

12. Notwithstanding the submitted Construction Transport Management Plan the development shall not commence until a revised Construction Transport Management Plan, to include all previously proposed measures with the addition of:
- (g) before construction condition surveys of the highway on Taynton Drive and Weldon Way, and a commitment to submit a condition survey of the same highway post construction to tdpreigateandbanstead@surreycc.gov.uk, and a commitment to fund the repair of any damage caused to the highway has been submitted to and approved in writing by the Local Planning Authority.

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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 DES8 Construction Management of the Reigate and Banstead Local Plan Development Management Plan September 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. 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.

3. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.

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4. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.
5. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
6. The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
7. The school is reminded that the travel plan should be submitted through MODESHIFT STARS through the following link <https://modeshiftstars.org>. The revised travel plan should focus on monitoring use of bike parking space, car park management off and on site, providing targets and addressing targets that have not been achieved since the travel plan submitted for the 2017 application, actions that have not been implemented from the travel plan approved for the 2017 application, and more clarity is required on the issues numbered 4 to 8 inclusive in the submitted travel plan dated April 2020.

REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies CS1, CS3, CS4, CS5, CS8, CS10, CS11, CS12, CS17, DES1, DES8, TAP1, CCF1, NHE1, NHE3, NHE5 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

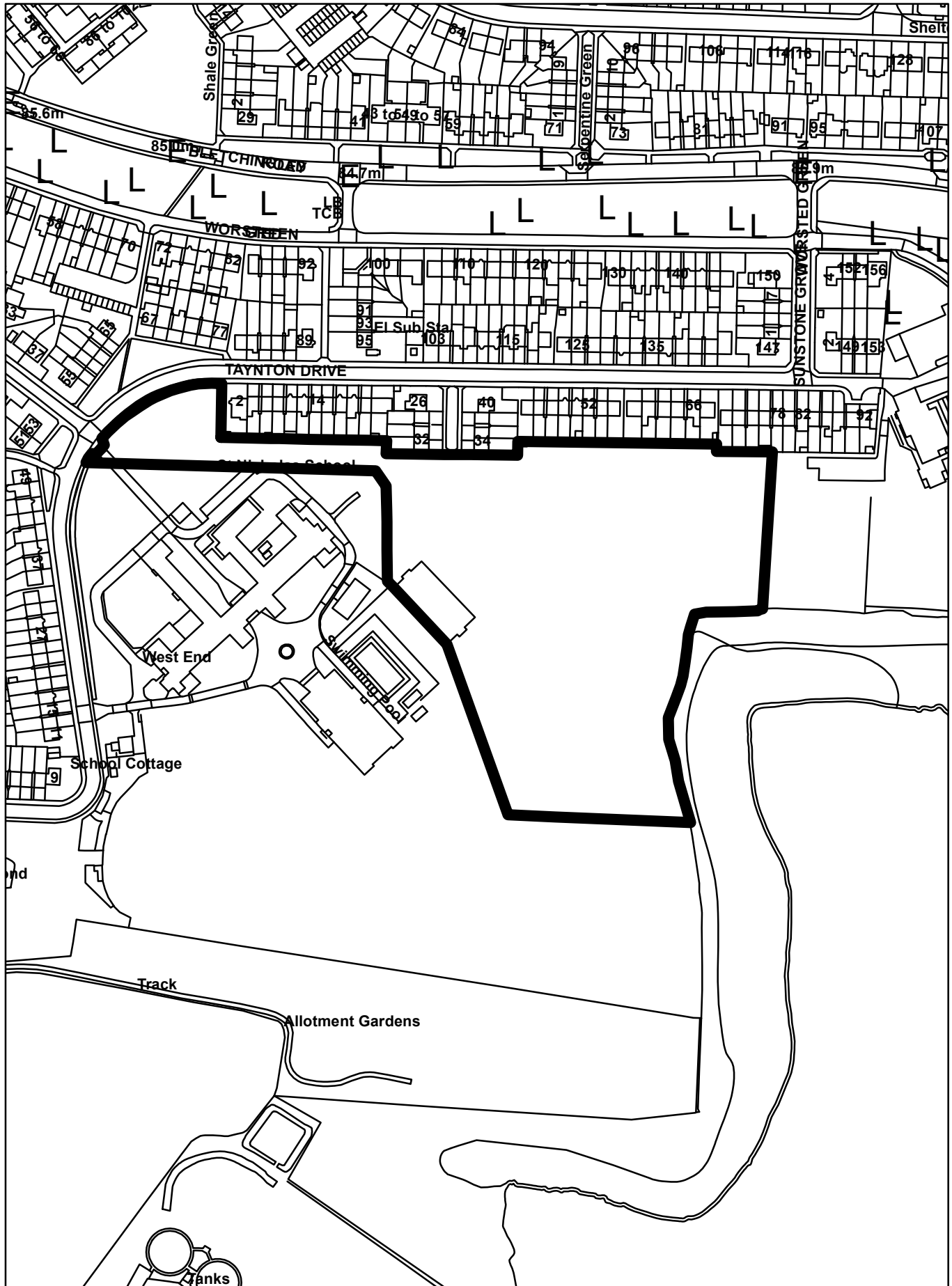
Agenda Item 10

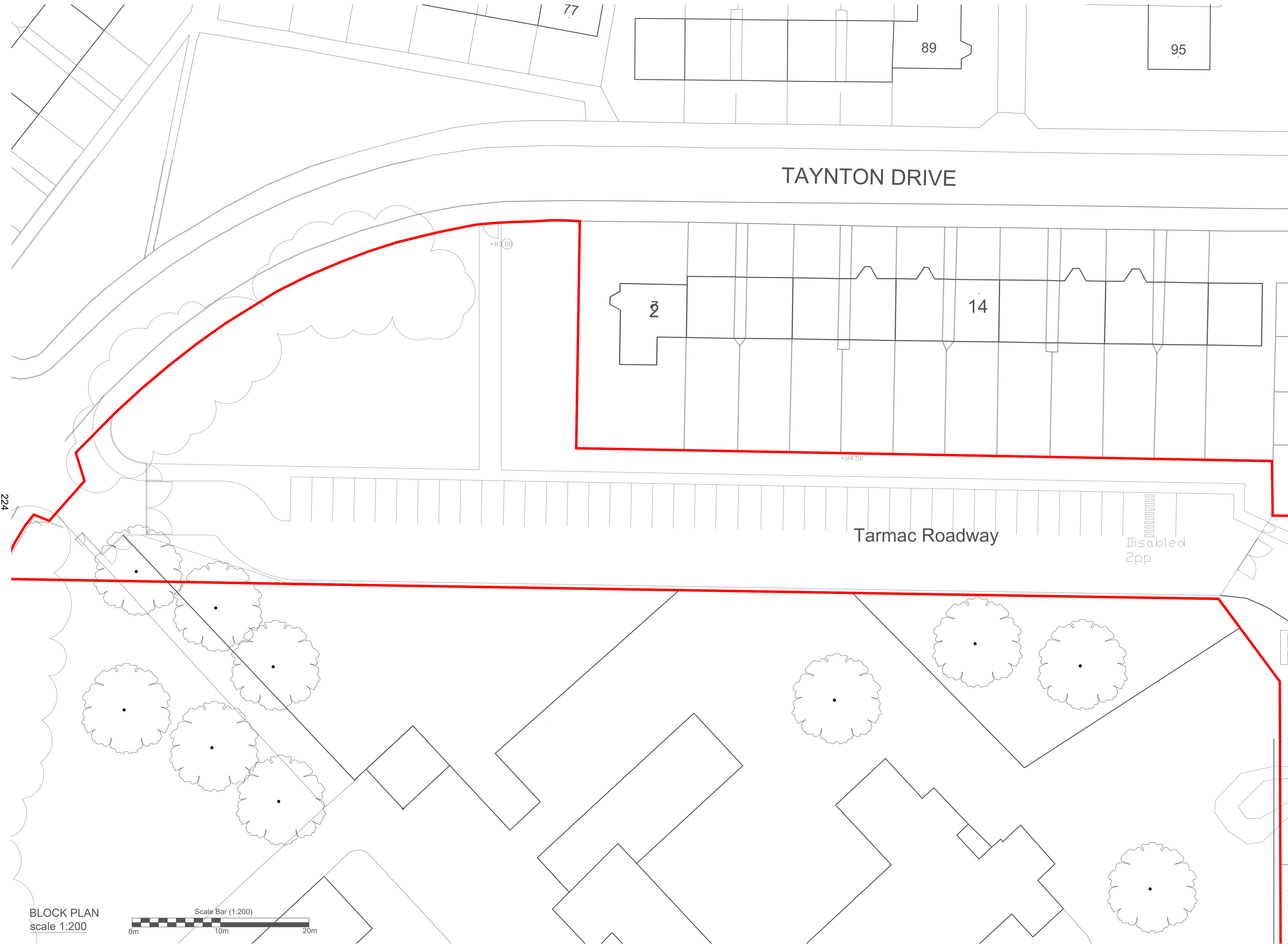
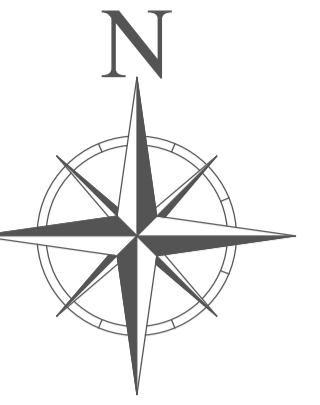
Planning Committee
8th July 2020

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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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20/00815/F - Merstham Park School, Taynton Drive,
Merstham





Agenda Item 10

Portakabin

Existing Car park and site access

Merstham Park School
at Taynton Drive,
Merstham,
Redhill
RH1 3PU

Date: 18th March 2020

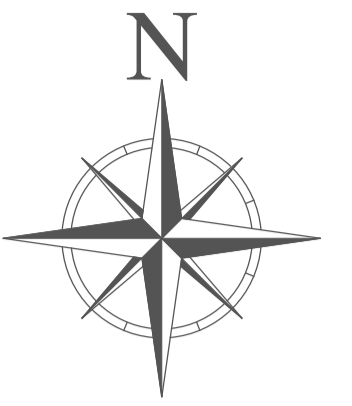
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Drawing Number

DLMERSECAR

BLOCK PLAN
scale 1:200





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Portakabin

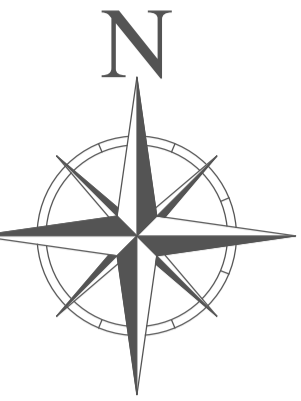
Proposed Block Plan

Merstham Park School
 at Taynton Drive,
 Merstham,
 Redhill
 RH1 3PU

Date: 14th May 2020
 Scale : 1:200 @ A1
 Drawing Number
 DLMERSTHPBP

BLOCK PLAN
scale 1:200





Disabled
2pp

Tarmac Footpath

Bin Store

Tarmac Roadway

Grassed Area (suitable for fire tender access)

Artificial Grassed Area

Bike Shelter 52pp

Generator

Turning area (fire tender)

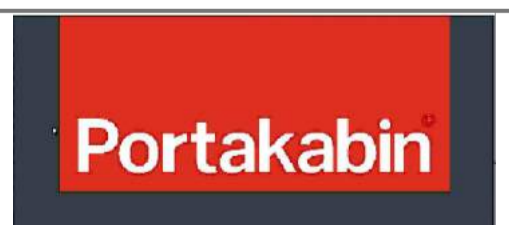
Existing
Tennis
Court

Fence line

BLOCK PLAN
scale 1:200



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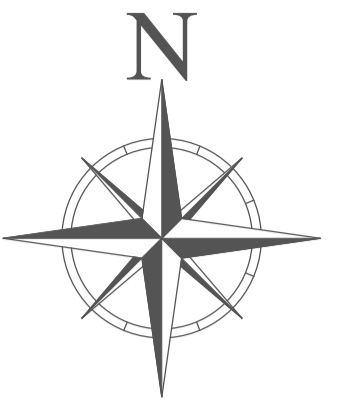
Existing Block Plan

Merstham Park School
at Taynton Drive,
Merstham,
Redhill
RH1 3PU

Date: 20th March 2020

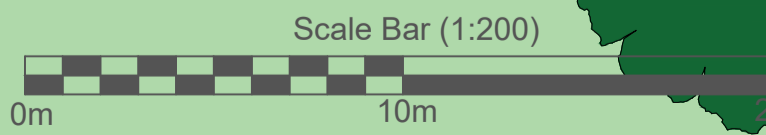
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Drawing Number
DLMERSTHEBP



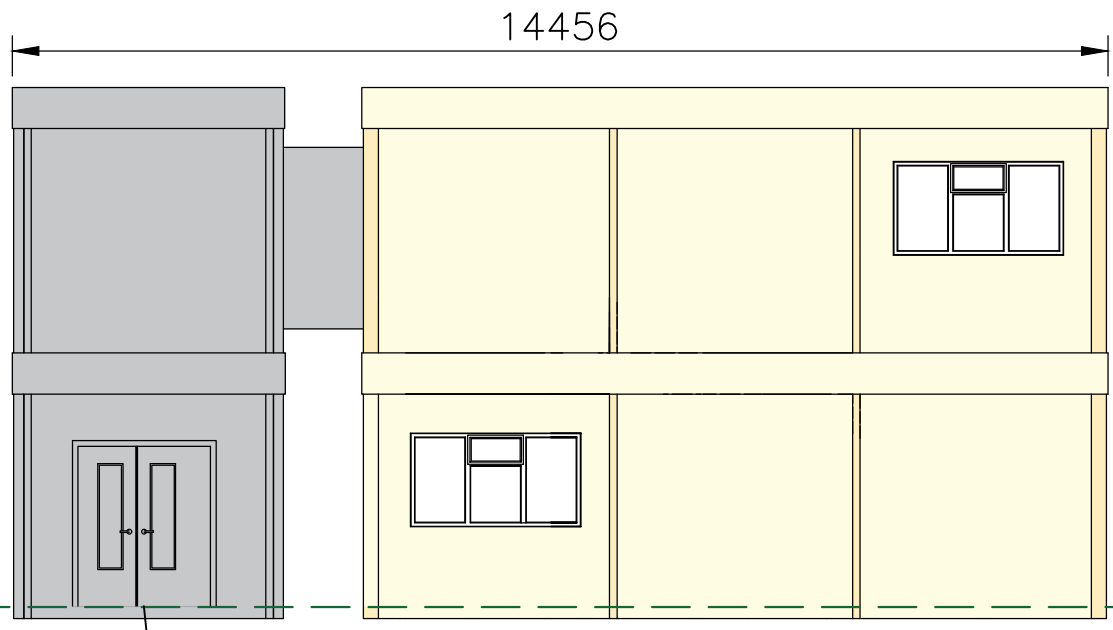
Agenda Item 10

BLOCK PLAN
scale 1:200

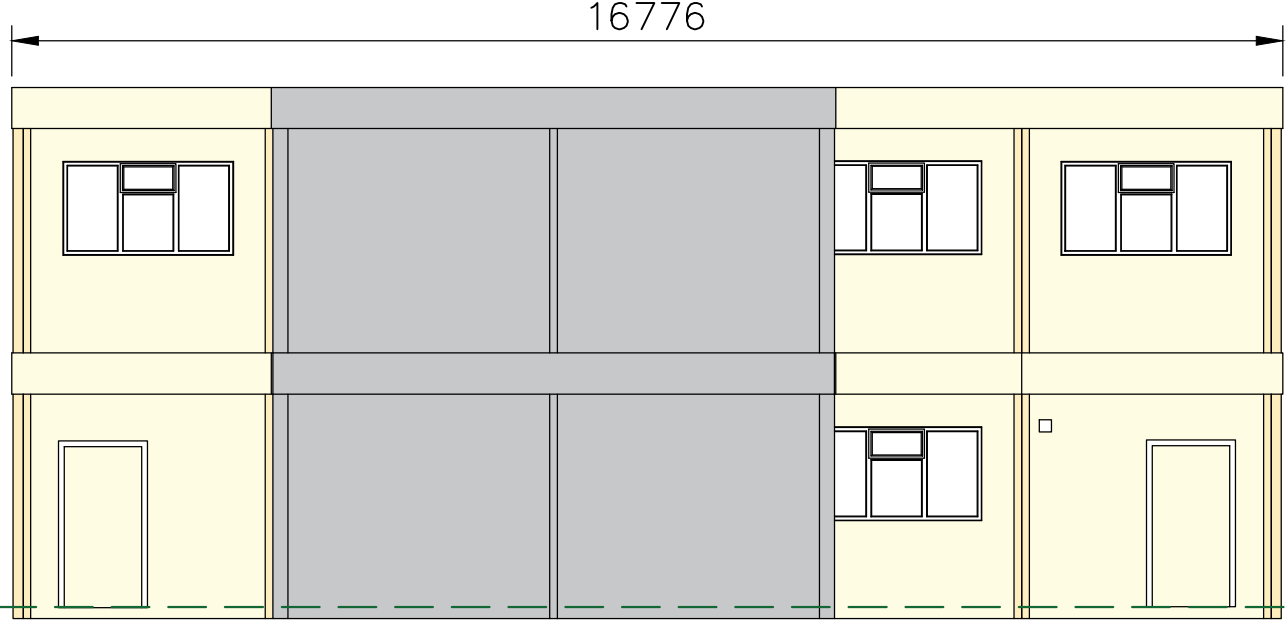


Proposed car park and access - unchanged

Merstham Park School
at Taynton Drive,
Merstham,
Redhill
RH1 3PU
Date: 16th March 2020
Scale : 1:200 @ A1
Drawing Number
DLMERSPCAR



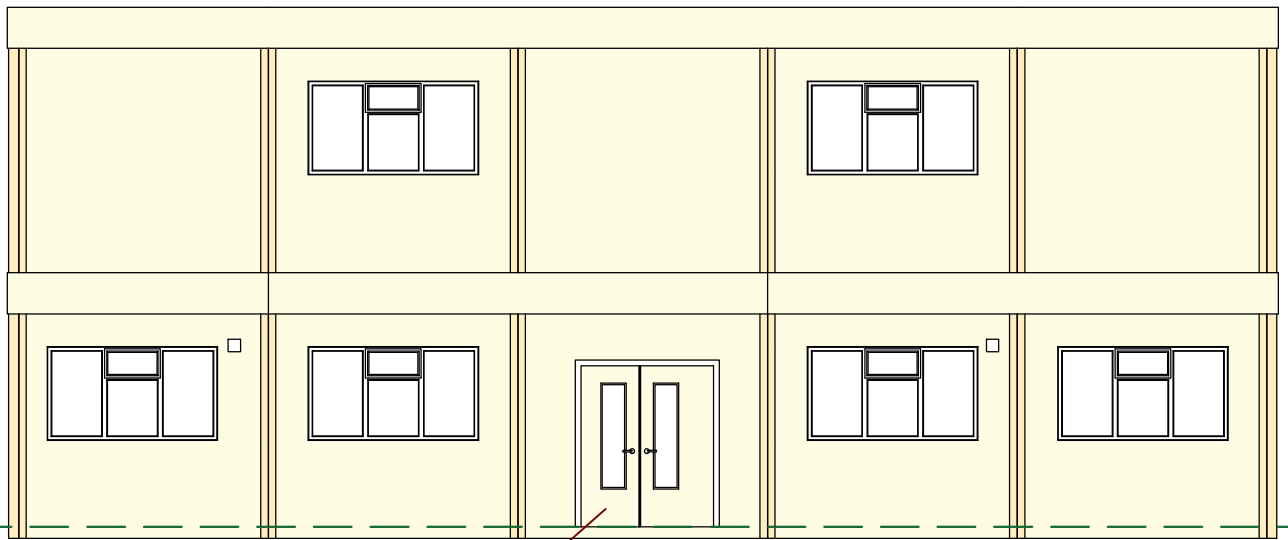
EAST ELEVATION



SOUTH ELEVATION

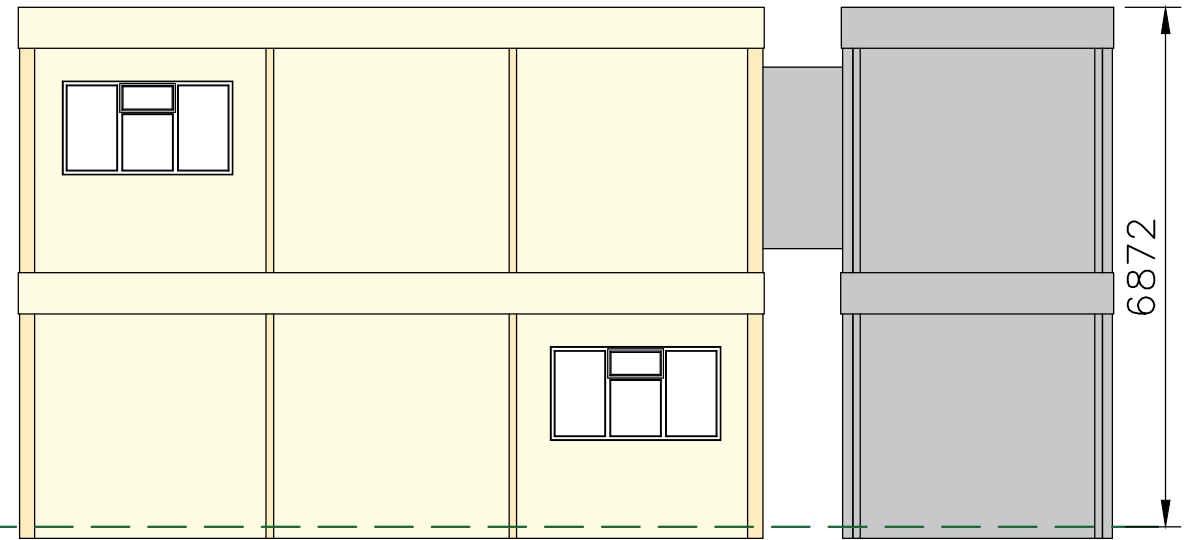
Stairpod entrance to 1st floor

228



NORTH ELEVATION

Entrance to ground floor

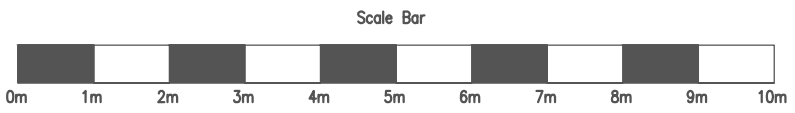


WEST ELEVATION

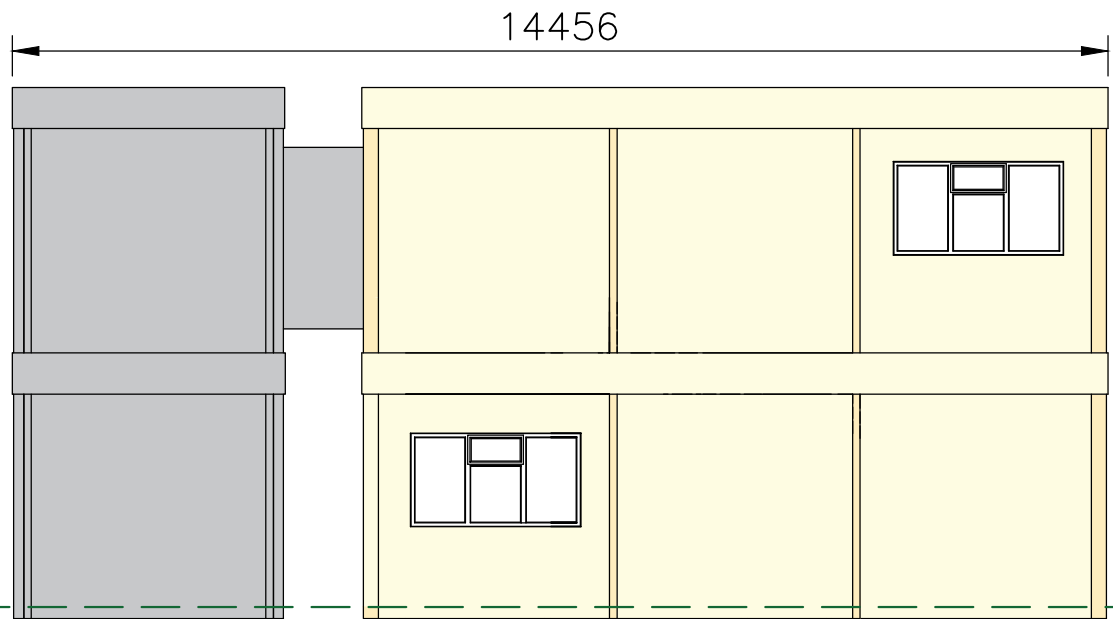
6872

Ground level - building 'sunk in' for level access so that there is no requirement for ramps/steps

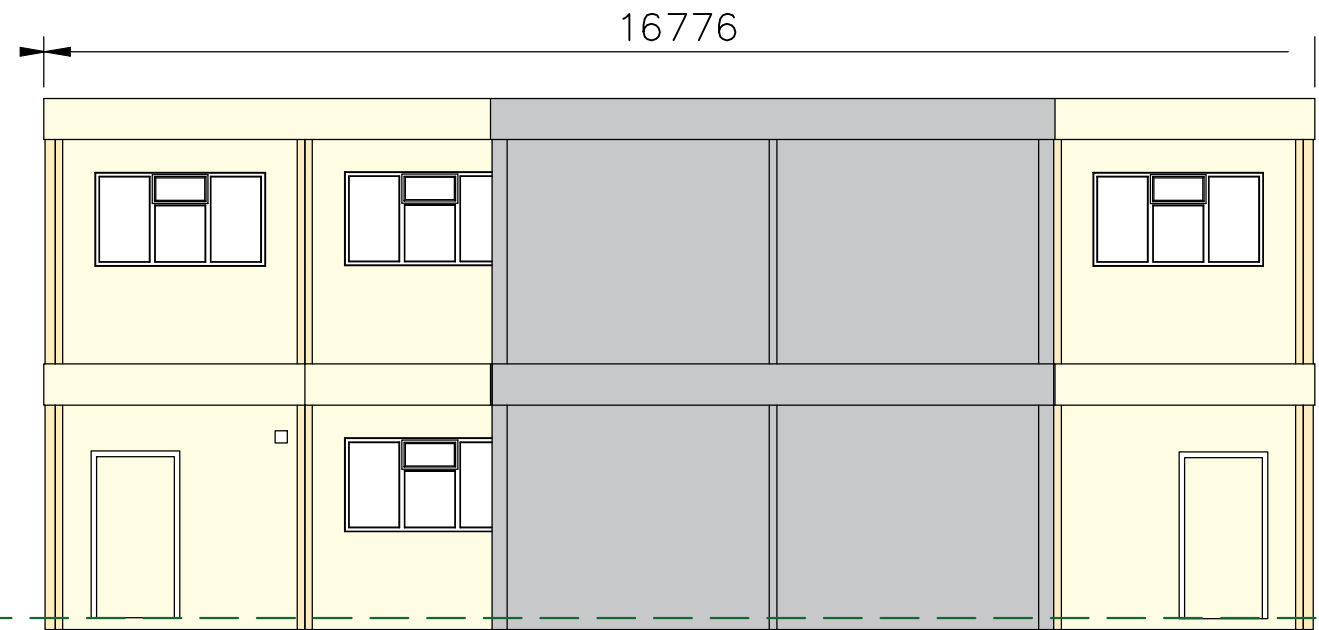
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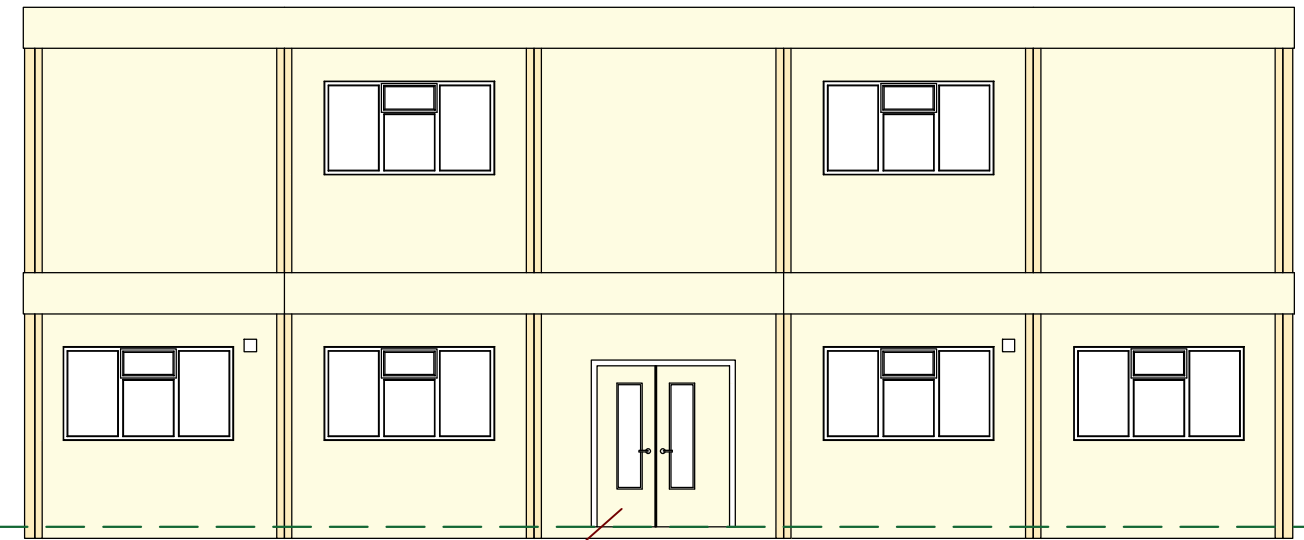
Portakabin
New Proposed 1st floor to Block A - Elevations
Merstham Park School at Taynton Drive, Merstham, Redhill RH1 3PU
Date: 20th May 2020
Scale : 1:100 @ A3
Dwg No: DLMERSBLOCKAPE



EAST ELEVATION

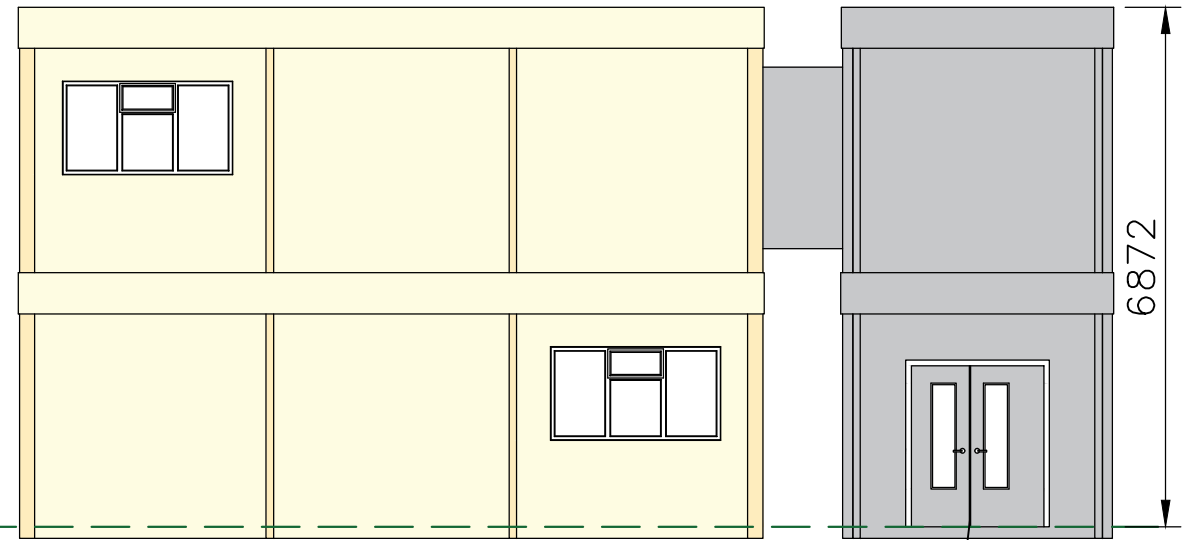


SOUTH ELEVATION



NORTH ELEVATION

Entrance to ground floor

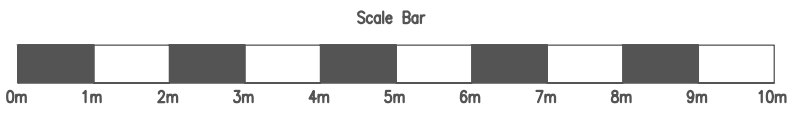


WEST ELEVATION

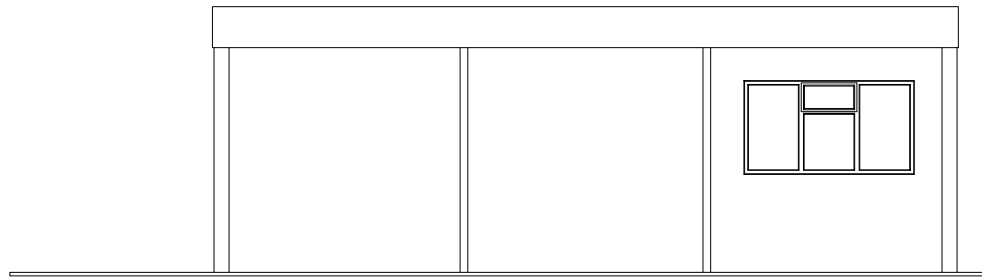
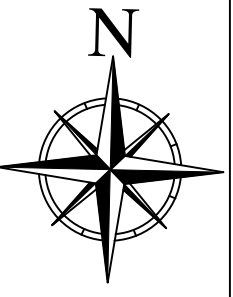
Stairpod entrance to 1st floor

Ground level - building 'sunk in' for level access so that there is no requirement for ramps/steps

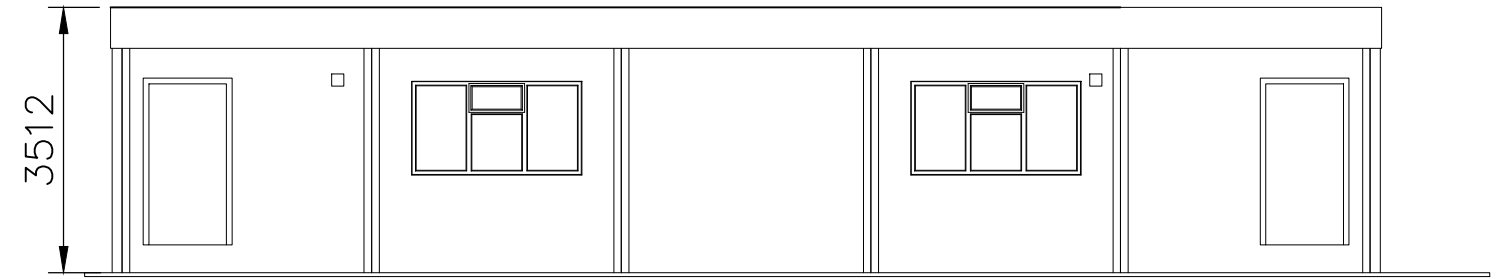
229



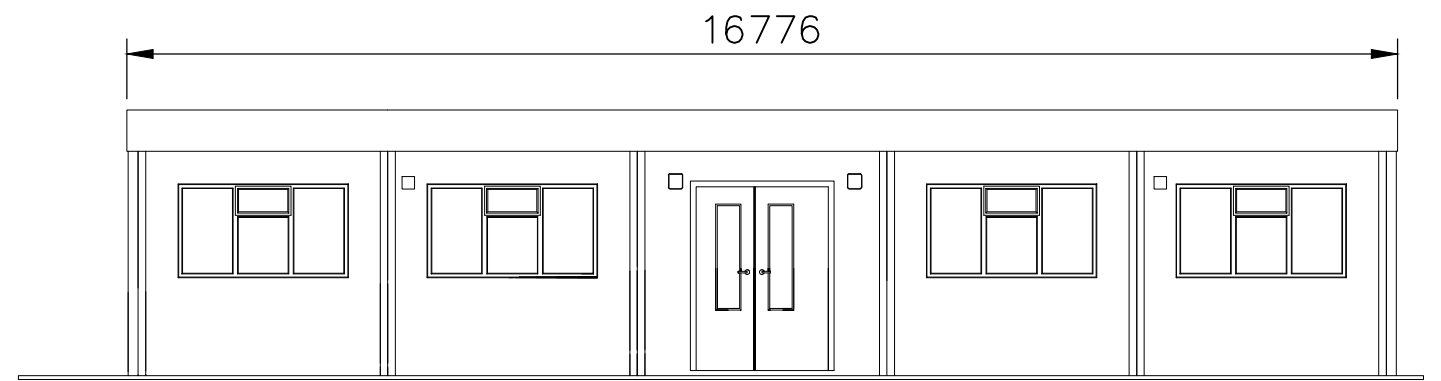
Portakabin
New Proposed 1st floor to Block B - Elevations
Merstham Park School at Taynton Drive, Merstham, Redhill RH1 3PU
Date: 20th May 2020
Scale : 1:100 @ A3
Dwg No: DLMERSBLOCKBPE



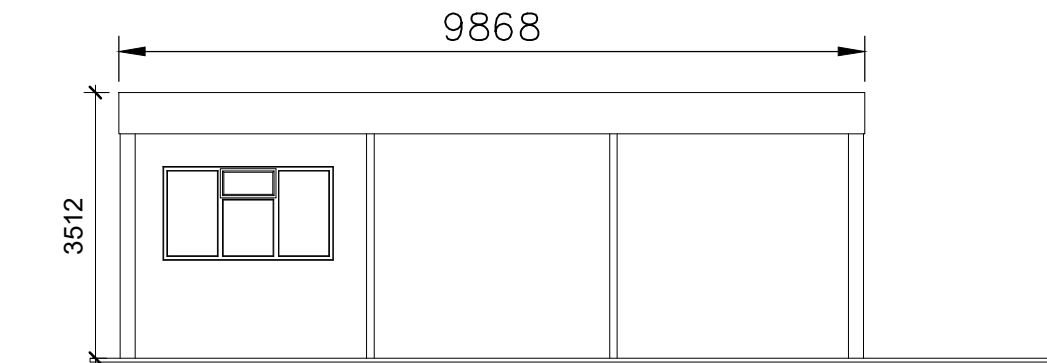
WEST ELEVATION



SOUTH ELEVATION

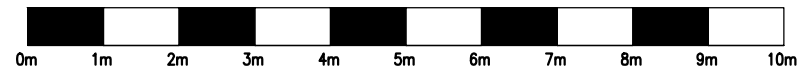
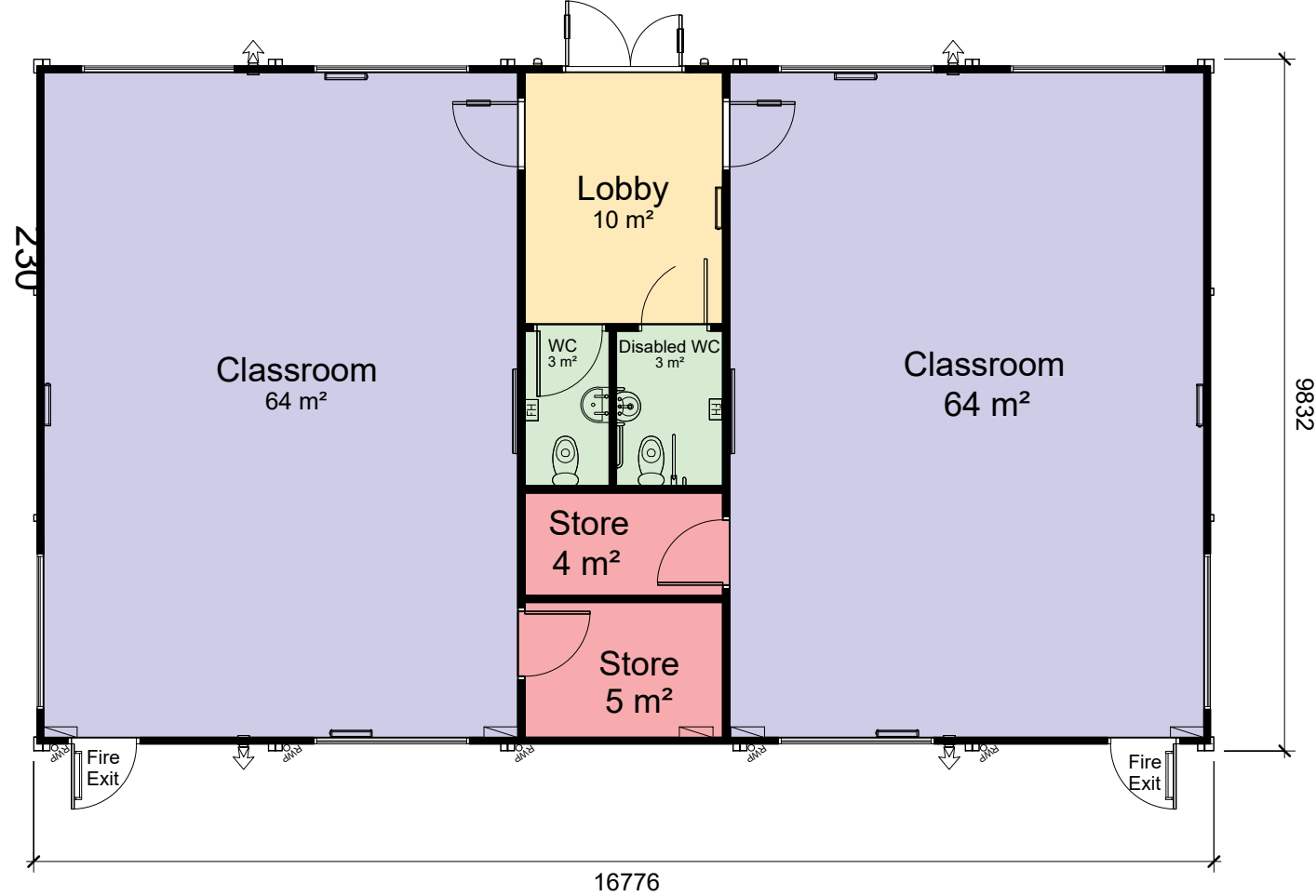


NORTH ELEVATION



EAST ELEVATION

Total Floor Area 156m²



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Portakabin

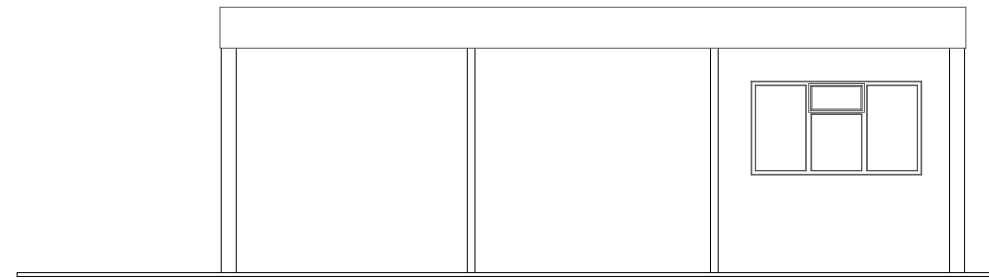
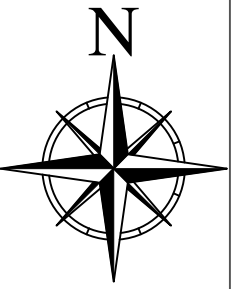
**Block A - Proposed
plan and Elevations**

Merstham Park School
at Taynton Drive, Merstham,
Redhill
RH1 3PU

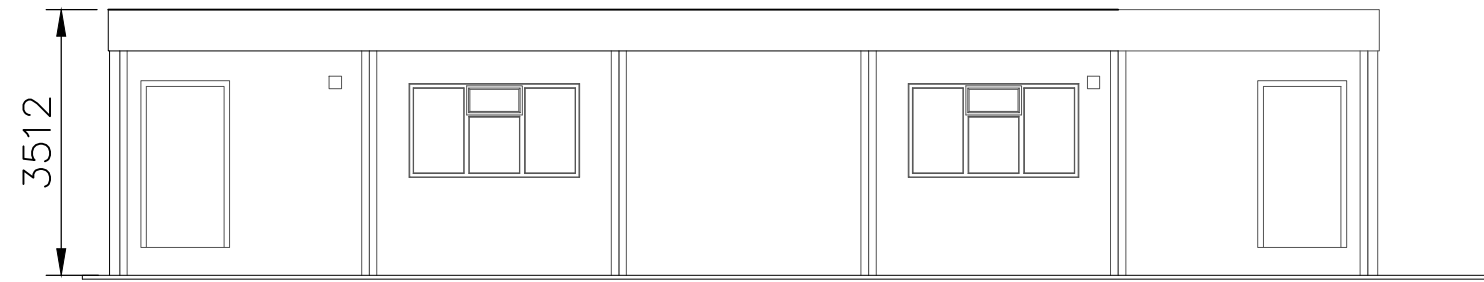
Date: 16th March 2020

Scale : 1:100 @ A3

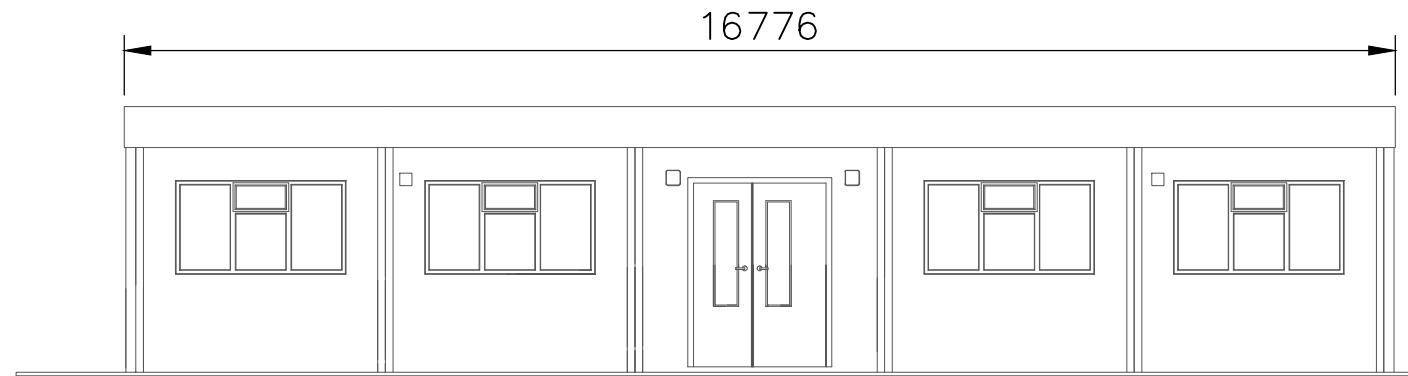
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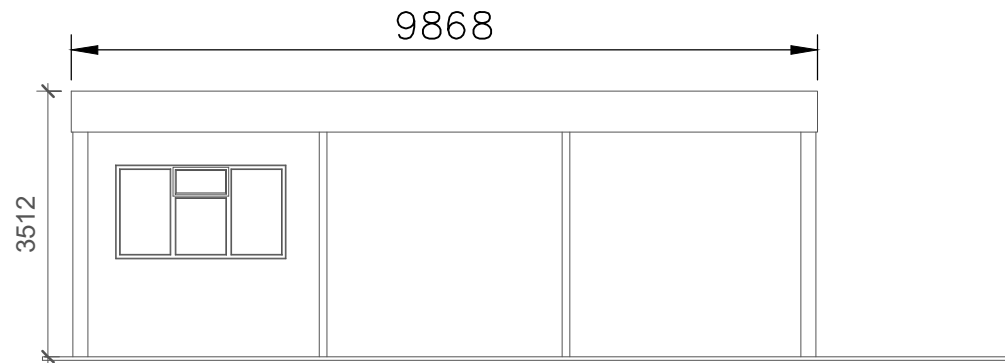
SOUTH ELEVATION



EAST ELEVATION

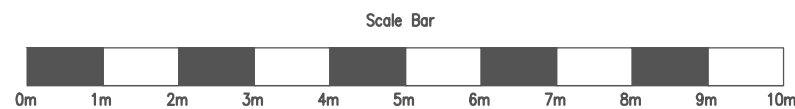
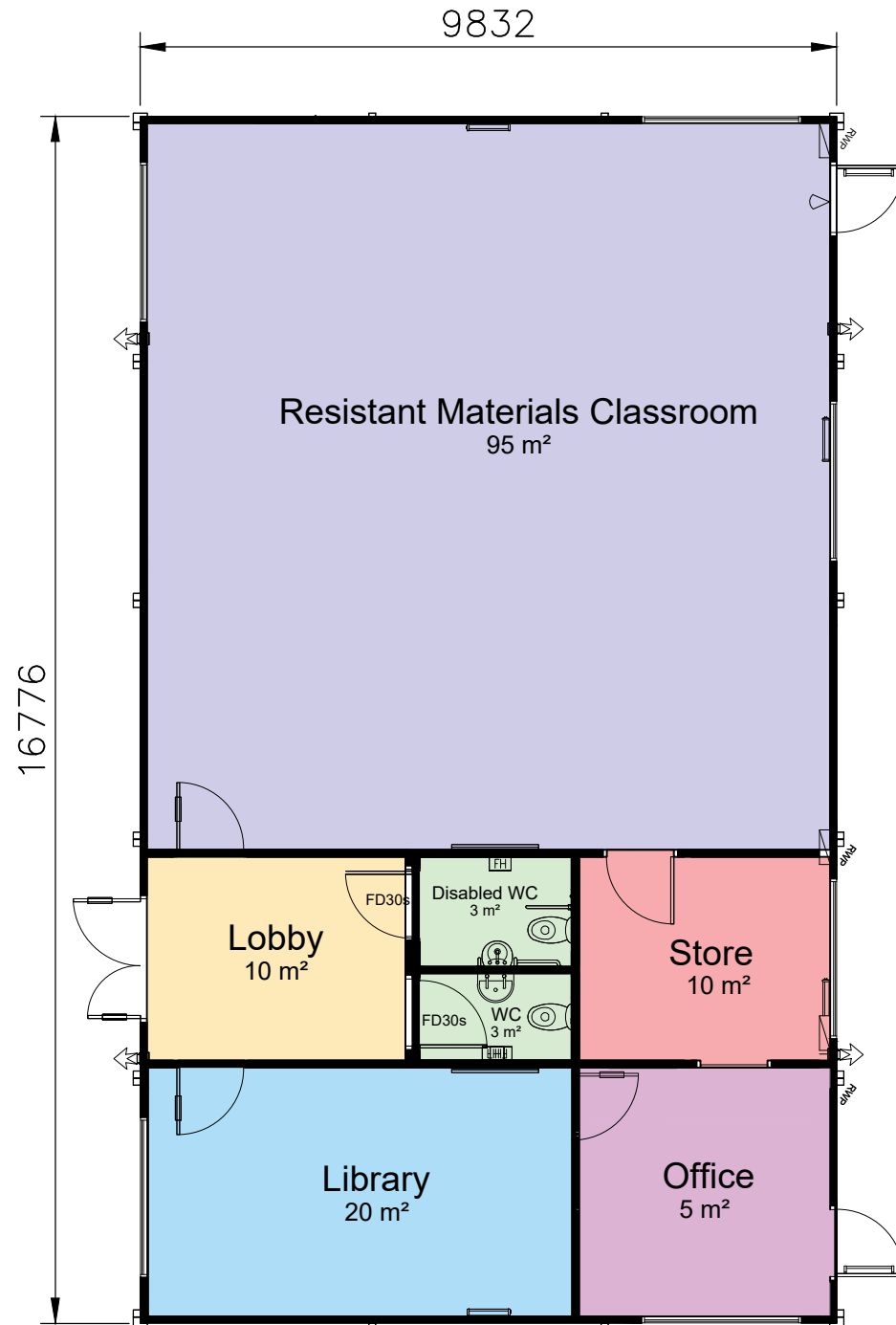


WEST ELEVATION



NORTH ELEVATION

231



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Portakabin

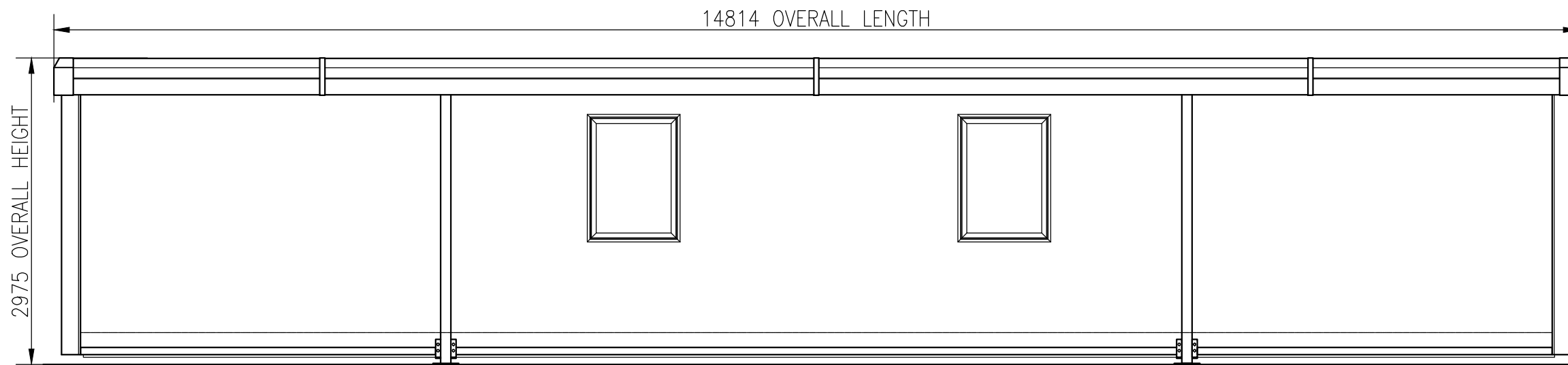
New Block E - Proposed plan and Elevations

Merstham Park School
at Taynton Drive, Merstham,
Redhill
RH1 3PU

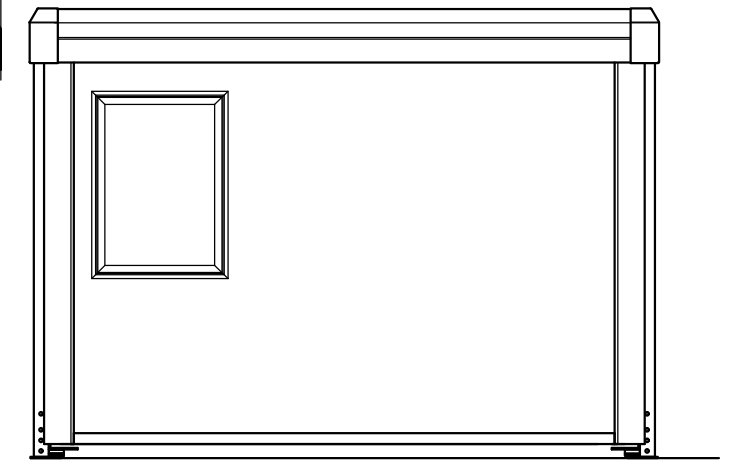
Date: 22nd May 2020

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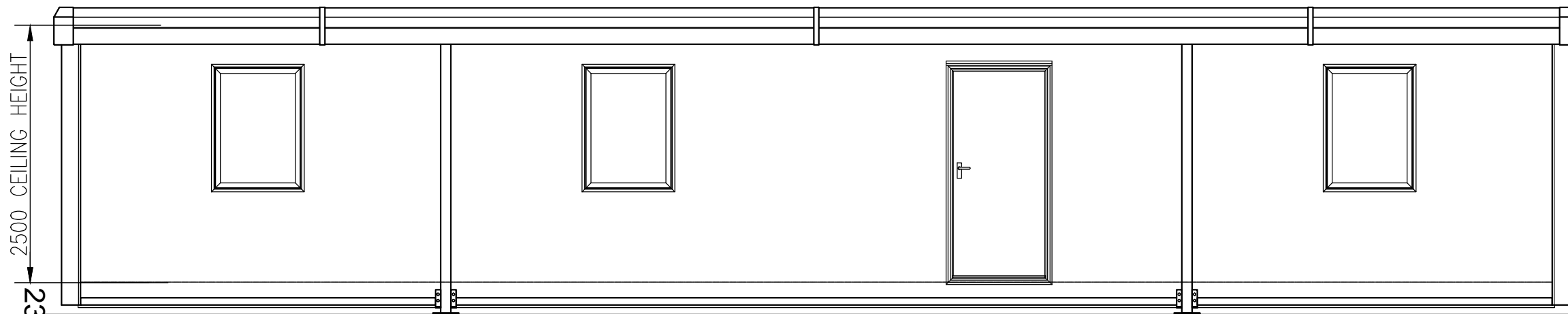
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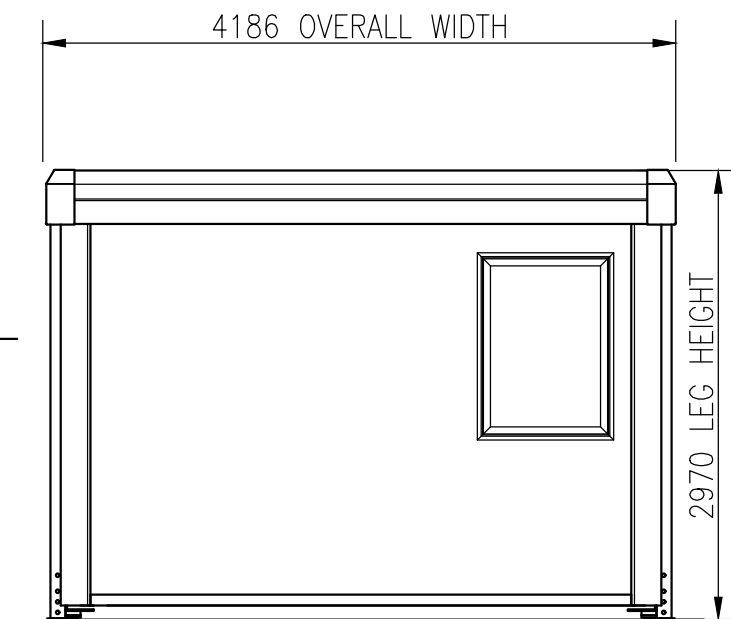
SOUTH ELEVATION



EAST ELEVATION

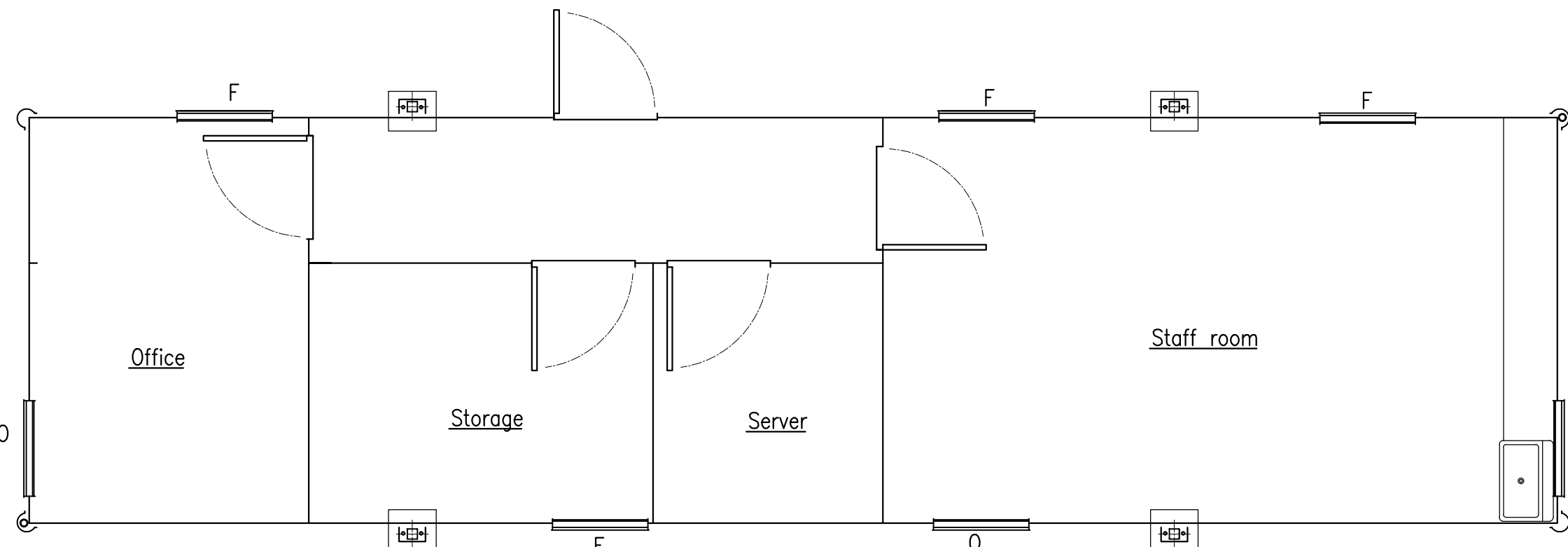


NORTH ELEVATION



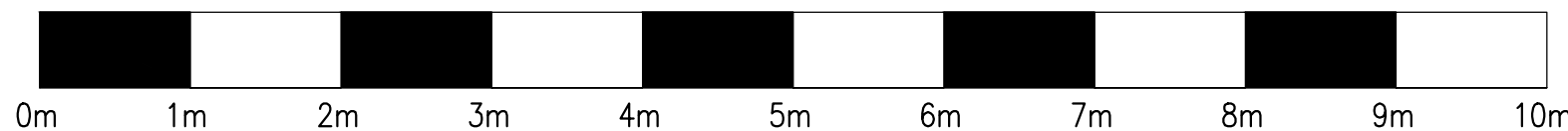
WEST ELEVATION

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Scale Bar

F - Fixed window
O - Opening window



TN154B Proposed Plan & Elevation for resubmission

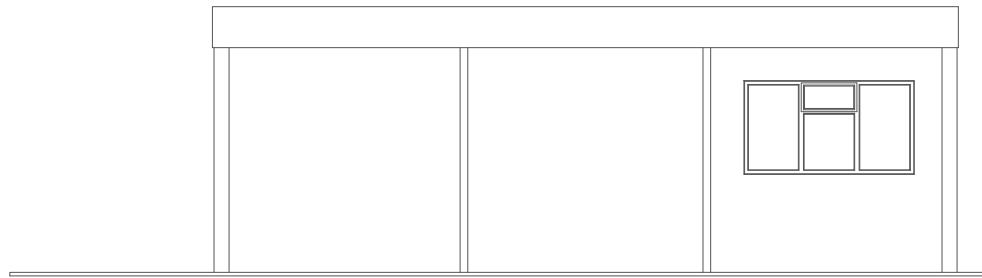
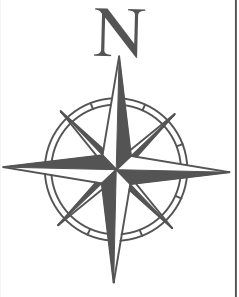
Merstham Park School

at Taynton Drive, Merstham,
Redhill, RH1 3PU

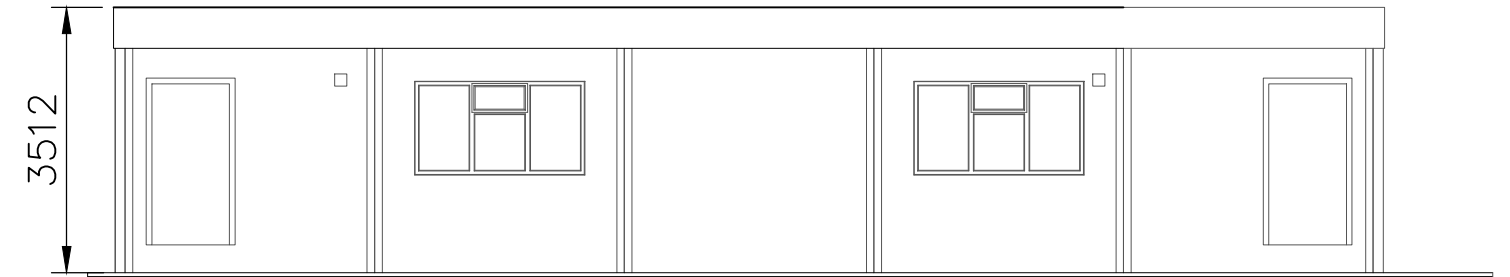
Date: 2nd March 2020

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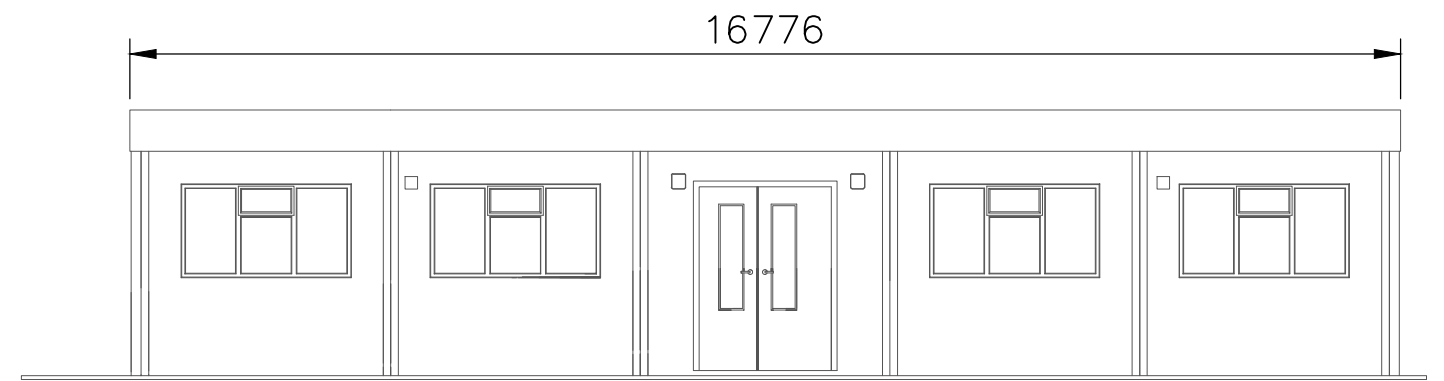
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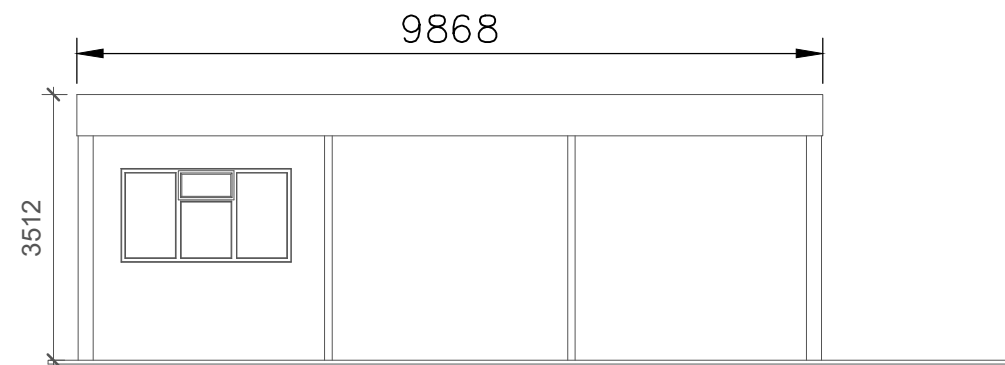
WEST ELEVATION



SOUTH ELEVATION

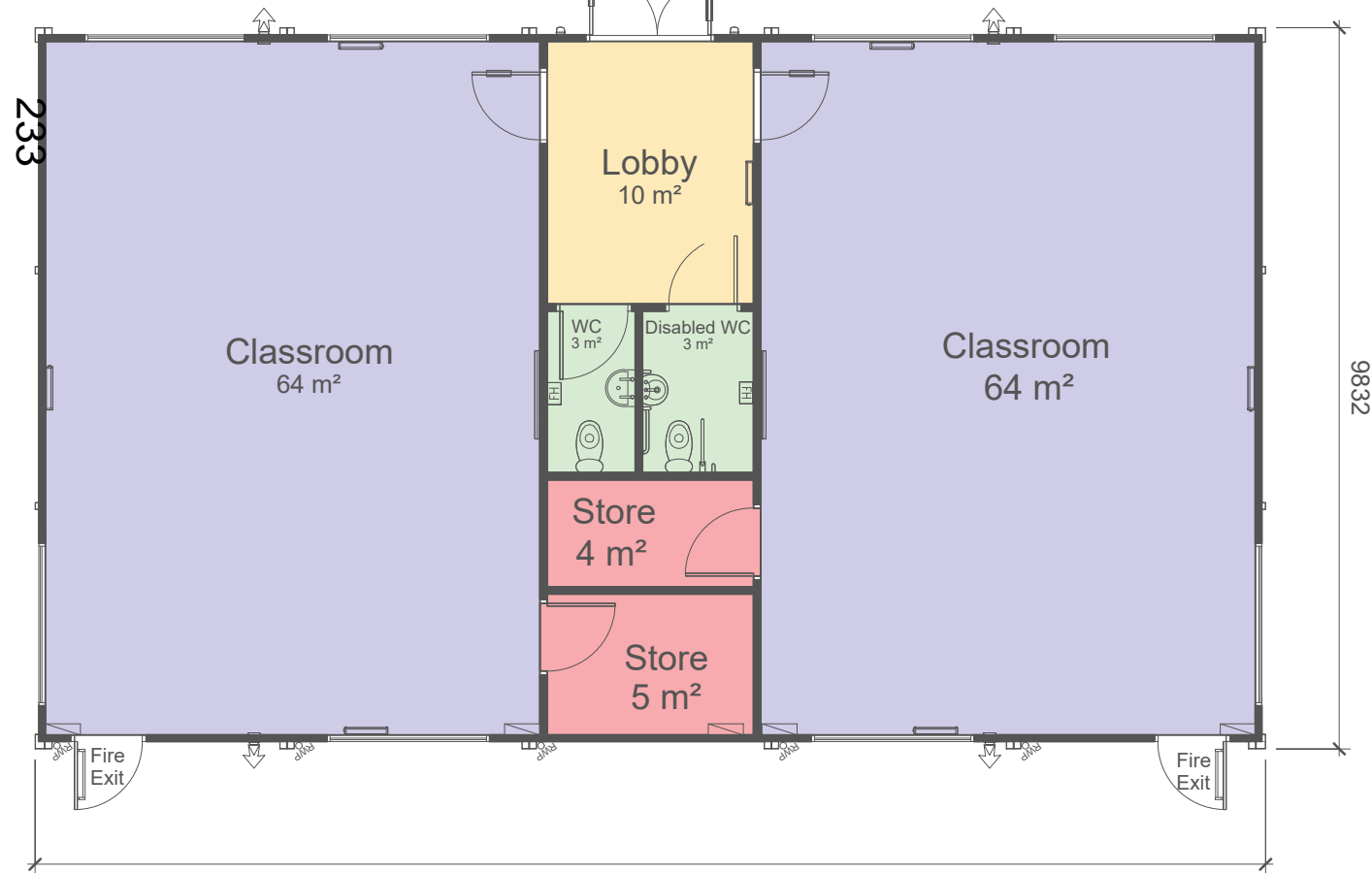


NORTH ELEVATION



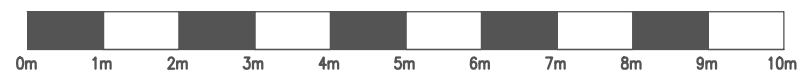
EAST ELEVATION

Total Floor Area 156m²



16776

Scale Bar



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Portakabin

**New Block F - Proposed
plan and Elevations**

Merstham Park School
at Taynton Drive, Merstham,
Redhill
RH1 3PU

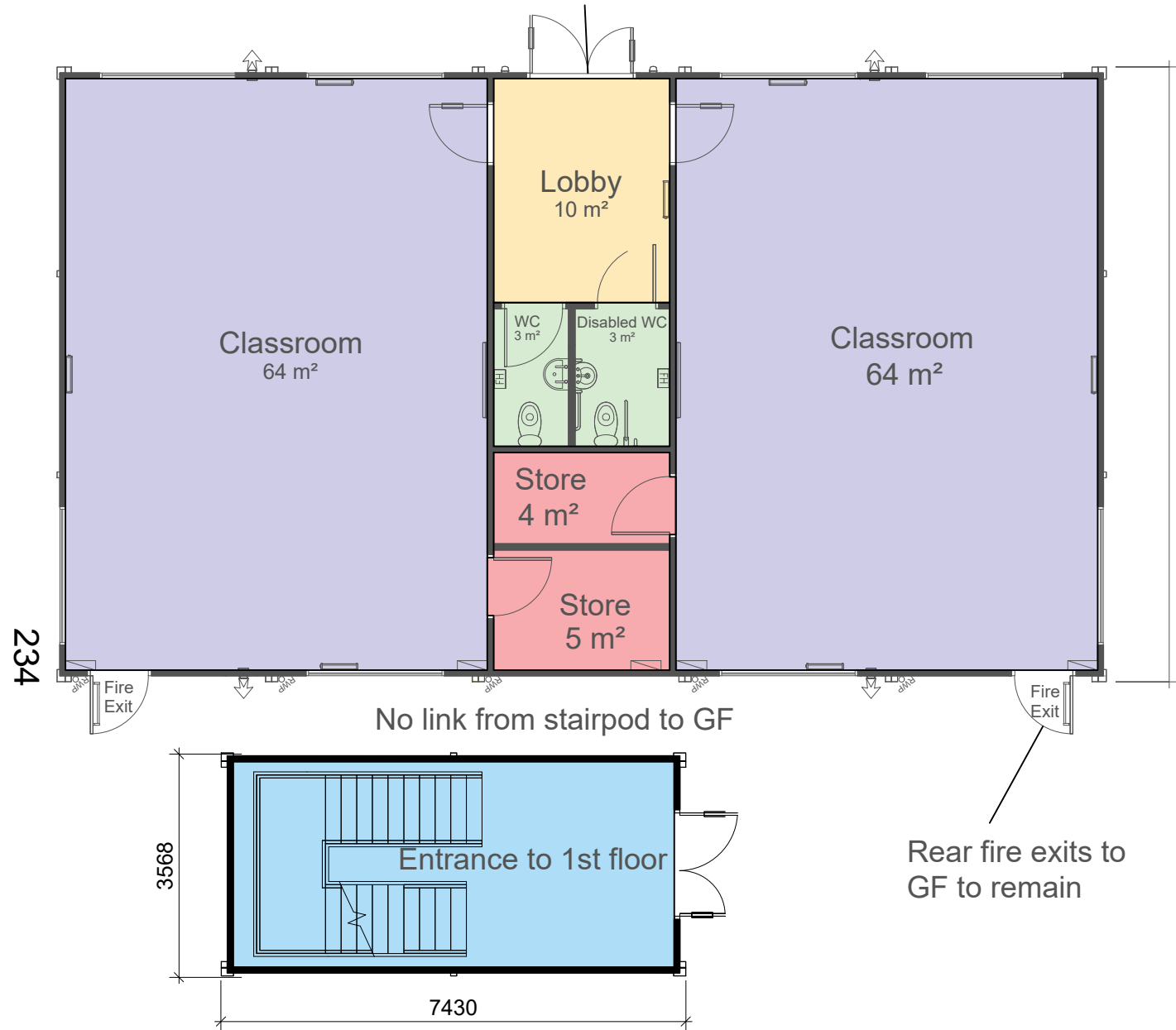
Date: 14th May 2020

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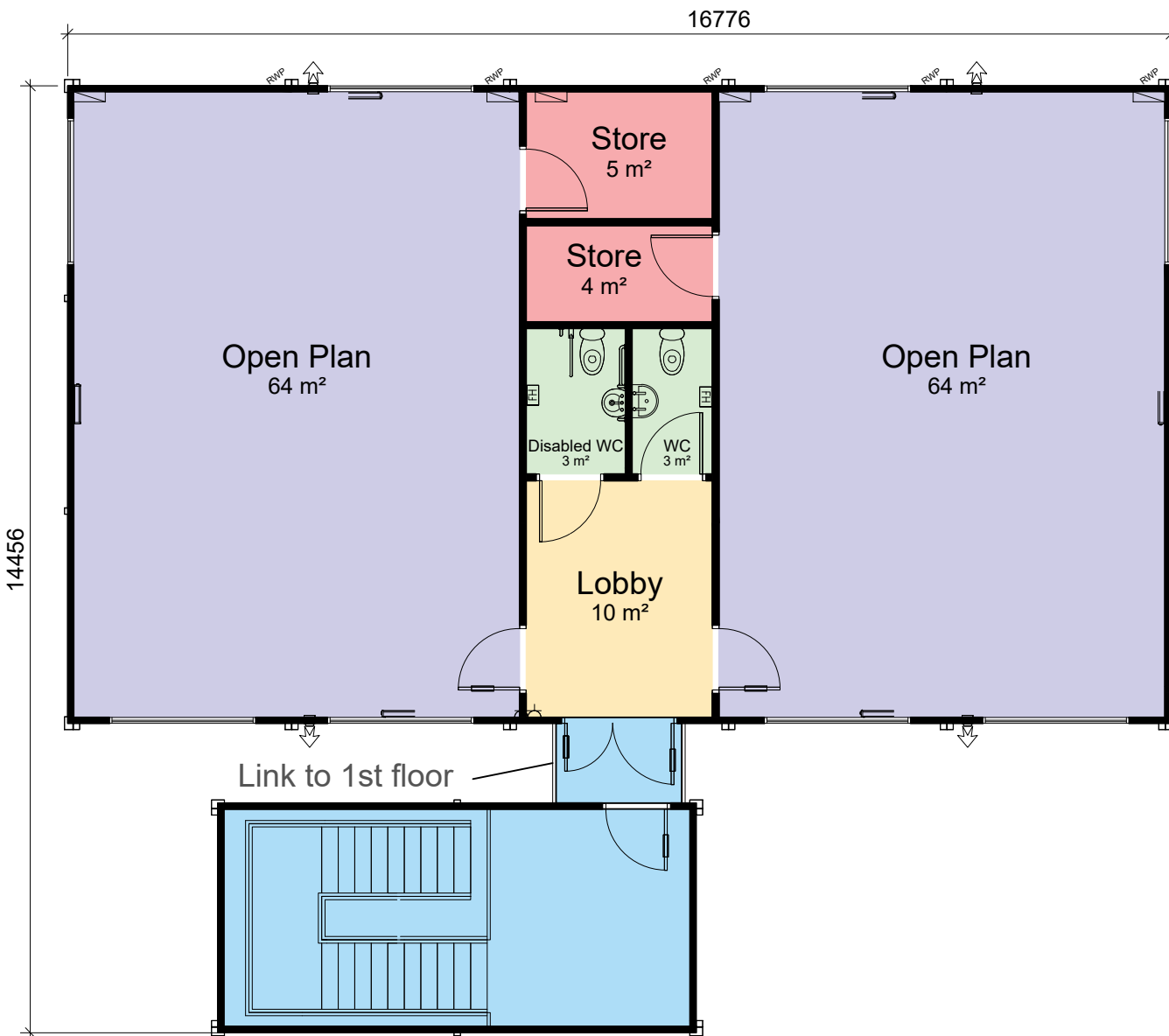
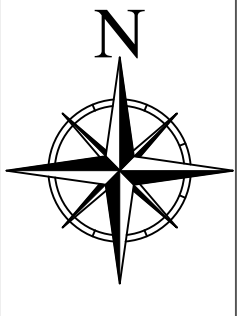
Dwg No: DLMERSBLOCKFP

Proposed Ground Floor

Main entrance to ground floor will remain on the North elevation
Building 'sunk in' for level access so no ramp/step is required



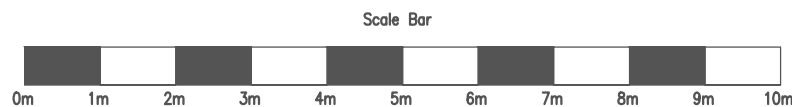
Proposed First Floor



Ground floor plan to remain unchanged; only additional is the GF footprint of the stairpod

Proposed 1st floor plan with proposed Stairpod

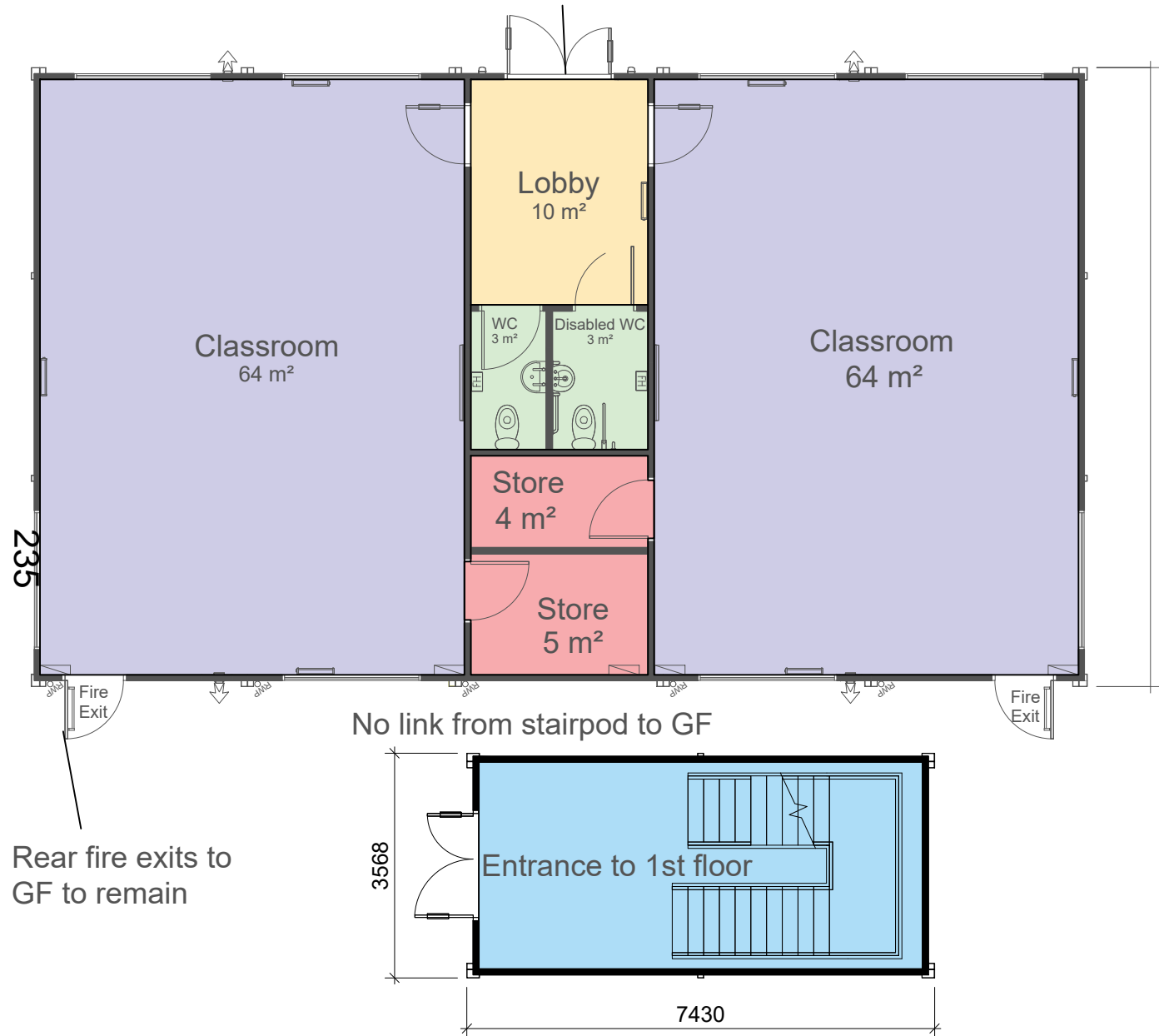
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Portakabin
New Proposed 1st floor to Block A - floor plan
Merstham Park School at Taynton Drive, Merstham, Redhill RH1 3PU
Date: 14th May 2020
Scale : 1:100 @ A3
Dwg No; DLMERSBLOCKAPP

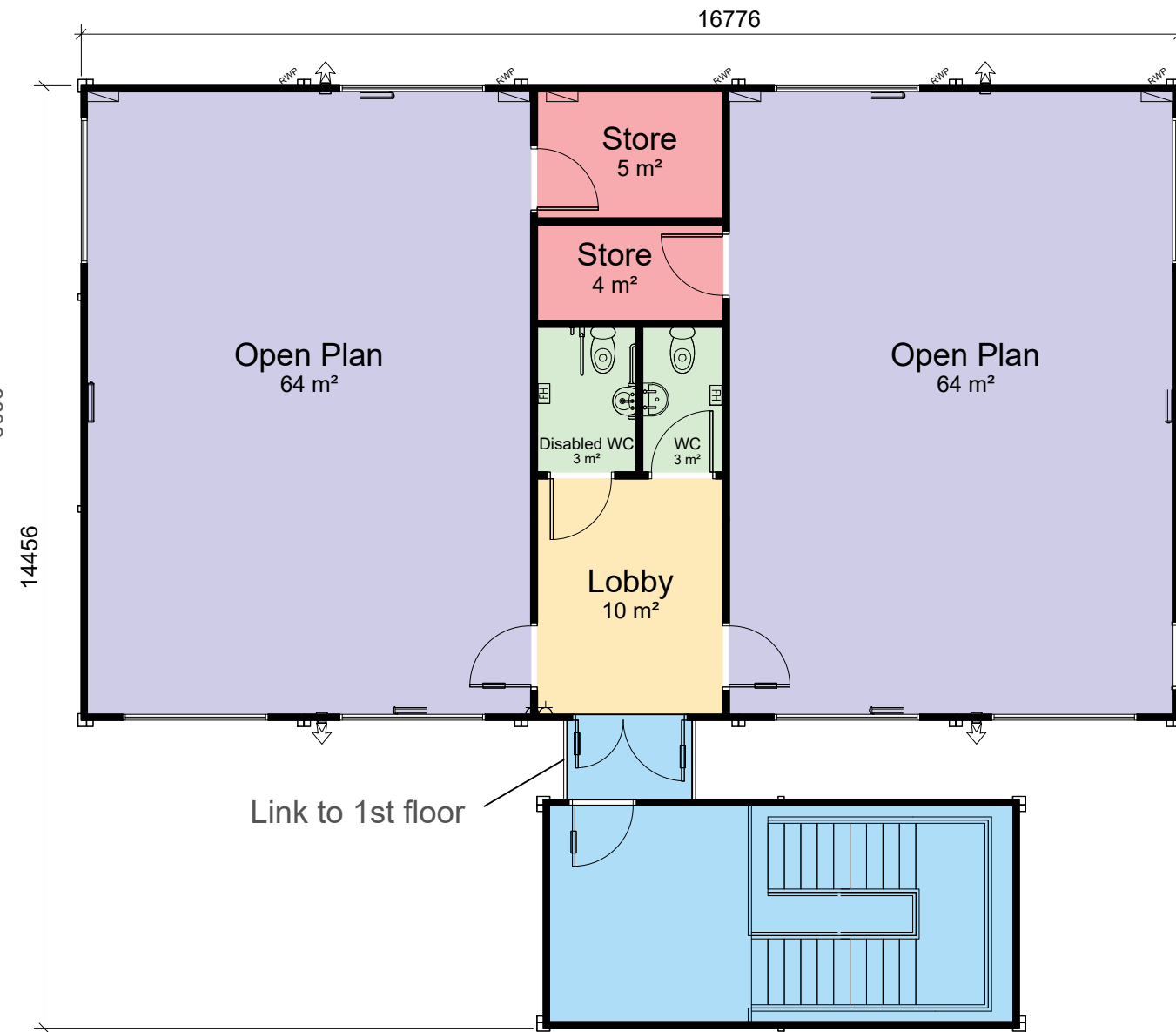
Proposed Ground Floor

Main entrance to ground floor will remain on the North elevation
 Building 'sunk in' for level access so no ramp/step is required

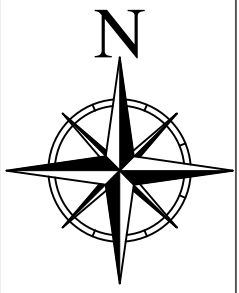


Ground floor plan to remain unchanged; only additional is the GF footprint of the stairpod

Proposed First Floor



Proposed 1st floor plan with proposed Stairpod



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Scale Bar



Portakabin

New Proposed 1st floor to Block B - floor plan

Merstham Park School
 at Taynton Drive, Merstham,
 Redhill
 RH1 3PU

Date: 16th March 2020

Scale : 1:100 @ A3


Dwg No; DLMERSBLOCKBPP

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 <p>Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate</p>	TO:	PLANNING COMMITTEE
	DATE:	8 July 2020
	REPORT OF:	HEAD OF PLACES & PLANNING
	AUTHOR:	James Amos
	TELEPHONE:	01737 276188
	EMAIL:	james.amos@reigate-banstead.gov.uk
AGENDA ITEM:	11	WARD:

APPLICATION NUMBER:	19/01623/F	VALID:	10/09/2019
APPLICANT:	One Oak Development	AGENT:	BPG Architects and Planners
LOCATION:	102, HORLEY ROAD, REDHILL, SURREY, RH1 5AA		
DESCRIPTION:	Demolition of existing residential unit and workshops and erection of 6 detached, semi-detached and terraced two storey dwellings with new access, parking and amenity areas. As amended on 16/10/2019, 22/04/2020 and on 15/05/2020.		
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.			

SUMMARY

This is a full planning application for the erection of 6 detached, semi-detached and terraced two storey dwellings with associated parking and hard and soft landscaping.

The site is located on the western side of Horley Road, at the edge of the built-up area of South Earlswood. The site is in a mixed residential and commercial use, with a bungalow at the front of the site and a commercial yard to the rear which was formerly used as a haulage yard and agricultural machinery repair garage. The site is no longer suitable for the commercial use. The provision of additional housing is considered to outweigh the loss of the commercial part of the site.

The existing access to the site would be reused and a new access road would be constructed leading westwards into the site. At the front of the site, a pair of two storey semi-detached dwellings would be sited broadly on the footprint of the existing bungalow, with a single detached property in the central section of the site, and a terrace of three units at the rear. Each property would be of two storeys in height and would contain between 2 and 4 bedrooms. Each house would be provided with two parking spaces and a private rear garden. A further unallocated visitor parking space is proposed.

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The site is generally level and adjoins residential dwellings to the north and west, with residential development on the eastern side of Horley Road. To the south is the Macdonald's restaurant.

Each of the proposed dwellings would have a plot size that would fall within the range of sizes in the area. The proposed dwellings would be of a traditional design which would complement neighbouring properties in the area. Each dwelling would be provided with sufficient parking and amenity areas. The amenities of neighbouring properties would not be harmed.

The most important trees on the site and those on the site boundary would be retained and protected. The proposals would result in some tree loss and a conflict with other trees. In the event that permission is granted, conditions on tree protection and landscaping are suggested.

The proposals would make efficient use of this previously developed site for new housing without harming amenities of neighbouring properties and are considered acceptable. The development would have an acceptable relationship with the neighbouring locally listed building and the proposals would provide an acceptable transition to the neighbouring open land to the south.

RECOMMENDATION

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

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Consultations:

Highway Authority: The proposed development has been considered by the County Highway Authority (CHA) who having assessed the application on safety, capacity and policy grounds, recommends that conditions relating to the provision of the vehicular access, the provision of a pedestrian indivisibility splay, provision of the proposed layby and the proposed refuse collection point, provision of the parking and turning areas, the provision of a Construction Transport Management Plan and the provision of electric vehicular charging points for each dwelling be imposed in any permission granted.

Environmental Health (Contaminated Land): There is some potential for contamination to be present associated with both historical and current use, as such a condition to deal with contaminated land and an informative to provide additional guidance is recommended.

Surrey CC Drainage Team: Stated that they were not satisfied that the proposed drainage scheme met the requirements set out in the submitted Surface Water Drainage Pro-forma and flood map for planning and recommended that further information be provided, including Ground Investigations confirming the suitability or otherwise of soakaway drainage, a drainage design which takes into account the SUDS hierarchy, drainage calculations illustrating existing and proposed surface water discharge rates and volumes, as well as the establishment of Greenfield run-off rates, and drawings and plans showing a proposed drainage layout and the location of surface water sewers in the area.

Further details of these requirements were submitted to the Surrey CC drainage and flooding team. In their response dated 23/06/2020, they state that they have considered the following submitted information:

- Drainage Strategy Report, VKHP Consulting, October 2019, revision -, document reference: 415119;
- Maintenance Plan for Surface Water Drainage, VKHP Consulting, October 2019, revision -, document reference: 415119;
- Exceedance Flows, VKHP Consulting, October 2019, revision -, document reference: 415119/101;

They state that they are not satisfied that the proposed drainage scheme meets the requirements set out in the aforementioned documents because significant issues have been identified. To overcome this, the following changes are required:

- The proposed drainage design appears to have little regard for SuDS design. The proposed drainage is a traditional piped system which has consideration for volume control only.
- Additional SuDS elements could be included within the design (such as porous paving, rainwater harvesting, rain gardens etc.), these could help improve water quality, biodiversity and amenity as well as volume control.
- Pre-development Greenfield runoff rates have not been established.
- Surrey County Council as Lead Local Flood Authority do not have a practical minimum for discharge off-site. If pre-development Greenfield runoff rates cannot be matched, then evidence should be submitted as to why.

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- The proposed connection to the Thames Water infrastructure appears to go through 3rd party land. Agreements in principle (as a minimum) should be submitted to confirm that the route is appropriate.

They go on to state that in the event that planning permission is granted, suitably worded conditions should be applied to ensure that the SuDS Scheme is properly implemented and maintained throughout the lifetime of the development.

Surrey Police: State that they are unable to find reference to security or the creation of a safe and secure environment within the submitted application and consider that it would have been prudent for the applicant to consult the local Designing Out Crime officer prior to this submission to ensure clarity for security design compliance. Without this detail it is stated that they are unable to make an informed decision so at this time must side with caution and oppose the application.

Surrey CC Minerals and Waste team – No comments.

Reigate Society – Support for Conservation officers comments.

Representations:

Letters were sent to neighbouring properties on 19th September 2019, a site notice was posted 25th September 2019. Neighbours were re-notified on the revised plans for a 14 day period commencing 23rd April 2020 and again on 28th May 2020.

A single response has been received which raises the issue of the maintenance of a tree and a hedge at the rear of the site (see paragraphs 6.31 – 6.39) and the possibility of crime raised by the proposals (see paragraph 6.44).

1.0 Site and Character Appraisal

- 1.1 The site's frontage is occupied by a single storey detached dwelling to the rear of which are single storey workshops. The site lies on the western side of the A23, Horley Road in the southern part of South Earlswood. The site has been used as a haulage yard and agricultural machinery repair garage which has since relocated to a more accessible site.
- 1.2 This site is in the urban area immediately to the north of the Metropolitan Green Belt (MGB) and forms part of the setting of the neighbouring 18th century locally listed building to the south, the former Prince Albert public house (now McDonalds). Beyond the front building line of the McDonalds restaurant on the east side is open land, which has the same open landscape characteristics as Petridgewood Common to the south, having historically been part of that common land and therefore of unregistered common land status. To the north is a predominantly residential neighbourhood comprising mainly two storey semi-detached properties.
- 1.3 The Local Distinctiveness Guide defines the area around the site as being within the 1930s to 1950s suburbia. This period was the most extensive in terms of both public and private sector housing development. This type of

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development is characterised by street-by-street uniformity in style with more affluent housing providing more space and designs embellished with greater detail, often a debased 'Arts and Craft' style.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: The applicant entered into pre-application discussions with the Council (PA/18/00161) for a proposal comprising of 14 flats in two blocks. The applicants were advised that the form of development would not provide an appropriate transition to the MGB, would be much higher than surrounding two storey development and was hard on the south edge of the plot. The proposed mansard roof was considered a bulky roof form uncharacteristic of the surrounding development. Concerns were also raised with regards to the loss of trees beyond the southern boundary and on the site.
- 2.2 Improvements secured during the course of the application: The application has been amended from its original submission to reduce the number of units proposed from 10 x 2 storey terraced houses, to 6 detached, semi-detached and terraced houses. Further improvements have been secured following discussions with the Highways Authority which have resulted in the access road being relocated to the northern side of the site and the containment of all parking within the site.
- 2.3 Further improvements could be secured through the use of conditions relating to materials, site de-contamination, tree protection and landscaping and highways matters.

3.0 Relevant Planning and Enforcement History

None.

4.0 Proposal and Design Approach

- 4.1 This is a full application for the demolition of existing buildings on the site and for the erection of 6 detached, semi-detached and terraced houses with a new access, car parking and amenity areas for each house. The dwellings would be of a traditional design with brick elevations and concrete files to the roofs.
- 4.2 The proposed layout shows a pair of semi-detached houses at the front of the site, a single detached house in the central portion and a short terrace of three houses at the rear. Parking for the units is spread throughout the site, although none is now proposed with direct access to Horley Road. A total of 13 parking spaces are proposed, equating to 2 spaces per unit with 1 visitor space. The proposed layout also allows for the entry and exist of a fire tender, but a refuse collection vehicle is likely to stop at the site entrance from Horley Road and pick up waste material from a collection point.

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- 4.3 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:
Assessment;
Involvement;
Evaluation; and
Design.
- 4.4 Evidence of the applicant's design approach is set out below:

Assessment	The character of the surrounding area is assessed as suburban residential development of one and two storey high residential properties with a variety of pitched roof forms. The metropolitan green belt extends to the south with a locally listed 2 storey restaurant.
	No site features worthy of retention were identified.
Involvement	No community consultation took place.
Evaluation	The other development options considered were a scheme of 14 flats in 2 blocks and as originally submitted, a scheme for 10 x 2 storey dwellings. In both cases, the Council considered the proposals unacceptable. Continuing an employment use has been considered but the location makes the land inappropriate for commercial uses.
Design	The applicant's reasons for choosing the proposal from the available options were to make efficient use of the site whilst ensuring a viable contribution towards housing supply.

- 4.5 Further details of the development are as follows:

Site area	0.14ha
Existing use	Mixed residential and commercial workshops
Proposed use	Residential
Existing parking spaces	2
Proposed parking spaces	15
Parking standard	15
Net increase in dwellings	5
Proposed site density	43 dpha

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Density of the surrounding area	25 dpha
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5.0 Policy Context

5.1 Designation

Urban area
Adjacent to metropolitan green belt
Adjacent to locally listed building

5.2 Reigate and Banstead Core Strategy

CS1 (Sustainable Development)
CS5 (Valued People/Economic Development),
CS10 (Sustainable Development),
CS11 (Sustainable Construction),
CS12 (Infrastructure Delivery),
CS14 (Housing Needs)
CS15 (Affordable Housing)
CS17 (Travel Options and accessibility)

5.3 Reigate and Banstead Development Management Plan 2019

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)
INF3 (Electronic communication networks)

5.4 Other Material Considerations

National Planning Policy Framework
National Planning Practice Guidance
Supplementary Planning Guidance

Surrey Design
Local Distinctiveness Design Guide
Vehicle and Cycle Parking
Guidance 2018
Householder Extensions and
Alterations
Affordable Housing
Outdoor Playing Space Provision

Other

Human Rights Act 1998
Community Infrastructure Levy
Regulations 2010

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6.0 Assessment

6.1 The application site is situated within the urban area where there is a presumption in favour of sustainable development and where the principle of such residential development is acceptable in land use terms.

6.2 The main issues to consider are:

- Safeguarding of Employment land
- Design appraisal
- Neighbour amenity
- Highway matters
- Impact on trees
- Ecological issues
- Sustainable Construction
- Community Infrastructure Levy

Safeguarding of Employment Land

6.3 The existing use of the site is a mixed use residential and employment site, albeit of limited employment use. The requirements of DMP Policy EMP4 is therefore relevant. Policy EMP4 states as follows:

Development of existing employment land and premises must comply with the following criteria:

1. *The loss of employment land and premises will only be permitted if:*
 - a. *it can be clearly demonstrated that there is no reasonable prospect of (or demand for) the retention or redevelopment of the site for employment use (see Annex 3 for information on what will be required to demonstrate this); or*
 - b. *the loss of employment floorspace is necessary to enable a demonstrable improvement in the quality and suitability of employment accommodation; or*
 - c. *the proposal would provide a public benefit which would outweigh the loss of the employment floorspace.*
2. *Where loss is justified under (1) above, proposals for non-employment uses will only be permitted if they would not adversely affect the efficient operation or economic function of other employment uses or businesses in the locality.*

6.4 In support of the proposals, the applicants state that historically the site has been used as a small haulage / vehicle repair garage for a self-employed haulier / mechanic. They state that the residential nature of the site / location is not suitable for the noisy and dirty industrial work undertaken by the business. More significantly the size of the farm machinery that is being worked on has greatly increased in size over the years and the site is too small for the storage required. They go on to state that the size of the site

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makes it impractical for a larger haulage business and the proximity to adjoining housing and the green belt makes this and alternative commercial uses inappropriate.

- 6.5 It is noted that the business formerly on the site has moved to a new location so there has been no loss of employment as a result of these proposals.
- 6.6 The applicants have not provided any marketing evidence in accordance with the requirements of DMP Policy EMP4 but put forward the case that the site is no longer suitable for employment use due to its size, due to the increase in the size of the equipment that was being stored and serviced on the site and due to the location of the site within a residential area which, due to the type of work that was undertaken on the site, resulted in noise and disturbance to adjoining residents.
- 6.7 The site is in a mixed residential and employment use with a small bungalow at the front of the site. The loss of employment use is limited to the collection of buildings at the rear of the site. The replacement of the collection of outdated and derelict employment buildings with high quality modern housing, in a mix of unit sizes provides a public benefit which would outweigh the loss of the limited amount of low quality of employment floorspace on the site, and also replaces the existing outdated bungalow with new accommodation. In this regard, it is considered that the proposals accord with the first part of DMP Policy EMP4.
- 6.8 With regards to the second part of the policy, the site is isolated from any other employment uses and adjoins residential properties to the north and west, with residential development on the eastern side of Horley Road and open land to the south. In these circumstances, the proposed residential development would not adversely affect the efficient operation or economic function of other employment uses or businesses in the locality and would, therefore, accord with the requirements of DMP Policy EMP4.

Design appraisal

- 6.9 DMP Policy DES1 relates to the Design of New Development and requires new development to be of a high quality design that makes a positive contribution to the character and appearance of its surroundings. New development should promote and reinforce local distinctiveness and should respect the character of the surrounding area. The policy states that new development will be expected to use high quality materials, landscaping and building detailing and have due regard to the layout, density, plot sizes, building siting, scale, massing, height, and roofscapes of the surrounding area, the relationship to neighbouring buildings, and important views into and out of the site.
- 6.10 The site comprises a mixed use residential and commercial site located on the western side of Horley Road on the edge of the built up area. The site adjoins residential development to the north and west, with two storey semi-detached and terraced properties in the vicinity. The form and scale of

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development proposed in this case would be similar with a mixture of two storey detached, semi-detached and terraced properties.

- 6.11 The proposed layout shows a pair of semi-detached dwellings at the front of the site, on the same building line as the neighbouring properties to the north, with the proposed access road in a similar location to the existing vehicular access point. The access would lead into the site, with a terrace of three two storey properties at the western end and a single two storey detached house in the central section. Plot sizes are relatively small compared with some in the area, but there is a range of plot sizes adjoining and close to the site and the proposed plots in this case would not be dissimilar to others in the area.
- 6.12 The proposed dwellings would be of a traditional design with a brick and tile clad elevations and pitched roofs finished with tiles. No details of the materials have been provided at this stage and if permission is granted, it is suggested that further details are provided by condition.
- 6.13 To the south of the site is the Macdonald's drive thru restaurant, formerly the Prince Albert public house, a locally listed building to the south, which is set on a common setting with hedge boundaries. The Council's conservation officer was consulted on the original proposals for 10 dwellings and noted that it was important that the hedge and trees are retained, therefore acceptability of the scheme in terms of the setting would be partly dependent on the tree officer's assessment of the impact on trees and shrubs. He also stated that the density of the scheme, which is quite high, would be a matter of judgement for the planning officer, but the elevational treatment needs more consideration in terms of local distinctiveness. He suggested that tile hanging would help to soften the scheme and attention to such matters as roof materials and avoid such detailing as soldier brick arches.
- 6.14 In response, the revised plans for 6 units show a scheme of a lower density and with tile hanging to the elevations. The conservation officer has reviewed the revised plans and considers that the amendments have resolved the issues of setting of the locally listed building. Given the setting, he considers that a reasonable standard of detail and materials would be required and recommends that conditions be imposed which would require all rooflights to be black painted conservation rooflights with a single vertical glazing bar, that the bargeboards and gutter fascias shall be no more than 150mm height, to reduce the excessive size of the gutter fascia and bargeboards shown on the elevations, that tile hanging and roofs shall be of sandfaced plain tiles, that all windows should have a casement in each opening to ensure equal sightlines. And that details of all materials, and boundary enclosures should be submitted to and approved in writing by LPA. He also recommends withdrawal of permitted development rights for further extensions and means of enclosure.
- 6.15 The application has been revised since its original submission as a scheme for 10 units. It is considered that the proposal for 6 units makes full use of the site, whilst providing an acceptable layout and form of development which would be compatible with the character of the surrounding area. It is

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considered therefore that the proposals comply with the provisions of DMP Policy DES1.

- 6.16 DMP Policy DES4 relates to Housing Mix and states that all new residential developments should provide homes of an appropriate type, size and tenure to meet the needs of the local community. The proposed housing mix must on sites of up to 20 homes, at least 20% of market housing should be provided as smaller (one and two bedroom) homes. In this case, one of the 6 units would be a two bedroom house with the others provided with 3 or 4 bedrooms. This equates to a 17% provision of smaller units, which given the form and layout of development proposed is considered acceptable.
- 6.17 DMP Policy DES5 relates to the delivery of high quality homes and requires, *inter alia*, that as a minimum, all new residential development (including conversions) must meet the relevant nationally described space standard for each individual units except where the Council accepts that an exception to this should be made in order to provide an innovative type of affordable housing that does not meet these standards. In addition, the policy also requires all new development to be arranged to ensure primary habitable rooms have an acceptable outlook and where possible receive direct sunlight.
- 6.18 Each dwelling would have a floor area which accords with the relevant standard in the Nationally Described Space Standards. Each dwelling would also be provided with appropriate levels of south or west facing amenity areas. In this regards the proposal would accord with DMP Policy DES6.

Neighbour amenity

- 6.19 In addition to the comments noted above DMP Policy DES1 also requires new development to provide an appropriate environment for future occupants whilst not adversely impacting upon the amenity of occupants of existing nearby buildings, including by way of overbearing, obtrusiveness, overshadowing, overlooking and loss of privacy.
- 6.20 The proposed dwellings would possess a sufficient level of separation from dwellings neighbouring the site so as to not appear overbearing or cause significant overshadowing. At the front of the site, plots 1 and 2 would benefit from good separation to its neighbours to either side with a gap of at least 10m to no.100, Horley Road. At the rear of the site, the flank wall of the proposed dwelling on plot 4 would be located approximately 10.5m from the rear elevation of no. 5, Tollgate Avenue. The design of the proposed dwelling on plot 4 also takes account of this relationship with lowered eaves and a lower overall height, sufficient to avoid an overbearing impact on the neighbouring dwelling to the north. Plot 3, in the central section of the site, would be orientated with its principal elevations facing north and south. The design of the dwelling includes windows to principal rooms at first floor level facing north. Which would serve bedrooms. The separation distance to the northern boundary exceeds 8m, but with landscaping on the northern boundary of the site between, there would be limited overlooking of the rear garden of the neighbouring property.

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- 6.21 The separation distances, together with the provision of landscaping retained vegetation on the boundary would ensure that the amenities of residents in neighbouring properties are not significantly impacted by reason of overlooking, an overbearing impact or a loss of privacy.
- 6.22 The additional vehicles that would result from the development and access road are of a sufficient distance from existing and proposed dwellings so as to not cause a significant level of noise and disturbance to those properties. The type of vehicles accessing the rear of the site would be different to those that formerly used the site and is likely to lead to less noise and disturbance to neighbouring residents
- 6.23 In conclusion, the proposal would not have a significant adverse effect upon existing neighbouring properties and would accord with the provisions of DMP Policy DES1.

Highway matters

- 6.24 The proposed development has been reviewed by the County Highway Authority on a number of occasions and amendments have been made to the position of the access road and to the layout of the proposed development.
- 6.25 With regards to the original submission for 10 units the CHA raised concerns with regards to the provision of visibility splays either side of the access road and also raised concerns with regards to the intensification of the use of the southernmost access into the site which they considered would introduce additional possible conflicts between vehicles, particularly if vehicles exiting the site were attempting to turn right to use an existing gap in the central reservation in Horley Road. They also requested traffic generation data for the existing and proposed uses of the site.
- 6.26 The application was subsequently amended to a scheme for 6 dwellings and the CHA offered further comments as follows. They stated that it had not been demonstrated that the proposed access arrangements were compatible with the surrounding highway infrastructure at a point in the highway where there would be conflicting turning movements at the Horley Road junction with Prince Albert Road which is also shared with the neighbouring McDonald site to the south and where the proposed four car parking spaces at the site's eastern frontage onto Horley Road would introduce even more conflict at the junction contrary to National Planning Policy Framework 2019 and Policy TAP1 Parking, access, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.
- 6.27 They also suggested that the above objection maybe overcome if the applicant were to move the access to the northern side of the site or they were to extend the central reservation south to prevent right turn manoeuvres from the proposed access, without preventing right turn manoeuvres from Prince Albert Road. The objection would also be overcome if all car parking for the development were located within the site as opposed to on the edge of

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the site with the highway. They stated that accident data shows there is a history of accidents at the Horley Road junction with Prince Albert Road. The applicant was informed early on in the application process that the highway authority is concerned about a further development at the junction introducing further movements. The applicant is proposing a sign to advise against right turn manoeuvres, as is the case at the McDonalds access, but neither is enforceable.

- 6.28 In response, a revised layout has been submitted which has the access on the northern side of the site and relocates all of the parking within the site. The revised layout is considered acceptable by the CHA who confirm that the developer is proposing two parking spaces for each of the proposed 6 dwellings, and one visitor parking space. According to Reigate and Banstead Parking Standards the proposed development should include 13 parking spaces for the dwellings and two visitor parking spaces. The proposed development is located within 400 metres of bus stops that serve buses going to Epsom, Crawley and Redhill. In addition, the development is located in a location which has on street parking at sensitive locations. It is unlikely that drivers would park on Horley Road, but if they did this is unlikely to cause a highway safety problem where the carriageway is straight with good forward visibility.
- 6.29 They also consider that the site includes adequate turning space for a fire appliance to enter and leave the site in forward gear. Clearly a car would be able to enter and leave the site in forward gear. There is unlikely to be space for a refuse vehicle to enter and leave the site in forward gear but there is space for a refuse collection point with 25 metres of the highway for refuse personal to collect waste. The existing properties along Horley Road are also serviced directly from the highway so the same happening at 102 Horley Road would not be an issue.
- 6.30 As a result, it is considered that the proposals are acceptable from a highway point of view and accord with the provisions of DMP Policy TAP1

Trees

- 6.31 The Council's tree officer has reviewed the proposals and notes that the surrounding trees and hedging that border this site are important and extensive efforts were made in their retention during the redevelopment of the adjoining site.
- 6.32 With regards to the original submission, he noted that the application was supported by detailed arboricultural information in the form of a Tree Protection Plan, Arboricultural Method Statement and an Arboricultural Impact Assessment. The arboricultural information has been compiled adopting the guidance and methodology set out within British Standard 5837:2012. The AIA deals with the potential impact from the development the existing trees and vegetation stock with three trees being removed, current layout and design also result in incursions into root protection areas of

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retained trees and hedging, incursion into the RPAs of tree number T4 T5 and both hedge section H1 and H2 are expected from this layout.

- 6.33 The AIA set out the tree loss as a direct result of the proposed development and involves the removal of T1 T2 and T3 with the exception T1 plum which is 'C' category the two other trees are both oaks of reasonable size with trunk diameters in excess measured at 1.5m from ground level of 750mm. T3 despite its growing position has been categorised 'B' with T2 suffering from compaction from vehicles as a result of the former use of the site. He noted that whilst the loss of these trees may very well be arboriculturally justified they do make a contribution as components of the surrounding landscape. The retention of T3 may be possible due to redesign and layout and should be considered in any further revisions to design and layout that may be required by the Council. The protection of existing hedge rows is extremely important, particularly H2 where the loss involves a relatively minor section and is detailed at just short of 4m. H2 provides significant separation between the existing site and the setting of the listed building located on land to the south.
- 6.34 The tree officer also noted that incursions will involve some hard surfacing and foundations which would require being of specialist design, if long lasting and adverse effects on future tree health and vigour are to be avoided. Whilst many areas of the AMS are site specific, equally much of the AMS is generic. The general information in respect of the supervision and monitoring of the site, impact etc. is considered to be broadly acceptable.
- 6.35 He went on to state that the existing use of the application site may also produce challenges from the demolition and groundwork preparation stages, I believe that the use of the site has been mainly storage of machinery etc., however land contamination could not be ruled out and remedial works in respect of land contamination can have devastating effects on soil levels resulting in damage and disturbance to rooting environments of retained trees and vegetation.
- 6.36 It was also noted that the arboricultural information does make mention of underground services, but no precise information is supplied on the detail of these services at this time which will more than likely have to be upgraded from current services to facilitate the proposed future usage and development of the site. The use of specialist hard surfacing such as a multi-dimensional cellular structure has been mentioned, however the design of such a system requires collaboration between the retained arboricultural consultant and the structural engineer at an early stage to ensure that it is fit for purpose, also temporary surfaces would be required to facilitate construction activity and processes; these engineering solutions can often result in changes of levels affecting root protection areas.
- 6.37 The tree officer also noted an absence of landscape information and mitigation planting for the potential tree and partial hedge losses and requested that further information be submitted with regards to the design of hard surfaces, underground services and the management of existing trees, hedge rows both on and off site. The submission of at least an illustrative

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landscape design to demonstrate how the impact and loss of trees and hedges will be mitigated and how the existing landscape will be improved and enhance in line with the requirements of the relevant Policies contained within the Council's Local Plan.

- 6.38 Following the submission of the revised scheme for 6 units, the tree officer has stated that the proposed development shows the retention of most of the existing hedges both on and adjoining the site, it also shows the mature oak tree detailed 5 in the survey details retained subject to tree protection measures. The revised layout appears to have been designed without the collaboration of the arboricultural consultant in respect of incursions into root protection areas and possible conflict in the future between occupants of plots 1 and 2 and the oak tree detailed T5 which is located off site. T5 may require some facilitation pruning to accommodate the proposed development relating to plots 1 and 2. Three trees are lost to the development tree numbers T1 T2 and T3. Tree T2 is a young mid aged oak which has been categorised 'B' whilst every effort should be made to retain B category trees in line with Council policy, T2 is in such close proximity to plots 5 and 6 that a tenable future relationship between tree, occupants and structures could not be achieved and this conflict would only increase as the tree matures.
- 6.39 In order to mitigate the loss of the category 'B' tree it will be necessary to secure large replacement planting.
- 6.40 If consent is granted, the tree officer states that it would be essential to seek tree protection measures which will need to include supervision at key stages of the development and monitoring by a suitably qualified arboricultural consultant and high levels of tree protection measures some specialist construction methods may be required in respect of hard surfaces. In the event that planning permission is granted, conditions would be imposed to secure the required tree protection measures and landscaping.

Ecological Issues

- 6.41 The application is supported a Preliminary Ecological Assessment which concluded that there was no evidence of bat activity in the buildings on the site, and that there was moderate bat activity in the area. The report also concludes that there the site does not contain evidence of other protected species. A number of recommendations are made with regards to external lighting and the provision of bat and bird boxes on trees around the site. In the event that planning permission is granted a condition is recommended which will ensure that these measures are implemented within the development.

Sustainable Construction

- 6.42 DMP Policy CCF1 relates to climate change mitigation and requires new development to meet the national water efficiency standard of 110litres/person/day and to 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. No evidence has been submitted to demonstrate that that the proposed development can achieve

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either of the two requirements. However, in the event that planning permission was to be granted, a condition could be imposed to seek such information prior to the commencement of development. In this regard, there would be no conflict with DMP Policy CCF1.

Community Infrastructure Levy (CIL)

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

Other Issues

- 6.44 Concern has been raised from a neighbouring properties regarding fear of crime. The proposal would result in the redevelopment of a site adjacent to rear gardens. A new boundary treatment is proposed, and the development is not considered to cause crime issues.

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
Location Plan	4005 BPG XX-XX DR A 1001		20/08/2019
Existing site plan	4005 BPG XX-XX DR A 1101	PL2	05/09/2019
Existing elevations	4005 BPG XX-XX DR A 3313		05/09/2019
Site layout plan	4005 BPG XX-XX DR A 3313	PL10	18/06/2020
Roof layout	4005 BPG XX-XX DR A 1310	PL3	18/06/2020
Block A	4005 BPG XX-XX DR A 1315	PL3	18/06/2020
Block B	4005 BPG XX-XX DR A 1316	PL7	18/06/2020
Block C	4005 BPG XX-XX DR A 1317	PL4	18/06/2020

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 above slab level until written details of the materials to be used in the construction of the external surfaces, including

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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. The submitted details shall include the following:

- 1) All rooflights shall be black painted conservation rooflights with a single vertical glazing bar.
- 2) The bargeboards and gutter fascias shall be no more than 150mm height, to reduce the excessive size of the gutter fascia and bargeboards shown on the elevations.
- 3) The tile hanging and roofs shall be of sandfaced plain tiles.
- 4) All windows to have a casement in each opening to ensure equal sightlines.

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

4. No development shall commence including demolition and or groundworks preparation until a detailed, scaled 'finalised' 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 and drainage runs. The AMS shall also include a pre-commencement meeting, supervisory regime for their implementation and monitoring with an agreed reporting process to the LPA. All works shall be carried out in strict accordance with these details when approved.

Reason: To ensure good arboricultural practice in the interests of the maintenance of the character and appearance of the area and to comply with British Standard 5837:2012 'Trees in Relation to Design, demolition and Construction – Recommendations' and policies DES1 and NHE3 of the Reigate and Banstead Development Management Plan 2019.

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

All hard and soft landscaping work shall be completed in full accordance with the approved scheme, prior to occupation or within the first planting season

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following completion of the development hereby approved or in accordance with a programme agreed in writing with the local planning authority.

All new tree planting shall be positioned in accordance with guidelines and advice contained in the current British Standard 5837. Trees in relation to construction

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

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

6. The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:
- a) Evidence that the proposed final solution will effectively manage the 1 in 30 & 1 in 100 (+40% allowance for climate change) storm events and 10% allowance for urban creep, during all stages of the development. Associated discharge rates and storage volumes shall be provided using a maximum discharge equivalent to the pre-development Greenfield runoff.
 - b) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.).
 - c) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected.
 - d) Details of drainage management responsibilities and maintenance regimes for the drainage system.
 - e) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

Reason: To ensure the design meets the national Non-Statutory Technical Standards for SuDS and the final drainage design does not increase flood risk on or off site and Policy CCF2 of the Reigate and Banstead Local Plan Development Management Plan September 2019.

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7. Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls).

Reason: To ensure the Drainage System is designed to the National Non-Statutory Technical Standards for SuDS and Policy CCF2 of the Reigate and Banstead Local Plan Development Management Plan September 2019.

8. No part of the development shall be occupied unless and until the proposed vehicular access to Horley Road has been constructed and provided with vehicle sight lines of 43 metres in both directions from a point 2.4 metres back into the access from the near side kerb line in accordance with the approved plan numbered 4005 BPG XX-XX DR A 3313 PL10 and the visibility zones shall be kept permanently clear of any obstruction between 0.6 and 2.0 metres in height 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 of the Reigate and Banstead Local Plan Development Management Plan September 2019.

9. The development hereby approved shall not be commenced unless and until a pedestrian inter-visibility splay measuring 2m by 2m has been provided on each side of the access to Horley Road, the depth measured from the back of the footway (or verge) and the widths outwards from the edges of the access in accordance with a scheme to be submitted to and approved in writing with the Local Planning Authority.

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

10. No part of the development shall be occupied unless and until the proposed lay by for passing vehicles and the proposed refuse collection point has been constructed in accordance with the approved plan numbered 4005 BPG XX-XX DR A 3313 PL10 with all to be permanently retained.

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

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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 plan numbered 4005 BPG XX-XX DR A 3313 PL10 for 12 cars to be parked in the allocated spaces and for one visitor parking space and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

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

11. 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 any hoarding behind visibility zones
 - (f) HGV deliveries and hours of operation
 - (g) vehicle routing
 - (h) measures to prevent the deposit of materials on the highway
 - (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
 - (k) on-site turning for construction vehicles
- has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

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

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

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

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

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

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

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

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

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B. Prior to occupation, a remediation validation report for the site shall be submitted to the Local Planning Authority in writing. The report shall detail evidence of the remediation, the effectiveness of the remediation carried out and the results of post remediation works, in accordance with the approved remediation method statement and any addenda thereto, so as to enable future interested parties, including regulators, to have a single record of the remediation undertaken at the site. Should specific ground gas mitigation measures be required to be incorporated into a development the testing and verification of such systems should be in accordance with CIRIA C735 guidance document entitled 'Good practice on the testing and verification of protection systems for buildings against hazardous ground gases' and British Standard BS 8285 Code of Practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings.

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

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

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

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

17. The development hereby approved shall not be occupied unless and until each of the proposed dwellings 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.

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Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

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

Reason: To preserve the visual amenity of the area and protect neighbouring residential amenities with regard to the policy DES1 of the Reigate and Banstead Development Management Plan 2019.

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

Reason: To preserve the visual amenity of the area and protect neighbouring residential amenities with regard to the policy DES1 of the Reigate and Banstead Development Management Plan 2019.

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

Reason: To preserve the visual amenity of the area and protect neighbouring residential amenities with regard to the policy DES1 of the Reigate and Banstead Development Management Plan 2019.

21. 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.

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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.

22. 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.

23. The development hereby permitted shall be implemented in accordance with the recommendations, avoidance and mitigation measures identified in the Preliminary Ecological Appraisal (Arbtech dated 31/01/2018 updated 02/210/2018) at section 4.2. Any variation shall be agreed in writing by the Local Planning Authority before such change is made. All ecological enhancement shall be completed prior to first occupation of the development. This condition will be discharged on receipt of a letter from the project ecologist stating that the mitigation has been completed according to the recommendations.

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

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.
3. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, to contact the Council's Neighbourhood Services team to confirm the number and specification of recycling and refuse bins that are required to be supplied by the developer. The Council's Neighbourhood Services team can be contacted on 01737 276292 or via the Council's website at <http://www.reigate->

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banstead.gov.uk/info/20085/planning_applications/147/recycling_and_waste_developers_guidance

4. You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:
- (a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs Saturday and not at all on Sundays or any Public and/or Bank Holidays;
 - (b) The quietest available items of plant and machinery should be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels;
 - (c) Deliveries should only be received within the hours detailed in (a) above;
 - (d) Adequate steps should be taken to prevent dust-causing nuisance beyond the site boundary. Such uses include the use of hoses to damp down stockpiles of materials, which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of bowsers and wheel washes;
 - (e) There should be no burning on site;
 - (f) Only minimal security lighting should be used outside the hours stated above; and
 - (g) Building materials and machinery should not be stored on the highway and contractors' vehicles should be parked with care so as not to cause an obstruction or block visibility on the highway.

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

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

5. The applicant is advised that the essential requirements for an acceptable communication plan forming part of a Method of Construction Statement are viewed as: (i) how those likely to be affected by the site's activities are identified and how they will be informed about the project, site activities and programme; (ii) how neighbours will be notified prior to any noisy/disruptive work or of any significant changes to site activity that may affect them; (iii) the arrangements that will be in place to ensure a reasonable telephone response during working hours; (iv) the name and contact details of the site manager who will be able to deal with complaints; and (v) how those who are interested in or affected will be routinely advised regarding the progress of the work. Registration and operation of the site to the standards set by the Considerate Constructors Scheme (<http://www.ccscheme.org.uk/>) would help fulfil these requirements.

6. The applicant is advised that the Borough Council is the street naming and numbering authority and you will need to apply for addresses. This can be done by contacting the Address and Gazetteer Officer prior to construction commencing. You will need to complete the relevant application form and upload supporting documents such as site and floor layout plans in order that official street naming and numbering can be allocated as appropriate. If no application is received the Council has the authority to allocate an address.

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This also applies to replacement dwellings. If you are building a scheme of more than 5 units please also supply a CAD file (back saved to 2010) of the development based on OS Grid References. Full details of how to apply for addresses can be found [http://www.reigatebanstead.gov.uk/info/20277/street naming and numbering](http://www.reigatebanstead.gov.uk/info/20277/street_naming_and_numbering).

7. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
8. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice.
9. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
10. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
11. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.
12. The use of a suitably qualified arboricultural consultant is essential to provide acceptable submissions in respect of the arboricultural tree condition above.

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Planning Committee
8 July 2020

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All works shall comply with the recommendations and guidelines contained within British Standard 5837.

13. The use of landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above relevant conditions. Replacement planting of trees and native hedging shall be in keeping with the character and appearance of the locality. There is an opportunity to incorporate structural landscape trees into the scheme to provide for future amenity and long term continued structural tree cover in this area. It is expected that the replacement structural landscape trees will be of Advanced Nursery Stock sizes with initial planting heights of not less than 4.5m with girth measurements at 1m above ground level in excess of 16/18cm.
14. Environmental Health would like to draw the applicant attention to the specifics of the contaminated land conditional wording such as 'prior to commencement', 'prior to occupation' and 'provide a minimum of two weeks notice'.
15. The submission of information not in accordance with the specifics of the planning conditional wording can lead to delays in discharging conditions, potentially result in conditions being unable to be discharged or even enforcement action should the required level of evidence/information be unable to be supplied. All relevant information should be formally submitted to the Local Planning Authority and not direct to Environmental Health.

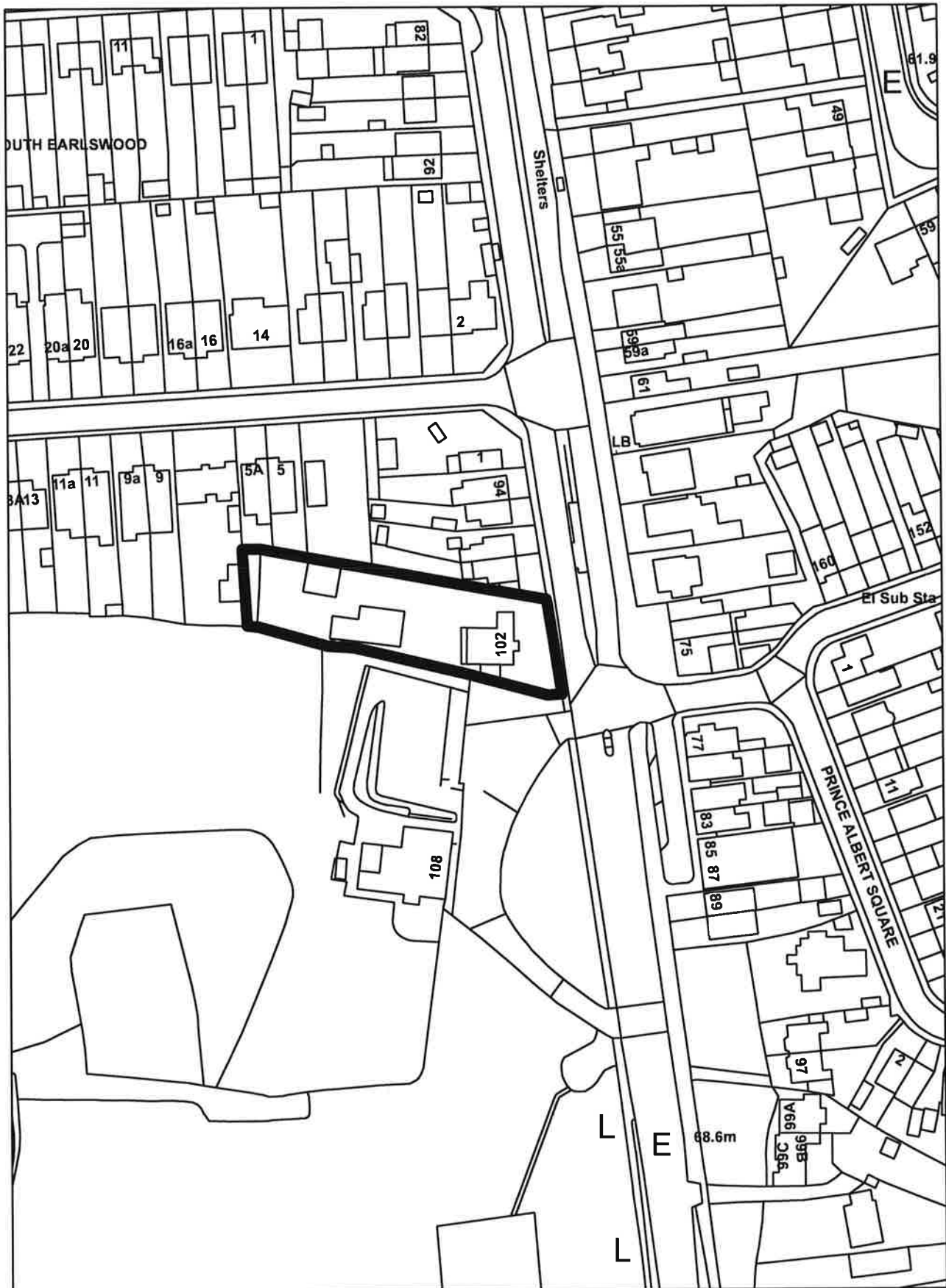
REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies CS1, CS5, CS10, CS11, CS12, CS14, CS15, CS17, EMP4, DES1, DES8, DES9, TAP1, CCF1, NHE3, 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.

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

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19/01623/F - 102 Horley Road, Redhill



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Scale 1:1,250

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NO.	REVISION	DATE
1	ISSUED FOR PERMITTING	10/20/2018
2	ISSUED FOR PERMITTING	10/20/2018
3	ISSUED FOR PERMITTING	10/20/2018
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49	ISSUED FOR PERMITTING	10/20/2018
50	ISSUED FOR PERMITTING	10/20/2018

- OUTLINE OF ACCESS ROUTE AND TURNING AND VISIBILITY TRIANGLE
- SITE BOUNDARY
- ROOT PROTECTION ZONE
- TREED LOSE CANDY AREA



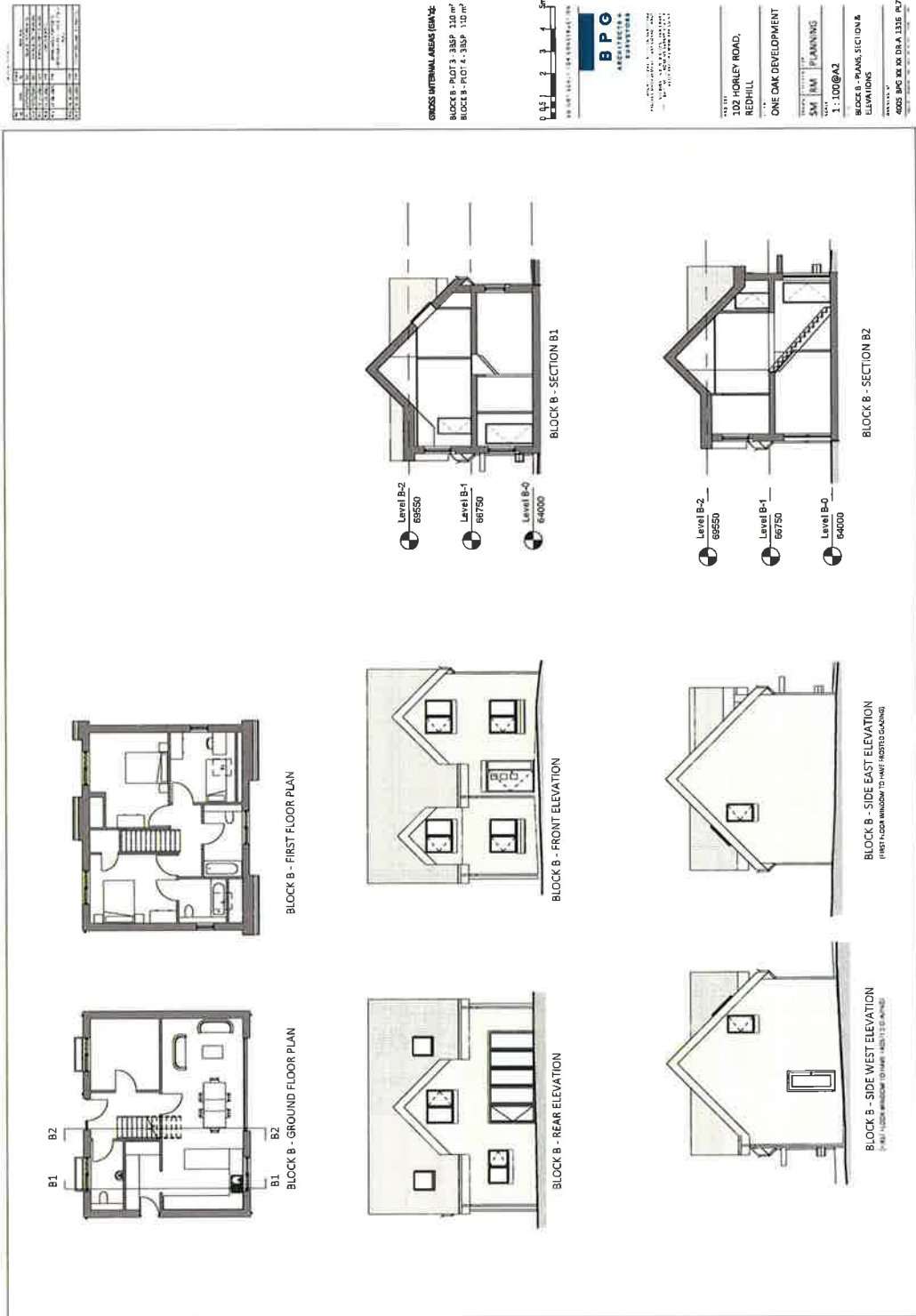
BPG
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 1000 UNIVERSITY DRIVE, SUITE 100
 WILSONVILLE, OR 97150
 TEL: 503.535.1100
 WWW.BPGARCHITECTS.COM

PROJECT: 102 HORLEY ROAD, REDHILL
 SHEET: ONE OAK DEVELOPMENT
 MP: RM PLANNING
 SCALE: 1:200@A1
 TITLE: 6 UNIT LAYOUT OPTION 1

4005-BPG-XX-DR-A-3313-PL8



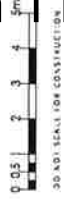
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NO.	REVISION	DATE
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10	ISSUED FOR PERMIT	10/11/2023

GROSS INTERNAL AREAS (GIA) (E)
 BLOCK C - PLOT 4 - 294P: 85 m²
 BLOCK C - PLOT 5 - 385P: 96 m²
 BLOCK C - PLOT 6 - 385P: 96 m²

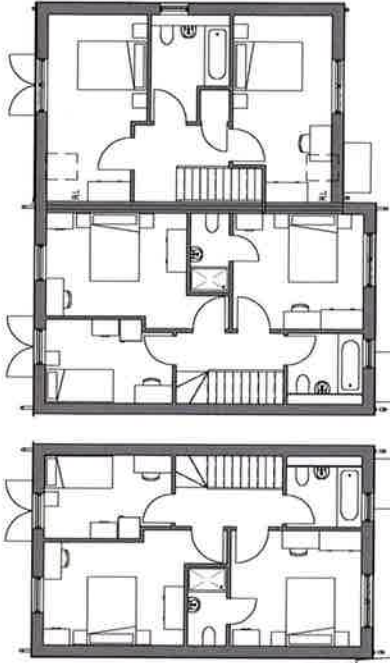


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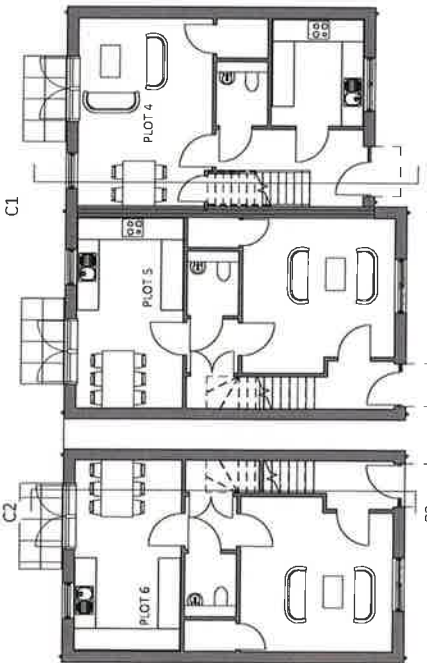
102 HORLEY ROAD,
 REDHILL
 ONE OAK DEVELOPMENT

MP RM PLANNING
 1:100@A2

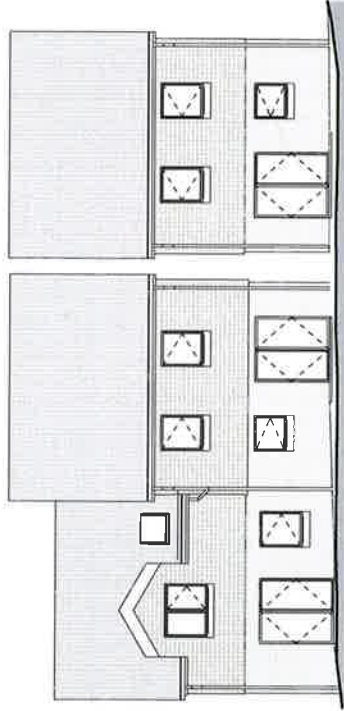
BLOCK C - PLANS, SECTIONS &
 ELEVATIONS
 4005-BPG-XXXX-DR-A-1317 PL4



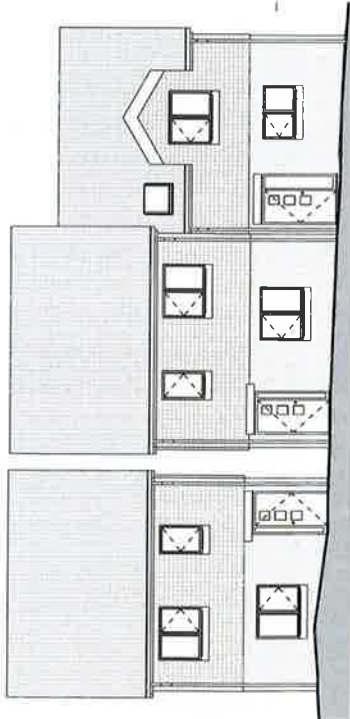
BLOCK C - FIRST FLOOR PLAN



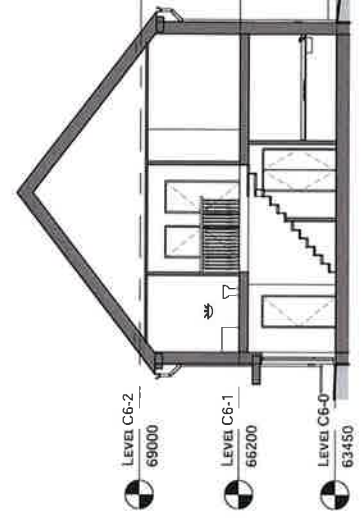
BLOCK C - GROUND FLOOR PLAN



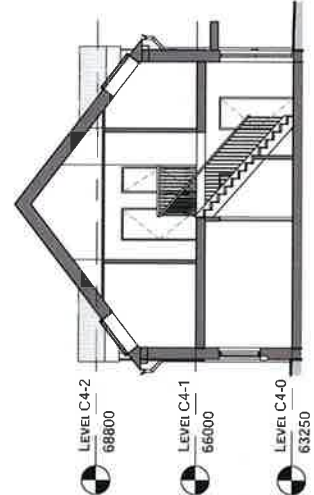
BLOCK C - REAR WEST ELEVATION



BLOCK C - FRONT EAST ELEVATION

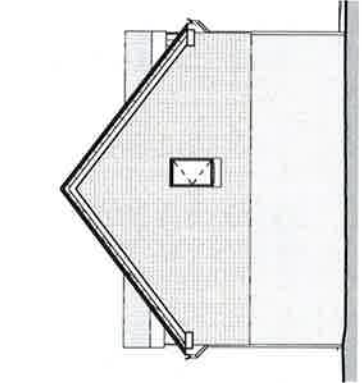


BLOCK C - SECTION C2

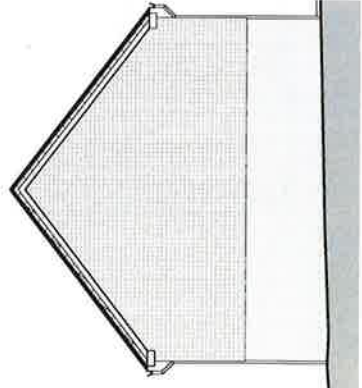


BLOCK C - SECTION C1

LEVEL C4-2
68800
 LEVEL C4-1
66200
 LEVEL C4-0
63250



BLOCK C - SIDE NORTH ELEVATION



BLOCK C - SIDE SOUTH ELEVATION

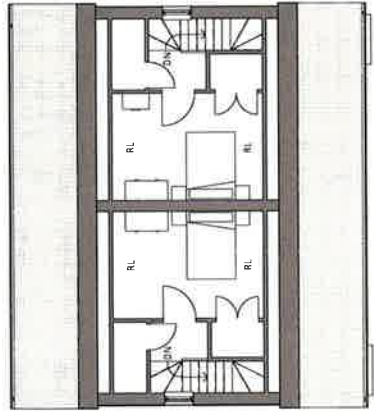
Agenda Item 11

NO.	DATE	REVISIONS
1	10/22/2024	ISSUED FOR PERMITTING
2	11/15/2024	REVISED PER COMMENTS
3	11/20/2024	REVISED PER COMMENTS
4	12/10/2024	REVISED PER COMMENTS

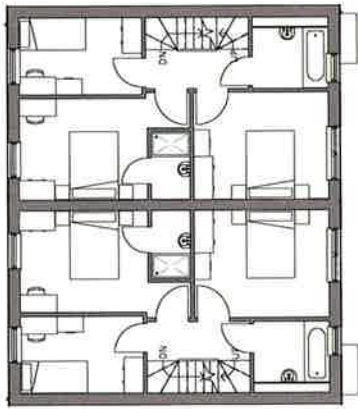
GROSS INTERNAL AREAS (GIA)
 BLOCK A - PLOT 1 - 487P: 112 P2
 BLOCK A - PLOT 2 - 487P: 112 P2



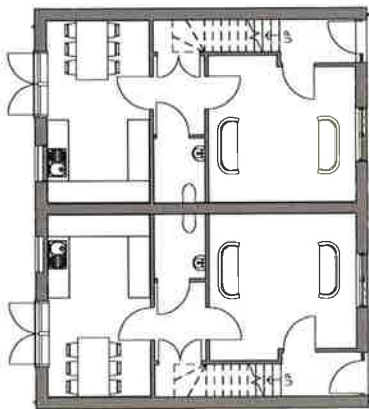
102 HORLEY ROAD,
 REDHILL
 ONE OAK DEVELOPMENT
 SM | RM | PLANNING
 1 : 100 @ A2
 BLOCK A - PLANS, SECTION & ELEVATIONS
 4005-BPG-XX-DR-A-1315 P13



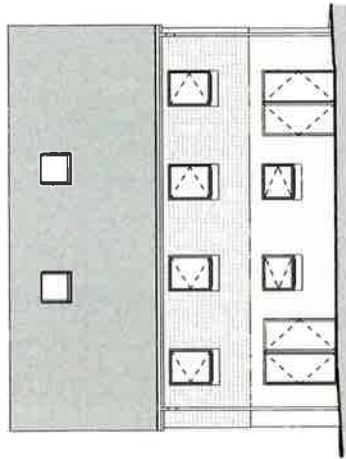
BLOCK A - SECOND FLOOR PLAN



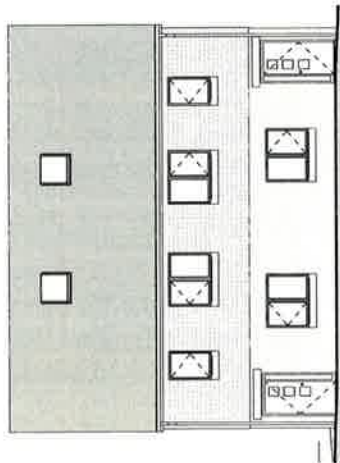
BLOCK A - FIRST FLOOR PLAN



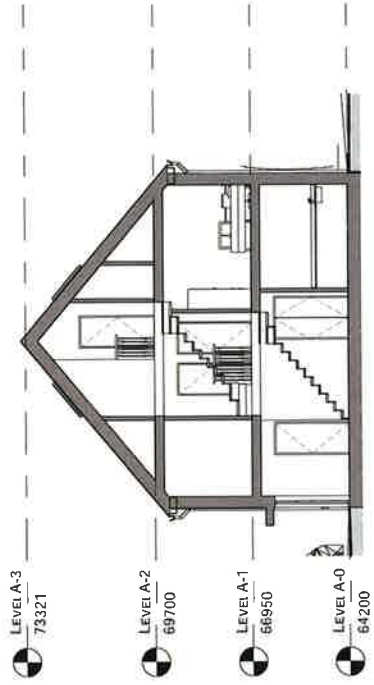
BLOCK A - GROUND FLOOR PLAN



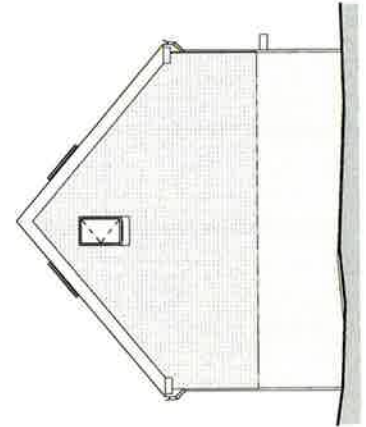
BLOCK A - REAR WEST ELEVATION



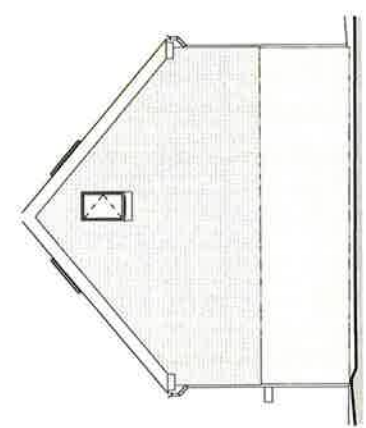
BLOCK B - FRONT EAST ELEVATION



BLOCK A - SECTION



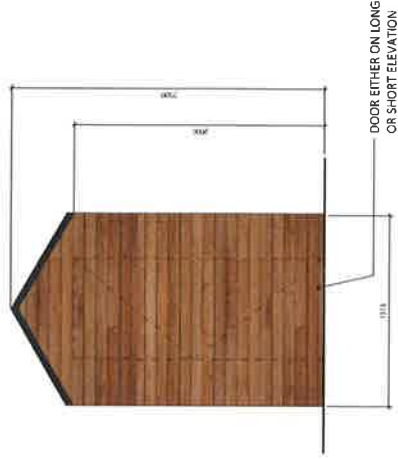
BLOCK A - SIDE SOUTH ELEVATION



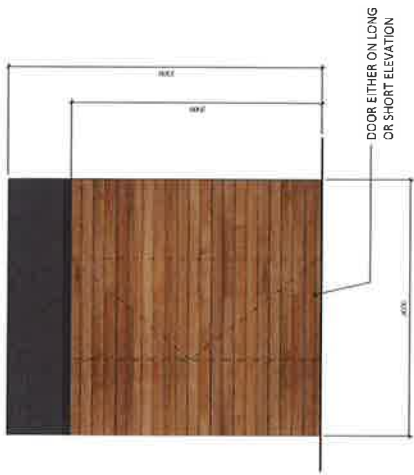
BLOCK A - SIDE NORTH ELEVATION

Agenda Item 11

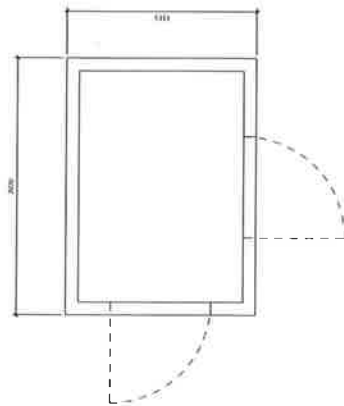
DATE	NO.	DESCRIPTION



SHED ELEVATION B
1 : 20



SHED ELEVATION A
1 : 20



Shed Plan
1 : 20

102 HORLEY ROAD, REDHILL
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 11-12 MANCHESTER ROAD, BRIGHTON, BN1 9AF
 01273 734343
 WWW.BPGARCHITECTS.CO.UK

PROJECT NO. 102 HORLEY ROAD, REDHILL

ONE OAK DEVELOPMENT

DATE	NO.	DESCRIPTION

1 : 20@A1
 GARDEN SHED - PLAN AND ELEVATIONS

4005-BPG-XX-DR-A-3302-P11

Agenda Item 11

NO. 1	DATE	BY	REVISION

102 HORLEY ROAD, REDHILL

BPG
ARCHITECTS +
SURVEYORS

PROFESSIONAL BUILDING SURVEYORS
REGISTERED ARCHITECTS
11 GUYVILLE, DORSET, ENGLAND, UK
TEL: 01202 851111 FAX: 01202 851112
WWW.BPGARCHITECTS.CO.UK



PROJECT
102 HORLEY ROAD, REDHILL

CLIENT
ONE OAK DEVELOPMENT

NO.	DATE	BY	REVISION
CN	RM	PLANNING	

SCALE
1 : 100@A1

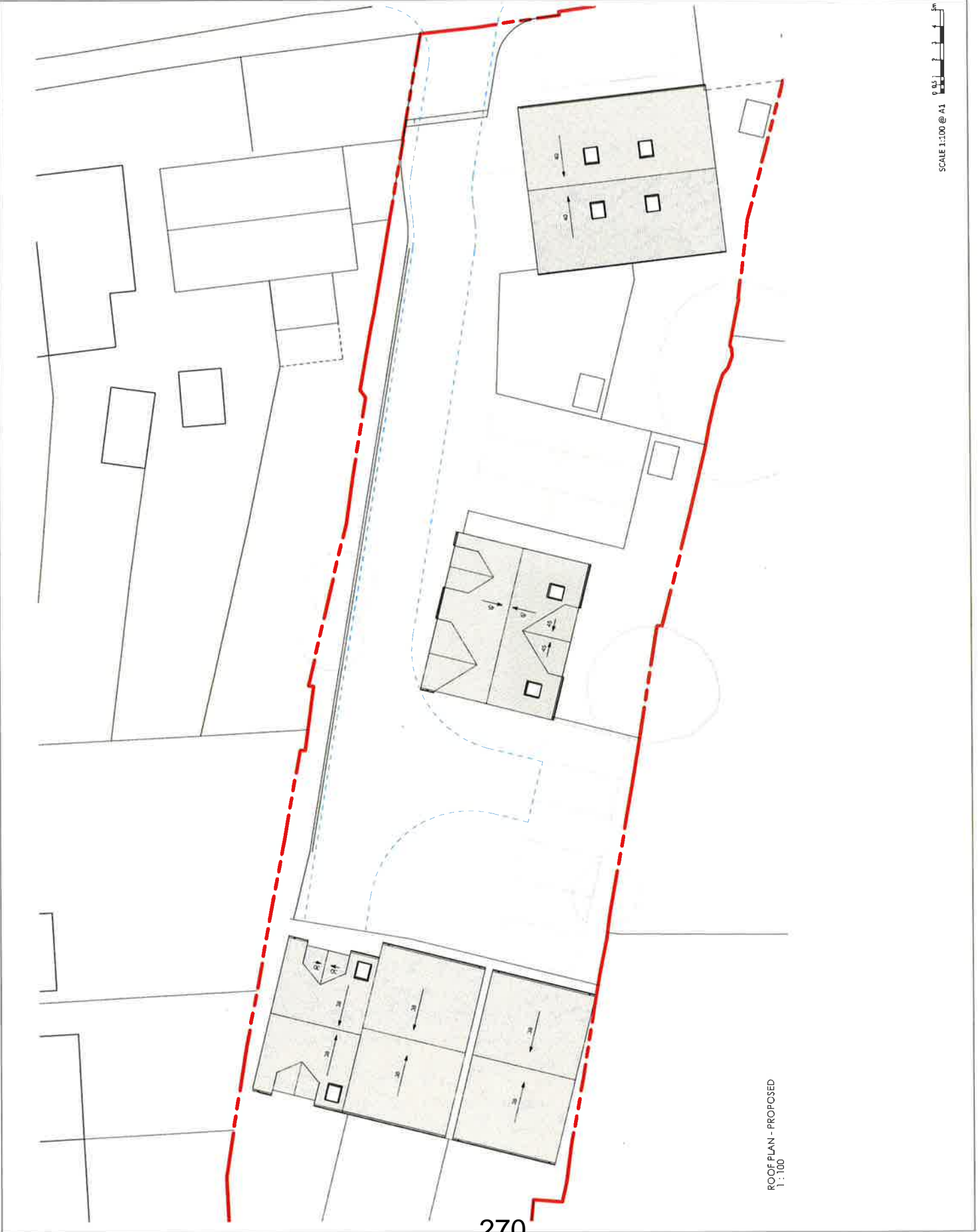
TITLE
PROPOSED ROOF PLAN

SCALE 1:100 @ A1



PROJECT NO.
4005-BPG-XX-XX-DR-A-1310-PL3

DATE
08/09/20




ROOF PLAN - PROPOSED
1 : 100

Agenda Item 12

Planning Committee
20/00163/F

Agenda Item: 12
8 July 2020

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	8 July 2020
	REPORT OF:	HEAD OF PLANNING
	AUTHOR:	Clare Chappell
	TELEPHONE:	01737 276004
	EMAIL:	Clare.Chappell@reigate-banstead.gov.uk
AGENDA ITEM:	12	WARD: Banstead Village

APPLICATION NUMBER:	20/00163/F	VALID:	27/01/2020
APPLICANT:	Mr O'sullivan	AGENT:	Alex Imlach Design
LOCATION:	1 AVENUE ROAD, BANSTEAD, SURREY SM7 2PF		
DESCRIPTION:	Demolish existing two storey building with residential flat above garages and construct new building containing 3 flats. As amended on 13/05/2020.		
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.			

SUMMARY

This is a full planning application seeking permission for the demolition of the existing building and to construct a new building containing three flats. There would be two 2-bedroom flats and one 1-bedroom flat, with parking and frontage landscaping.

The site is located near the intersection of Avenue Road, Court Road and De Burgh Park, less than 200m from Banstead High Street. The surrounding area is characterised by houses and flats of various designs and ages and the Lady Neville Recreation Ground on the opposite side of the road.

The application site at no.1 Avenue Road comprises a triple garage block with a 2-bedroom flat above. The garages now belong to the flat which was built in the early 1970s but previously the garages would have belonged to no.2 Avenue Road, which is the attached, large Victorian house, now split into four flats.

The proposed new building a welcomed improvement to the appearance of the garages and 1970's cabin-like flat above. The design promotes the positive characteristics of the of the adjoining, substantial Victorian house and care has been taken to replicate detailing and use high quality materials.

The proposed flatted building and the resultant increased density of residential units on the site is considered appropriate in the context of the other flatted properties nearby and is an efficient use of land to meet the need for smaller family homes.

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The impacts on the amenity of neighbouring properties have been mitigated by the low roof line to the rear, removal of existing overhangs and overlooking windows, and therefore, the scheme is considered acceptable in neighbour amenity terms.

The site is close to a protected Sycamore and a Lime tree on the highway verge and the tree protection measures submitted would ensure these are not harmed by the construction works.

The County Highway Authority have raised objection to the scheme because the visibility at the existing access is considered to be substandard and that the three new flats with three car parking spaces would result in an increased number of vehicle movements relative to the vehicle use by the existing single flat (notwithstanding the existing 3 bay garage). A condition is suggested requiring the reduction in the number of parking spaces from three to two, and it has been confirmed that this would address the Highway Authority's objection given they consider parking provision below standard would be acceptable so close to Banstead Village.

RECOMMENDATION

Planning permission is GRANTED subject to conditions.

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Consultations:

Conservation Officer: No objection to amended scheme, see comments in report below.

Tree Officer: No objection subject to condition ensuring implementation of protection measures. See comments in report below.

Highway Authority: Objection to increased vehicle movements from access with substandard visibility. Request reduction in car parking spaces from 3 to 2.

Banstead Village Residents Association: Summary of comments prior to amended scheme: Large development for the existing space and not entirely in keeping architecturally with No 2. But would be much more in keeping to the street scene than the original extension. Ask that tree survey takes place as concern about neighbour's sycamore. Otherwise, no objection.

Representations:

Letters were sent to neighbouring properties on 3 February 2020. A site notice was posted on 7 February 2020. Neighbours were re-notified on the revised plans for a 14-day period commencing 14 May 2020.

2no. responses have been received from neighbouring properties prior to the revised plans, and 1no. response following the revised plans. The issues are summarised as follows:

Issue	Response
Impact upon TPO Sycamore Tree	Tree survey and protection measures have been provided by applicant. See paragraphs 6.36 and 6.37.
Inconvenience during construction	Could be mitigated by condition
Overshadowing and loss of a degree of light.	See Neighbour Amenity section para. 6.17 and 6.18.
Party Wall matters	Not a material planning consideration; separate Party Wall Act legislation controls these matters.
Objection to the rear of the property being brick and had wanted this to be rendered and painted to reflect light and not feel gloomy or overbearing.	See Neighbour Amenity section para. 6.17 and 6.18.

1.0 Site and Character Appraisal

1.1 The application site at no.1 Avenue Road comprises a triple garage block with residential flat above. The garages serve the upstairs residential unit; a two-bed flat, built in the early 1970s above garages which previously belonged to no.2 (formerly a large Victorian house, now split into four flats). The site incorporates the

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building of no.1, the garden/driveway space to the front and a small area to the rear corner behind the existing utility room. The application building comprises brick-built garages with a weatherboard-clad 'cabin' sat on top and cantilevering beyond the footprint of the garages below. There is a ramp to access the front door of the existing flat on the southern side. To the south of the site and alongside the ramp is a public right of way leading to All Saints Church. The site is relatively flat.

- 1.2 The surrounding area is characterised by residential properties of various designs and ages, the Lady Neville Recreation Ground on the opposite side of the road, and central location with the site being less than 200m from Banstead High Street. There is a mature Lime tree on the front highway verge and a protected Sycamore tree in the curtilage of no.31 Court Road, both within close proximity of the site.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: No formal pre-application advice was sought prior to the current scheme for full demolition and re-build to create three flats. However, advice had previously been given to suggest that a replacement building which sits better with its Victorian neighbour may be appropriate. The applicant has taken on board informal advice to carefully consider the impact of a larger replacement building on the amenity of the attached flats.

- 2.2 Improvements secured during the course of the application: Various amendments have been sought; most importantly, the design approach now aims to be more sympathetic to attached Victorian building. Proportions, materials and detailing improved as per Conservation Officer's advice. Legacy first floor overhangs removed. Roof height increased. Improvements to soft landscaping to frontage. Adjustments to internal layouts of flats. Tree protection information submitted.

- 2.3 Further improvements to be secured through conditions or legal agreement: The following conditions shall be attached to the permission:
- Materials and detailing (details to be submitted pre-above ground level)
 - Tree protection (compliance)
 - Parking and turning (details to be submitted pre-above ground level)
 - Landscaping (details to be submitted pre-above ground level)
 - Front boundary hedge (compliance)
 - Electric vehicle chargers (details submitted pre-occupation)
 - Construction transport management plan (details submitted pre-commencement)
 - Obscured glazing
 - Building efficiency (details submitted pre-occupation)
 - High speed broadband (compliance)

3.0 Relevant Planning and Enforcement History

- 3.1 71/601 - Single storey dwelling for use as a flat above garages, at 2, Avenue Road, Banstead. APPROVED WITH CONDITIONS. Condition: The retention and maintenance of the screening along the front boundary.

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3.2 75/0118 - study/workroom. APPROVED WITH CONDITIONS. ["the applicant has utilized some space beneath the ramp and also extended 15ft. into the site to form a workroom of 110 sqft... application...to regularise the situation"]. Condition: shall only be used as incidental to the enjoyment of the existing dwelling...not to be occupied as separate residential accommodation and no trade or business...

3.3 18/02612/F - Conversion and extension of ground floor garages to provide 1no. Additional residential flat, including associated facade extensions, internal alterations at first floor, landscaping, parking and access. APPROVED WITH CONDITIONS.

4.0 Proposal and Design Approach

4.1 The proposal is for the demolition of the existing garages and flat above, and to construct a new building containing three flats.

4.2 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.

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

Assessment	The scale and design of surrounding properties have been considered to some degree to inform the proposed scheme.
Involvement	The applicant has not sought any formal advice from the planning department prior to submitting the application. No community consultation took place.
Evaluation	The design statement demonstrates that the architectural design and the amenity impact on neighbouring properties have been evaluated and the interaction with the trees has been considered.
Design	The original design was intended to follow the form of the attached Victorian property but the final design has been considerably amended with input from the Conservation Officer to make the design integrate successfully.

4.4 Further details of the development are as follows:

Site area	184 square metres
Existing use	Single residential flat with garages

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Proposed use	Three residential flats
Proposed parking spaces	2 or 3 spaces (see Highways matters section para.)
DMP parking standard	3 spaces

5.0 Policy Context

5.1 Designation

Urban Area

Conservation Area

Tree Preservation Order BAN102 (Sycamore in garden of 31 Court Road)

Adjacent to public footpath

5.2 Reigate and Banstead Core Strategy

CS1 (Sustainable Development)

CS2 (Valued Landscapes and the Natural Environment)

CS4 (Valued Townscapes and Historic Environment)

CS10 (Sustainable Development)

CS11 (Sustainable Construction)

CS12 (Infrastructure Delivery)

CS14 (Housing Needs)

5.3 Reigate and Banstead Development Management Plan

DES1 (Design of New development)

DES4 (Housing mix)

DES5 (Delivering high quality homes)

DES8 (Construction Management)

TAP1 (Access, Parking and Servicing)

CCF1 (Climate Change Mitigation)

NHE3 (Protecting trees, woodland areas and natural habitats)

INF3 (Electronic communication networks)

5.4 Other Material Considerations

National Planning Policy Framework

National Planning Practice Guidance

Supplementary Planning Guidance

Householder Extensions and
Alterations SPG 2004
Reigate & Banstead Local
Distinctiveness Design Guide 2004

Other

Human Rights Act 1998
Community Infrastructure Levy
Regulations 2010
Nationally Described Space
Standards

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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 residential development is acceptable.
- 6.2 The development would provide a net gain of two residential units and as such the development would help the Council meet some of the Borough's identified housing need and furthermore would be welcomed as a contribution to housing supply. The residential units would be 2no. two-bedroom flats and 1no. one-bedroom flat which would meet the need for smaller family housing in the borough. However, the principle of acceptability in this case rests upon considering the impact of the proposal and resultant harm and the need to provide additional housing, and its resultant benefit. The following report sets out the key considerations.
- 6.3 The main issues to consider are:
- Design and effect on the character of the area
 - Neighbour amenity
 - Amenity for future occupants
 - Highways matters
 - Impact upon trees
 - Affordable housing and Community Infrastructure Levy

Design and effect on the character of the area

- 6.4 The proposed scheme, by creating an additional two flats on the site would not be at odds with the surrounding type and density of housing; the adjacent properties in Avenue Road in the direction of the High Street are all flats, including purpose-built blocks and the adjoining converted Victorian house.
- 6.5 The existing first floor cabin-like structure bears no resemblance to its semi-detached neighbour (the Victorian house). The existing building is highly unconventional and considered to be out of character. The cabin overhangs the garage block and impedes the front elevation of the Victorian house, which is an awkward and architecturally displeasing arrangement. Therefore, a demolition and re-build on the site is a welcomed opportunity for improvement.
- 6.6 The proposed scheme copies the main front gable of the Victorian house next door. Care has been taken to match the roof pitch, spans, solid to void ratios, window sizes and proportions, and it has been emphasised throughout the amendment process that the quality of the detailing and materials is vital to achieving a successful scheme overall, especially given the increased scale of the building, the attachment to the Victorian neighbour and the prominence at the intersection of Court Road, De Burgh Park, Avenue Road and The Lady Neville Recreation Ground.

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- 6.7 Although the Victorian house is not a designated heritage asset, the Conservation Officer's advice has been sought because of the opportunity for street scene improvements. His final comments on the scheme are as follows:
- 6.8 *"This is a large and prominent extension on a substantial Victorian house, a rarity in Banstead, on a corner of a through road adjacent to the park. It is important that the materials and detailing are correct and that the building is a cohesive whole. Some attempt has been made to resolve details to avoid conditional submissions but some of these remain unresolved (the bin store is acceptable, the Sureset Barley Butter will meet the requirements of the gravel condition and the Imperial Soft Red [brick] and Spanish Slate are acceptable). I therefore have no objection from a conservation and design viewpoint subject to the following conditions ;..."*
- 6.9 The Conservation Officer's conditions on materials, detailing and landscaping are incorporated in the recommended conditions.
- 6.10 The bulk and massing of the proposed building and its positioning are considered to be acceptable. The front elevation would sit forward of the adjoining Victorian house, but this forward projection exists already with the cabin structure, and the forward projection is necessary to create flats of adequate size. The new front elevation would not be as far forward as the flatted block at no.4 Park View and would not project too far in relation to the building line in Court Road. The existing oversailing parts of the cabin which disrupt the front porch area of the Victorian house and overhang the neighbour's courtyard garden at the rear would be removed, which is beneficial, not least for aesthetics.
- 6.11 The increase in height would be significant; the existing building is only two storey and the proposed building would be three storey, albeit the top floor would be partly within the roof. The ridgeline would sit lower than that of the Victorian house and the flatted buildings along Avenue Road. The corner plot position with the adjacent tapering garden of no.31 Court Road allows reasonable space and set-back from the road. No.31 Court Road is also a tall house with a third storey in the roof. Due to all these factors, I feel the site can accommodate the proposed building height.
- 6.12 The proposed scheme devotes significant frontage area to off-street parking and turning spaces but would compensate with increased soft landscaping. Consequently, given the existing arrangement of garages and predominance of tarmac, I feel the appearance of parked cars to the front would be satisfactorily softened and screened by the proposed new planting, including a laurel hedge along the front boundary.
- 6.13 In summary, the proposed development would be acceptable in terms of its design and impact upon the character of the wider area, and complies with policy DES1.

Neighbour Amenity

- 6.14 The two new dwellings would intensify the use of the site relative to the current use as a single flat and ancillary garages, but in the context of a residential area which comprises flats as well as houses (the adjoining Victorian building at no.2 is flats

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and so are the buildings to the north at Park View and Tyrolean Court), this would not be considered to harmfully alter the amenity of the area for other residents.

- 6.15 The increased bulk and mass of the building has been carefully considered in relation to the flats in the attached Victorian building, 'De Burgh House', no.2 Avenue Road. The nearest part of the front (east) elevation of De Burgh House comprises the glazed porch at ground floor and a first-floor window which serves a hallway and staircase. Although the forward projection of the proposed building would increase relative to this window (from 4.7m approx. to 5.2m) and the height would increase, the north elevation would be stepped away by 1.2m, removing the existing overhang of the 'cabin'. The sideways shift of the north elevation would offer some improvements to the hall window and the porch, and despite the taller elevation, the amenity of the porch and hallway is not felt to be harmfully affected. The other windows in the front elevation of De Burgh House would not experience any adverse change to light or outlook. The proposed windows in the north elevation of the new building would create a sideways vantage into the frontage and potentially into the front windows of De Burgh House. To protect privacy, these windows shall be obscure-glazed and restricted opening.
- 6.16 At the rear of the new building (the west elevation), there would be some change for the flats at De Burgh House but overall, this change is not considered to be detrimental to residential amenity. At present the 'cabin' flat on the application site has clear glazed windows which allow views across into the windows of the flats and the courtyard garden. The proposed new building would completely remove this privacy issue because there would be no windows in this elevation, only high-level rooflights.
- 6.17 At present, the first floor of the cabin oversails the courtyard garden at Flat 1 of De Burgh House. The most prominent part of the oversail would be removed, so that the first-floor rear elevation projects 1.6m less far over the outside space at Flat 1. The eaves height would be only marginally higher than the existing and there would be a portion of shallow pitched roof to reduce bulk and massing nearest the flats. The overall building height would be much taller than the existing but the additional height and bulk is shifted further forward in the site, by virtue of the front gables and a hipped roof at the rear. Consequently, I feel that the increased height would be far enough from the main windows and courtyard garden and so would not feel overbearing for the flats at De Burgh House.
- 6.18 The flats are served by a large south facing bay window at ground and first floor. It can be demonstrated by the 45 degree test (as per section 4.4 of the Council's Householder Extensions and Alterations SPG) that there would be no significant loss of light to these bay windows. There is a modest ground floor addition at Flat 1, slotted between the bay and the rear elevation of the application building, which has south facing glazing. It is not considered that the light levels to this room would be much affected by the proposed scheme, and if anything, slightly improved by the removal of the oversailing 'cabin' which partly obscures the outlook from this room. There is a window in the east side return of the bay window at first floor which would experience a loss of light (according to the 25 degree test in the Council's SPG) owing to the higher roof of the new building, however, as this window is secondary to the room served by the large south facing bay window, I do consider

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the reduction in light to this window would harm the amenity of the first floor flat. The first floor window in the recess between the bay and the rear elevation of the application building may experience some reduction in light levels, but this window serves the hallway, which is not considered to be a key amenity space and so the light reduction would not be considered harmful. Overall, given the south facing orientation of the flats, the removal of the overhang, the removal of overlooking windows, and the low height roof profile closest to the flats, it is considered that the proposed scheme would not diminish the amenity of the De Burgh Flats.

- 6.19 To the south of the site is the public footpath and then the corner of the garden of no.31 Court Road. The proposed building would add height alongside a short portion of the north boundary of no.31, however, this area has a front garden character with mature trees (including the protected Sycamore) and a large garage block. The main private garden of no.31 is on the west side of the house, which is remote from the proposed development. There would be windows which face south across the front corner of no.31's plot, but similarly, given this is not a key amenity space, I do not feel this would be harmful. Furthermore, the existing flat provides unrestricted views in this direction. Consequently, I do not feel that there would be an adverse impact on the amenity of no.31 Court Road.
- 6.20 In summary, 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 policy DES1.

Amenity for future occupants

- 6.21 Policy DES5 has several requirements to ensure all new residential developments provide high quality, adaptable accommodation, and provide good living conditions for future occupants. One of the requirements of policy DES5 is that new accommodation must meet the nationally described internal space standard (NDSS).
- 6.22 The proposed flats are the following sizes compared to the NDSS minimums:

	No. of bedrooms / no. of people	Proposed Gross Internal Area (m ²)	NDSS minimum Gross Internal Area (m ²)
Ground floor flat	2b3p	68.0	61.0
First floor flat	2b4p	71.5	70.0
Second floor flat	1b2p	52.5	50.0

- 6.23 Accordingly, all the proposed flats would meet the minimum NDSS internal floor areas. The top floor flat would fall slightly short of the requirement for a headroom of 2.3m for at least 75% of the GIA, however, owing to the tall ceiling height in the roof apexes (over 3.5m), I do not consider that the flat would feel uncomfortably constricted for future occupants and therefore would be acceptable.

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- 6.24 All the flats have built-in storage and benefit from the large sash windows for light and outlook. The principle outlook would be to the east offering reasonable opportunity for sunlight and with a pleasant view of the recreation ground. None of the flats have outdoor amenity space but this is not uncommon for flats, and with a recreation ground directly opposite the site, the lack of private amenity space does not weigh against the scheme.
- 6.25 In summary, the proposed scheme is considered to provide adequate amenity for future occupants and complies with policy DES5.

Highways Matters

- 6.26 The County Highway Authority have raised objection to the scheme. The formal comments are as follows:

- 6.27 *"The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY who has assessed the application on safety, capacity and policy grounds and recommends the proposal be refused on the grounds that:*

The proposed development would increase the number of vehicle movements at a point in the highway where there are substandard sight lines due to the presence of trees to the north and a bend in the carriageway to the south, both leading to conditions prejudicial to highway safety contrary to the National Planning Policy Framework 2019 and Policy TAP1 Parking, Access, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

Informative.

The above objection would be overcome if the site layout were to include two car parking spaces with land scaping on either side of the area with parking. The turning area would need to remain for that purpose and would need to include the words "turning area" only."

- 6.28 The application drawings provide three parking spaces; one for each flat, which meets the Council's minimum parking standard for the size of the flats in the medium accessibility location.
- 6.29 The extant permission 18/02612/F for two flats (instead of three) had a site layout with two car parking spaces and no objection was raised by the Highway Authority.
- 6.30 The applicant has submitted further information to support their scheme including information on the current vehicle parking at the site (which contains a 3-bay garage), a traffic and 'incident' survey to highlight the perceived existing highway safety shortcomings on the bend and crossing point of the public footpath. An extract of the applicant's counter arguments is as follows:
- 6.31 *"I currently have more than two cars, we actually have 5 shown on the driveway (see in attached pictures it shows ample room) and the proposal also allows for the vehicles turning so they can always exit frontwards safely. Therefore I cannot understand the logic of 2 cars being any safer than 3, or as I go on below any safety issues with exiting or entering anyway.*

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I have currently been living in the property (1 Avenue Road) for over a year and know from numerous incidents which have occurred that this is a dangerous bend. The problem is not entering or leaving the property (as you can see from the pictures) You have a full view round the bend onto Court Road before the vehicle even gets into/on the highway. The property boundary to the right of 1 Avenue Road on the corner is actually set back – so you can see that the bush and the hedge do not obscure any vision whatsoever and is not over grown it merely climbs the boundary wall. The problem is pedestrians and the bend and the road width and cars over the boundary as they turn the bend.

My proposal does not affect any other properties safety i.e. we are not extending out or obscuring any view of the highway, it's is merely staying as is. If you are concerned about a safety aspect it's because there is one, but it has always been there and it's not in relation to the property entrance."

6.32 In response to some of the additional information put forward by the applicant, the Highway Authority have expanded on their viewpoint:

6.33 *"I want to be clear that I am objecting to application 20/00163 because of the increase in the quantum of residential development from one flat to three flats. Increases in quantum of development is what increases the amount of movements from a site as opposed to the number of cars one resident has. This is because there will be three different households each with their own travel needs.*

I note that we did not object to a previous application on the site numbered 18/02612, which was also submitted by Mr Sullivan. We supported that application because two parking spaces were proposed leaving space for cars to enter and leave the site in forward gear. Leaving in forward gear would be necessary given the sight line issue at the access.

The proposed development includes three car parking spaces. I not think this is acceptable given the sight lines that I think are available. The proposed number of spaces would increase the number of movements and also lead to less space for cars to enter and leave in a forward gear. Avenue Road is subject to a speed limit of 30mph. Accesses on to such roads should have sight lines of 43 metres "y" distance along the highway from both side of the access road from a point 2.4 metres "x" distance into the access from the nearside kerb line. Please see the attached diagram which shows what we want. If the applicant can demonstrate that then I can support the application. If they can't then a speed survey should be carried out to demonstrate the sight lines that are available would be commensurate with the speed of traffic. Please note that the sight lines should not cross third party land, such as neighbours. The sight line should be either under the control of the applicant or within the highway."

6.34 Further submissions in response to these comments have been made by the applicant but are still to be fully considered by the highway Authority, and so, at the applicant's request to avoid delay, the application is brought forward to committee with a suggested condition requiring the reduction in the number of parking spaces from three to two, so that the scheme has the Highway Authority's approval.

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- 6.35 The condition would require a later submission of a site layout and landscaping proposal so that there would only be two car parking spaces, instead of the three spaces shown on the current site layout. It is acknowledged that this does not meet the Council's minimum parking standard, however the County Highway Authority have made it clear that they would support a lower parking provision given the location so close to Banstead Village and this is agreed. Should the Committee be minded that the highway safety risk associated with 3 parking spaces is acceptable then approval without the recommended condition is also an option.

Impact upon Trees

- 6.36 The Tree officer has made the following initial comments:
"In the absence of any arboricultural information I am unable to provide detailed comments. The highway trees and off-site sycamore contribute to the local landscape and to ensure adequate protective measures are installed and maintained during the construction phase it will be necessary for a tree protection condition to be attached to the decision notice."
- 6.37 The applicant has since submitted tree protection information which the Tree Officer has reviewed:
"The arboricultural report addresses my initial concerns and as long the measures are implemented/ maintained during the course of the development the trees can be integrated into the scheme."
A suitably worded condition shall be attached to ensure the measures are implemented.

Affordable Housing and Community Infrastructure Levy

- 6.38 Development Management Plan DES6 states that on developments providing 11 or more homes, 30% of the homes on site should provide affordable housing. This supersedes the Core Strategy policy CS15 in its entirety.
- 6.39 In view of this, the Council is not presently requiring financial contributions from applications such as this resulting in a net gain of 10 units or less.
- 6.40 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 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.

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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	ARB/P18/01		27.01.2020
Floor Plan	681/EX/100		27.01.2020
Floor Plan	681/EX/101		27.01.2020
Roof Plan	681/EX/102		27.01.2020
Section Plan	681/EX/104		27.01.2020
Elevation Plan	681/EX/105		27.01.2020
Elevation Plan	681/EX/106		27.01.2020
Elevation Plan	681/EX/107		27.01.2020
Elevation Plan	681/EX/109		27.01.2020
Survey Plan	ARB/P18/02		27.01.2020
Floor Plan	681/PL2/110	D	13.05.2020
Floor Plan	681/PL2/111	E	13.05.2020
Floor Plan	681/PL2/112	D	13.05.2020
Roof Plan	681/PL2/113	D	13.05.2020
Section Plan	681/PL2/114	E	13.05.2020
Elevation Plan	681/PL2/115	D	13.05.2020
Elevation Plan	681/PL2/116	D	13.05.2020
Elevation Plan	681/PL2/117	C	13.05.2020
Elevation Plan	681/PL2/118	E	13.05.2020
Elevation Plan	681/PL2/119	D	13.05.2020
Arb/Tree Protection Plan	WLA/1205/20/TPP	A	13.05.2020

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.

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

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- a) The proposed brick shall match the existing handmade dark red brick using the 'Imperial soft red' as per the submitted sample or otherwise approved by the LPA.
- b) The roof shall be of a natural slate with Staffordshire blue ridge tiles.
- c) All windows shall be white vertically sliding sashes. All doors and windows shall be set back behind the reveal at one brick depth to match existing.
- d) All external doors and windows shall have natural or cast stone lintels to match the existing windows lintels, a photographic sample of which, adjacent to the lintels, shall be submitted to and approved in writing by the LPA before any works above ground level. In the case of double sashes, a central natural or cast stone mullion shall be provided.
- e) All external doors shall be of painted timber.
- f) All rooflights shall be black painted metal conservation rooflights with a central glazing bar.
- g) The bargeboards shall be of white painted timber to match the existing decorative bargeboards, details of which shall be submitted to and approved in writing by the LPA before any works above ground level.
- h) The front hardstanding and drive shall be of flint peashingle gravel using the 'Sureset Barley Butter' product as per the sample submitted or otherwise approved by the LPA.
- i) All rainwater goods shall be of black cast metal or black plastic cast metal profile.

Reason: To ensure that the character and appearance of the area and setting of adjacent Victorian building is maintained with regards policy DES1 of the Reigate and Banstead Development Management Plan 2019.

4. 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 Arboricultural Method Statement and Tree Protection Plan compiled by Wright Landscape and Arboriculture reference WLA/1205/20/TPP/AMS, dated 12th May 2020.

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 and DES1 of the Reigate and Banstead Development Management Plan 2019.

5. No development above ground floor level shall commence (excluding site clearance and demolition) until a finalised site layout plan is submitted to and approved in writing by the LPA which allows for only two vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. The finalised site layout plan shall also provide covered and secure ground floor parking spaces for a minimum of three bicycles. Thereafter the parking, turning and soft landscaped areas shall be retained and maintained for their designated purposes only.

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

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6. No development above ground floor level shall commence (excluding site clearance and demolition) until finalised details of hard and soft landscaping are submitted to and approved in writing by the Local Planning Authority (LPA). These shall include boundary tree and hedge planting and any other existing or proposed, soft or hard, landscaping in the garden or front driveway areas, or adjacent to boundaries where appropriate. The soft landscape details shall include an establishment maintenance schedule for a minimum of 2 years, full planting specifications, planting sizes & densities. Upon implementation of the approved development all the landscaping works shall be carried out in strict accordance with the landscape details as approved, and these shall be completed, before building completion, occupation or use of the approved development whichever is the earliest.

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

Reason: To ensure good 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. A laurel hedge to the front boundary, of 1.7 metres height (excluding any visibility splays), shall be planted in the first planting season after commencement and shall be retained on an ongoing basis and managed to a height of not less than 1.7 metres hereafter or as otherwise agreed in writing by the local planning authority. Any losses through death or disease shall be remedied by replacement planting, to current landscape standards, within 1 year to maintain this feature.

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.

8. The development hereby approved shall not be occupied unless and until each of the proposed parking spaces is 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.

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) programme of works (including measures for traffic management)
 - (e) provision of boundary hoarding behind any visibility zones

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- (f) HGV deliveries and hours of operation
 - (g) 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 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.

10. The first and second floor windows in the north elevation of the development hereby permitted shall be glazed with obscured glass and shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed, and shall be maintained as such at all times.

Reason: To ensure that the development does not affect the amenity of the neighbouring property by overlooking with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

11. The development hereby approved shall not be first occupied unless and until an Energy and Water Efficiency Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall detail how the development will:
- a) Ensure that the potential water consumption by occupants of each new dwelling does not exceed 110 litres per person per day
 - b) Achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations

The development shall be carried out in accordance with the approved details and any measures specific to an individual dwelling(s) shall be implemented, installed and operational prior to its occupation.

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

12. The new dwelling 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.

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INFORMATIVES

1. 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.
2. The applicant is advised that the Borough Council is the street naming and numbering authority and you will need to apply for addresses.
This can be done by contacting the Address and Gazetteer Officer prior to construction commencing. You will need to complete the relevant application form and upload supporting documents such as site and floor layout plans in order that official street naming and numbering can be allocated as appropriate. If no application is received the Council has the authority to allocate an address. This also applies to replacement dwellings.

If you are building a scheme of more than 5 units please also supply a CAD file (back saved to 2010) of the development based on OS Grid References. Full details of how to apply for addresses can be found http://www.reigate-banstead.gov.uk/info/20277/street_naming_and_numbering

3. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions.
4. 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).
5. 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.
6. The permission hereby granted shall not be construed as authority to obstruct the public highway or footpath 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.
7. 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.
8. 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

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9. 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.

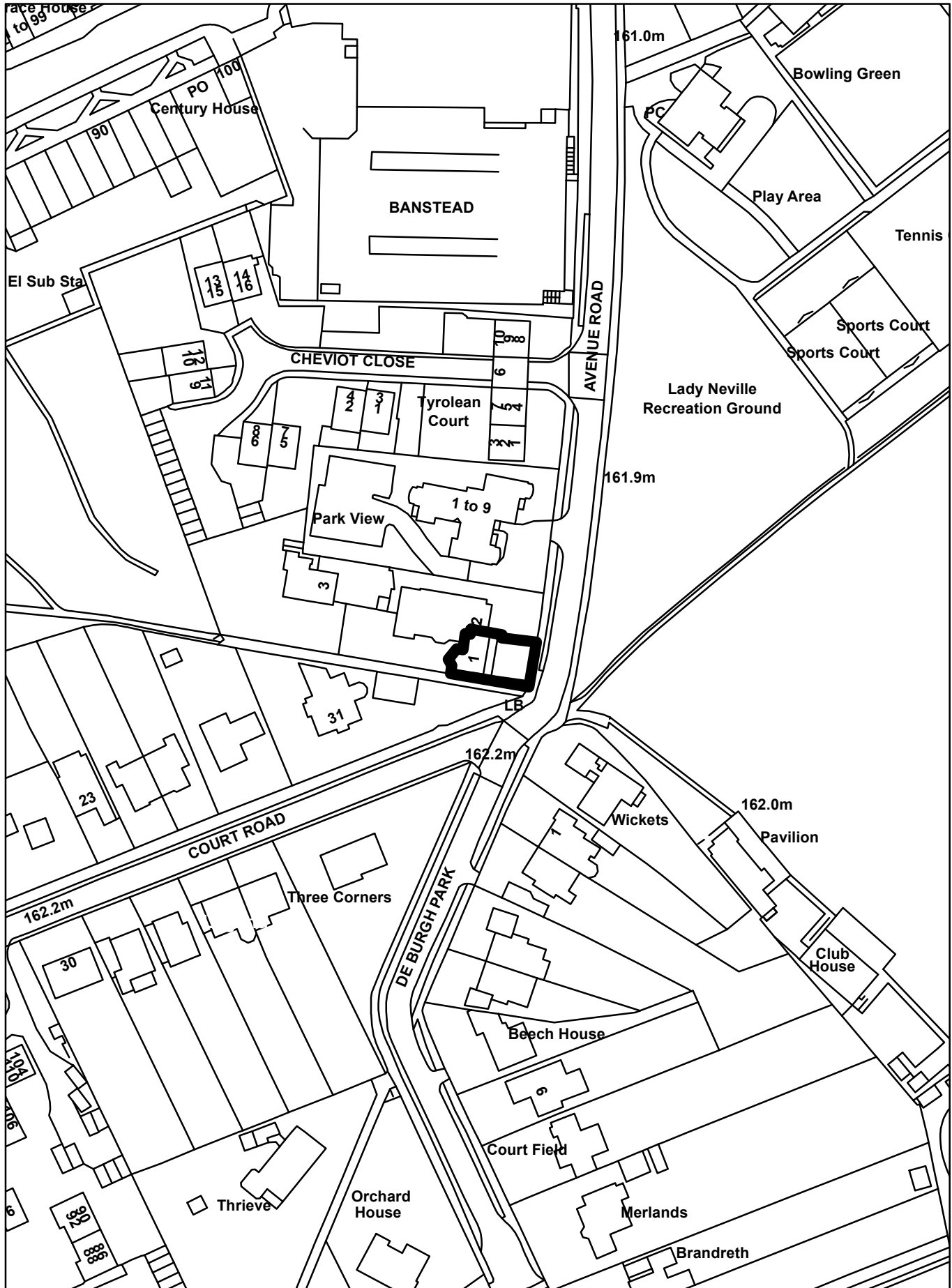
REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies CS1, CS2, CS4, CS10, CS11, CS12, CS14, DES1, DES4, DES5, DES8, TAP1, NHE3, 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 12 20/00163/F - 1 Avenue Road, Banstead



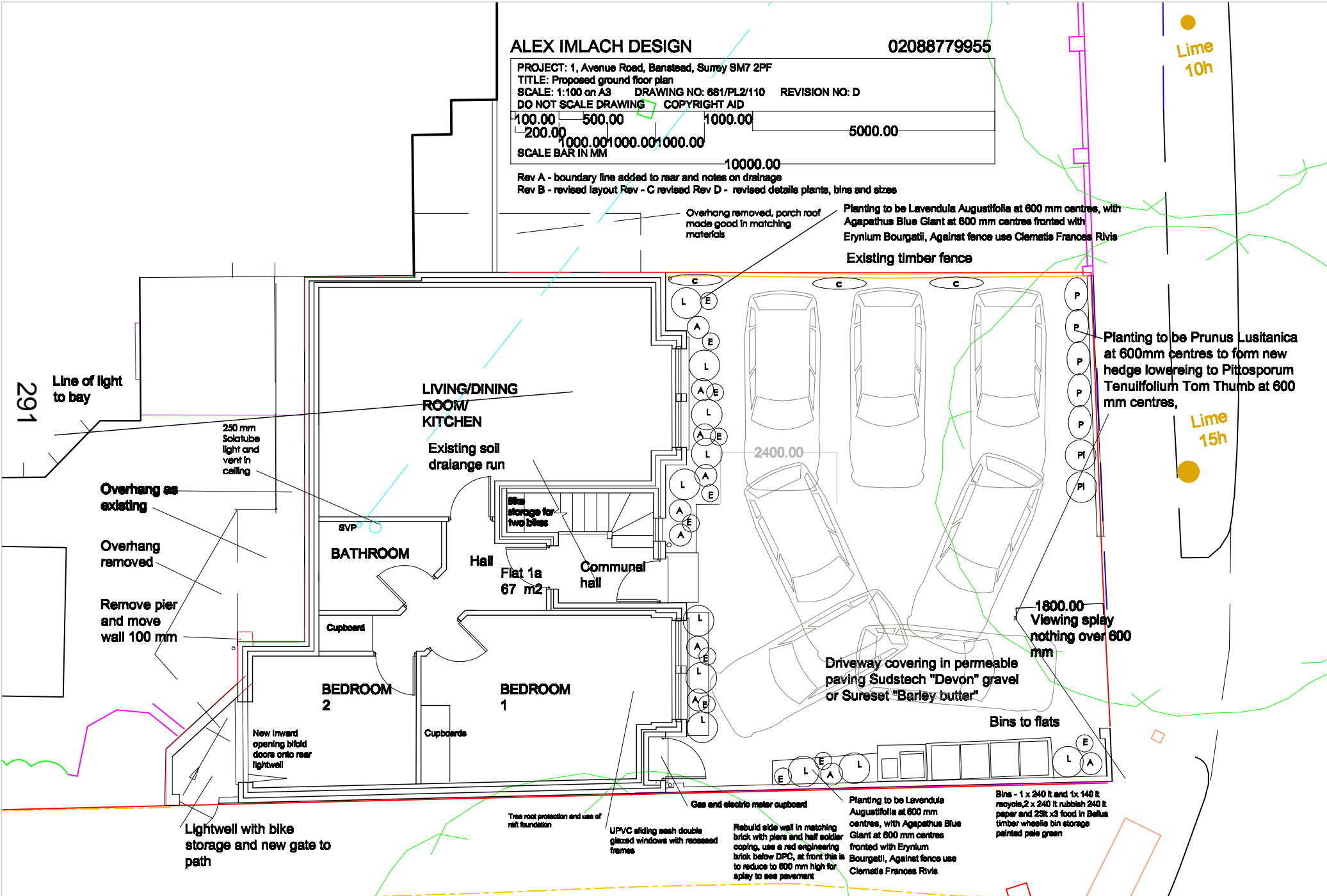
ALEX IMLACH DESIGN

02088779955

PROJECT: 1, Avenue Road, Banstead, Surrey SM7 2PF
 TITLE: Proposed ground floor plan
 SCALE: 1:100 on A3 DRAWING NO: 681/PL2/110 REVISION NO: D
 DO NOT SCALE DRAWING COPYRIGHT AID

100.00 500.00 1000.00 5000.00
 200.00 1000.00 1000.00 1000.00
 SCALE BAR IN MM

Rev A - boundary line added to rear and notes on drainage
 Rev B - revised layout Rev - C revised Rev D - revised details plants, bins and sizes



PROJECT: 1, Avenue Road, Banstead, Surrey SM7 2PF			
TITLE: Proposed East Elevation			
SCALE: 1:100 on A3	DRAWING NO: 681/PL2/116	REVISION NO: D	
DO NOT SCALE DRAWING COPYRIGHT AID			
100.00	500.00	1000.00	5000.00
200.00	1000.00	1000.00	1000.00
SCALE BAR IN MM			10000.00

Rev A - revised elevation Rev B - revised Rev C Rev D - details changed

Decorative intels and mullions - 215 mm high Cast stone lintel to be used to match adjoining building using stopped chamfered arris. Where a double window use 150 mm wide 100 mm deep mullion with stopped chamfered arris to match next door. Lintel to oversail brick reveal by 150 mm and have a 150 x 75 mm padstone below in matching material. All pointing to stone to be in matching colour

Spanish Slate 500 x 250 samples to be provided SSQ del carmen 1st or Samarca Q33 natural slate Blue Grey 500 x 250, All to be fixed with hook fixing. Ridges to be dreadnought tiles staffordshire blue ridge tiles or Ravendale Graphite natural slate plain angle 450 mm 90 degrees dry fixed

Decorative painted white barge boards to match those of next door No 2, exposed rafter ends and white fascia

Bricks to be handmade 215 x 65 x 100 mixed reds, either Ibstock Swanage kingston multi or Imperial Camberley mixture sample have been ordered with weatherstruck pointing in med buff colour, Use full soldier courses over doors



ALEX IMLACH DESIGN

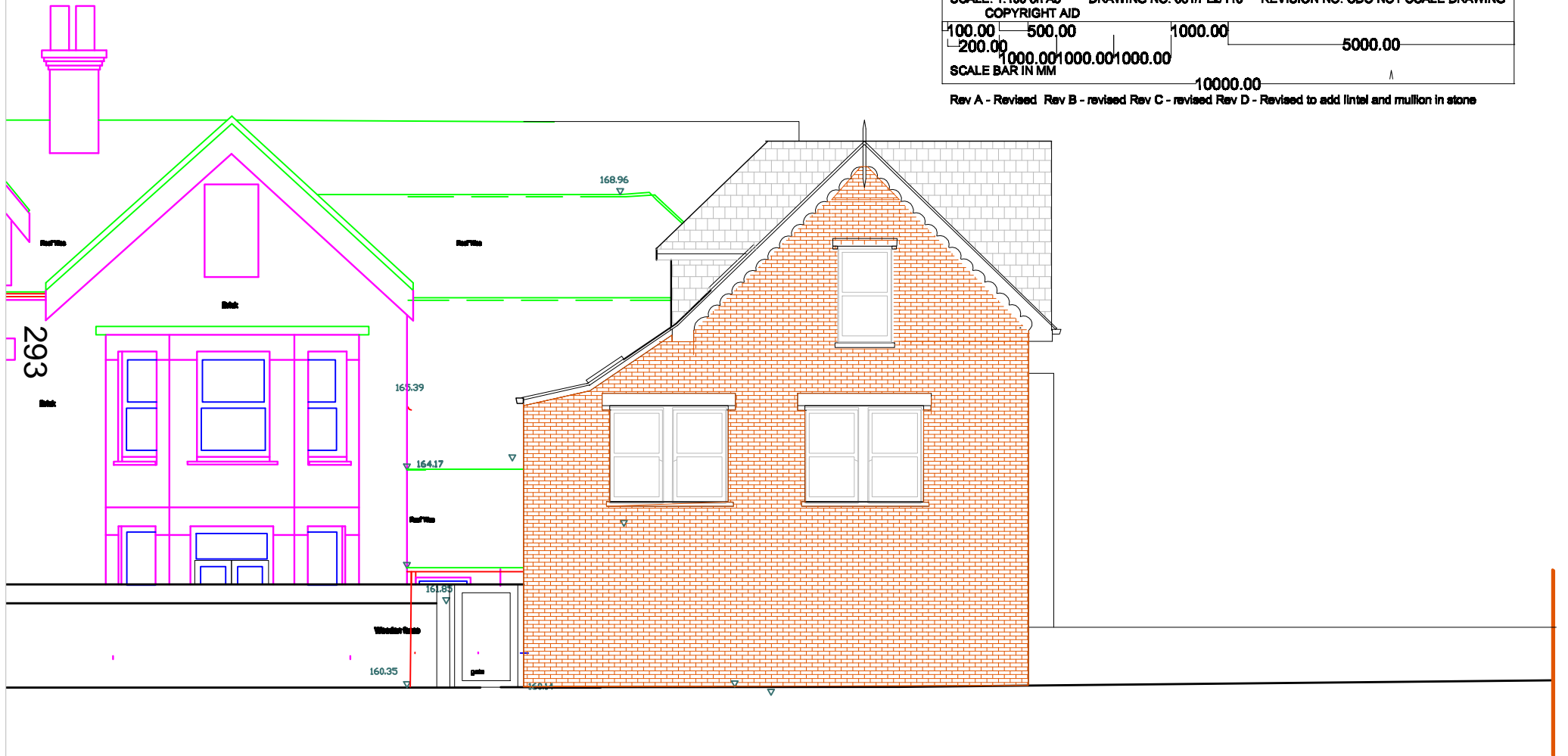
02088779955

PROJECT: 1, Avenue Road, Banstead, Surrey SM7 2PF
TITLE: Proposed south elevation
SCALE: 1:100 on A3 DRAWING NO: 681/PL2/115 REVISION NO: CDO NOT SCALE DRAWING
COPYRIGHT AID

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200.00	1000.00	1000.00	

SCALE BAR IN MM

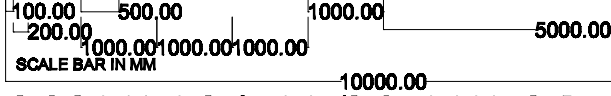
Rev A - Revised Rev B - revised Rev C - revised Rev D - Revised to add lintel and mullion in stone



ALEX IMLACH DESIGN

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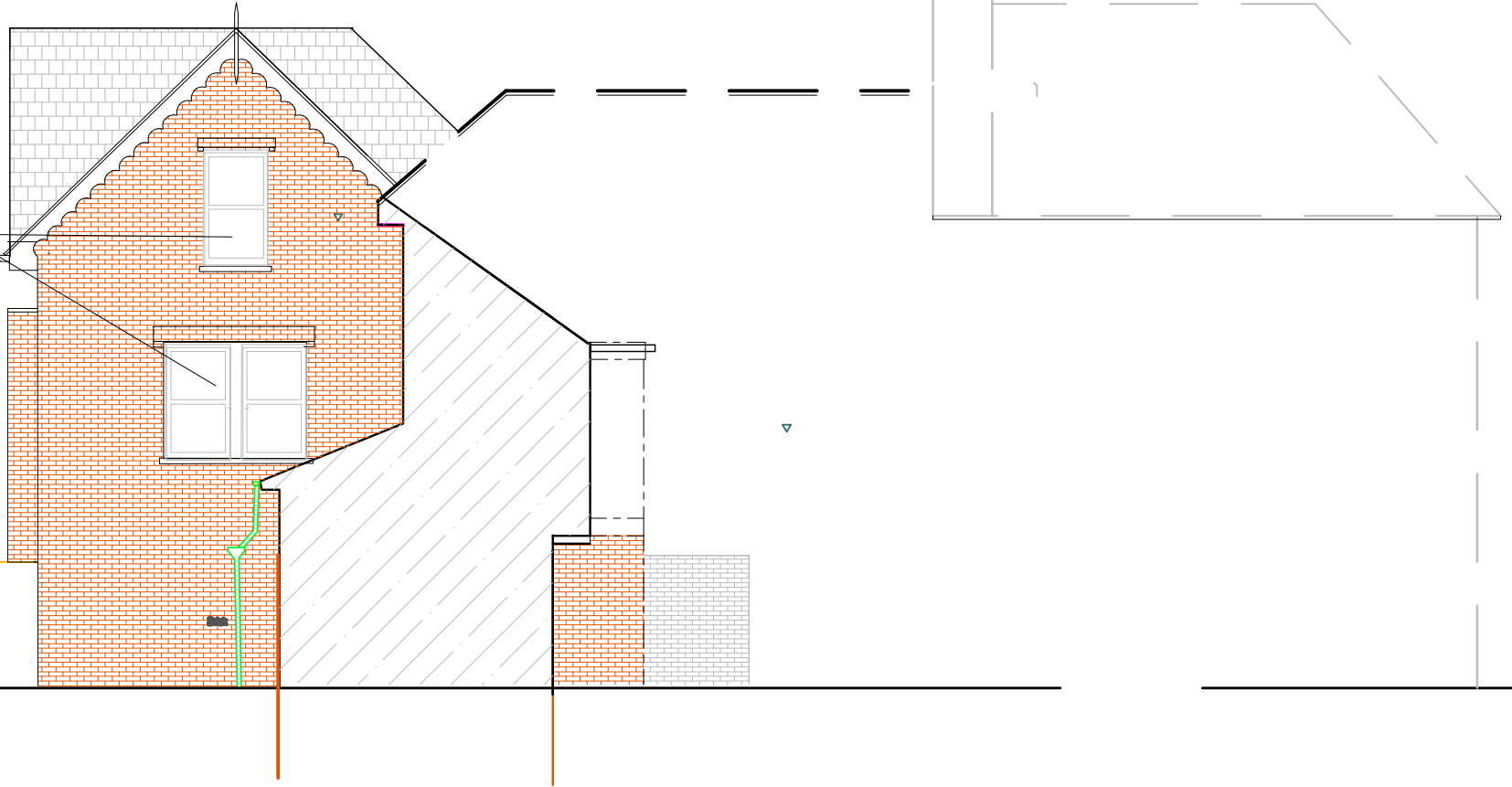
PROJECT: 1, Avenue Road, Banstead, Surrey SM7 2PF
TITLE: Proposed North Elevation with much of 2 Avenue road removed to show rear north elevation
SCALE: 1:100 on A3 DRAWING NO: 681/PL2/118 REVISION NO: E
DO NOT SCALE DRAWING COPYRIGHT AID



Rev B - Revised elevation Rev C - revised roof Rev D - revised windows Rev E - stone lintels and mullions added

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Windows to be obscured
glass and non
opening below
1.7 m above
floor



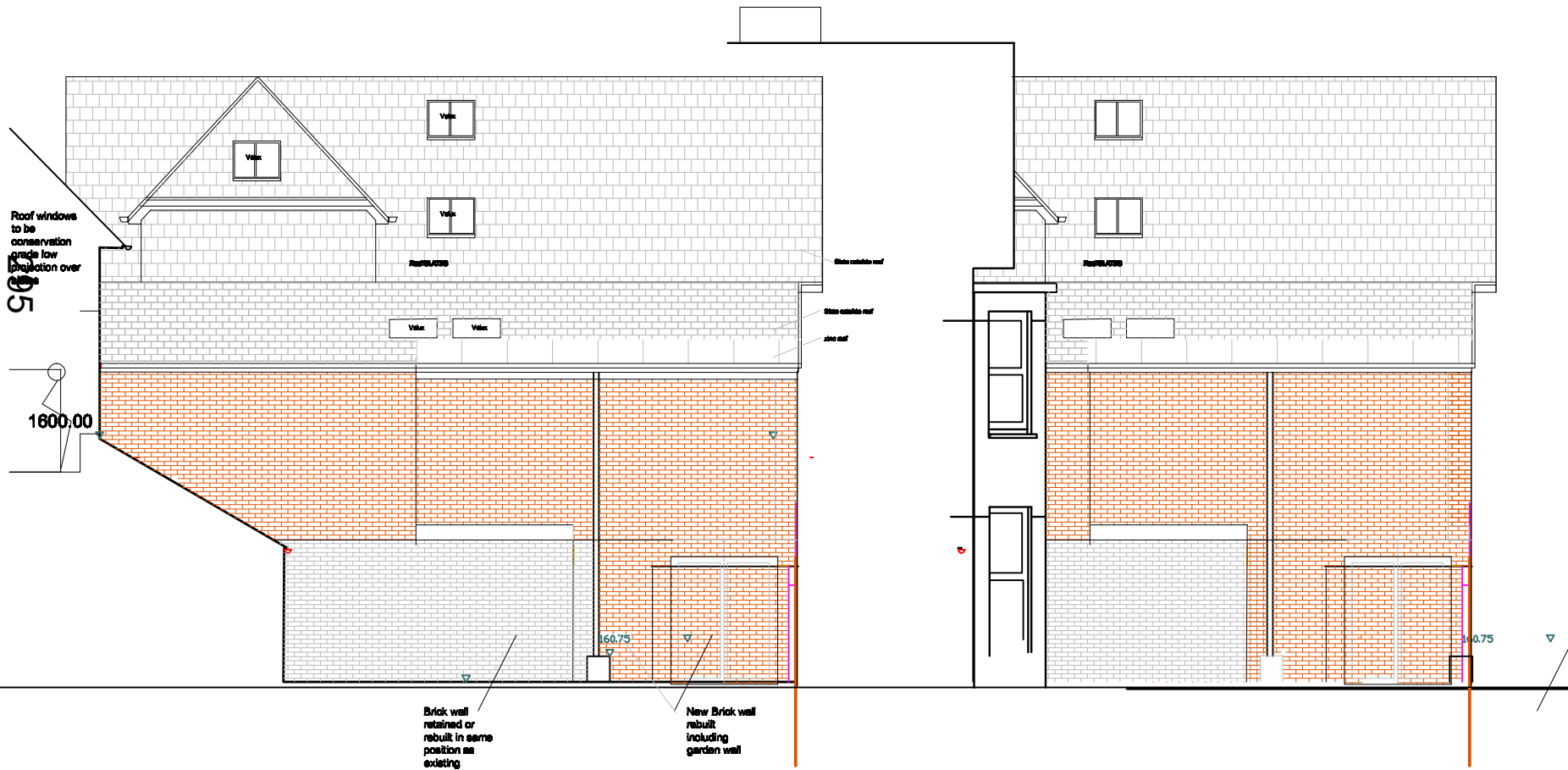
Agenda Item 12

ALEX IMLACH DESIGN

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PROJECT: 1, Avenue Road, Banstead, Surrey SM7 2PF			
TITLE: Proposed West Elevation			
SCALE: 1:100 on A3	DRAWING NO: 681/PL2/117	REVISION NO: C	
DO NOT SCALE DRAWING COPYRIGHT AID			
100.00	500.00	1000.00	5000.00
200.00	1000.00	1000.00	1000.00
SCALE BAR IN MM			
10000.00			

Rev A - Revised Rev B - revised elevation Rev C REVISED



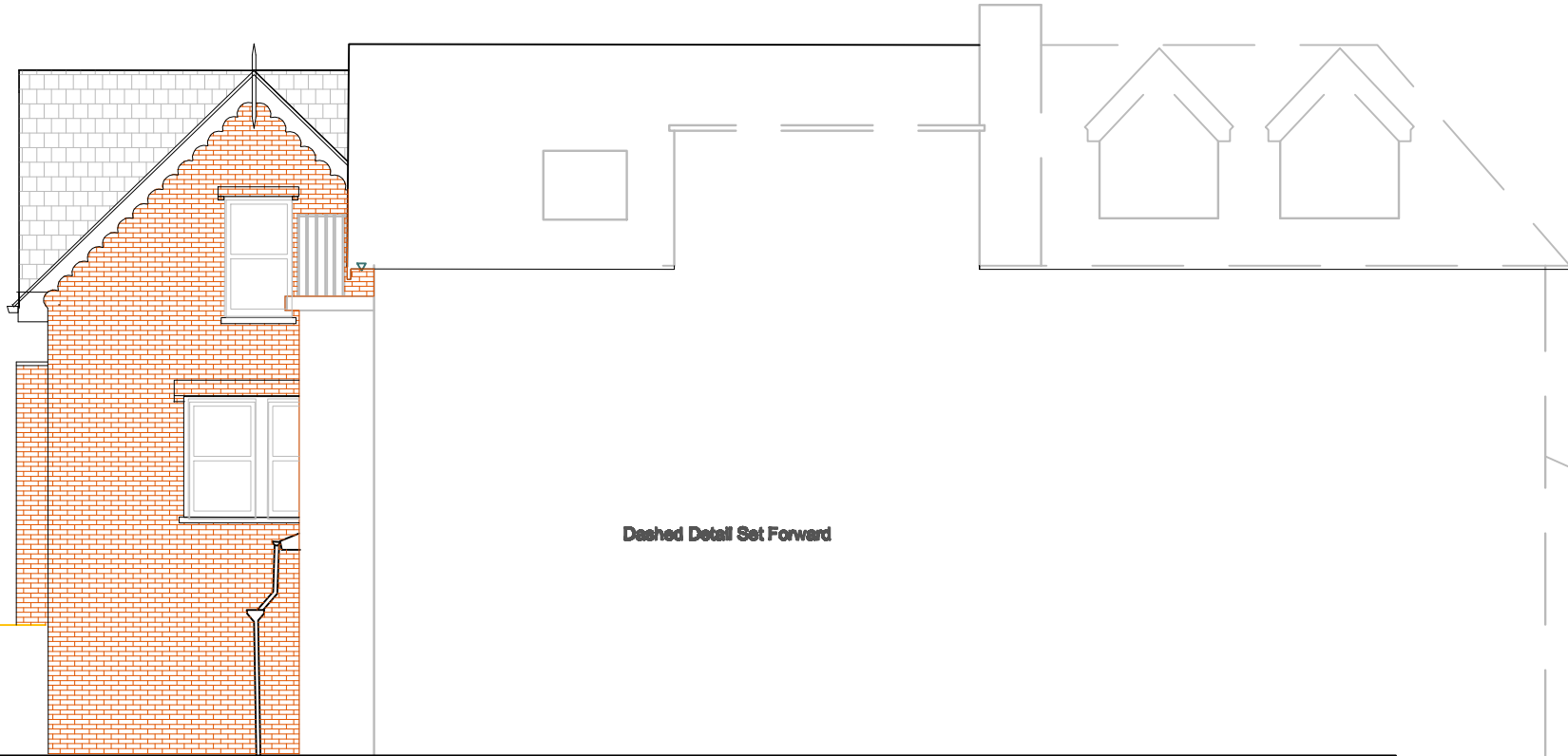
ALEX IMLACH DESIGN

02088779955

PROJECT: 1, Avenue Road, Banstead, Surrey SM7 2PF			
TITLE: Proposed North Elevation showing adjoining building			
SCALE: 1:100 on A3	DRAWING NO: 681/PL2/119	REVISION NO: D	
DO NOT SCALE DRAWING COPYRIGHT AID			
100.00	500.00	1000.00	5000.00
200.00	1000.00	1000.00	10000.00
SCALE BAR IN MM			

Rev A - revised Rev B - revised roof Rev C - revised windows Rev D - stone lintels and mullions added

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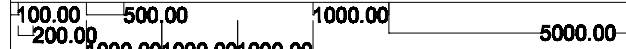


Dashed Detail Set Forward

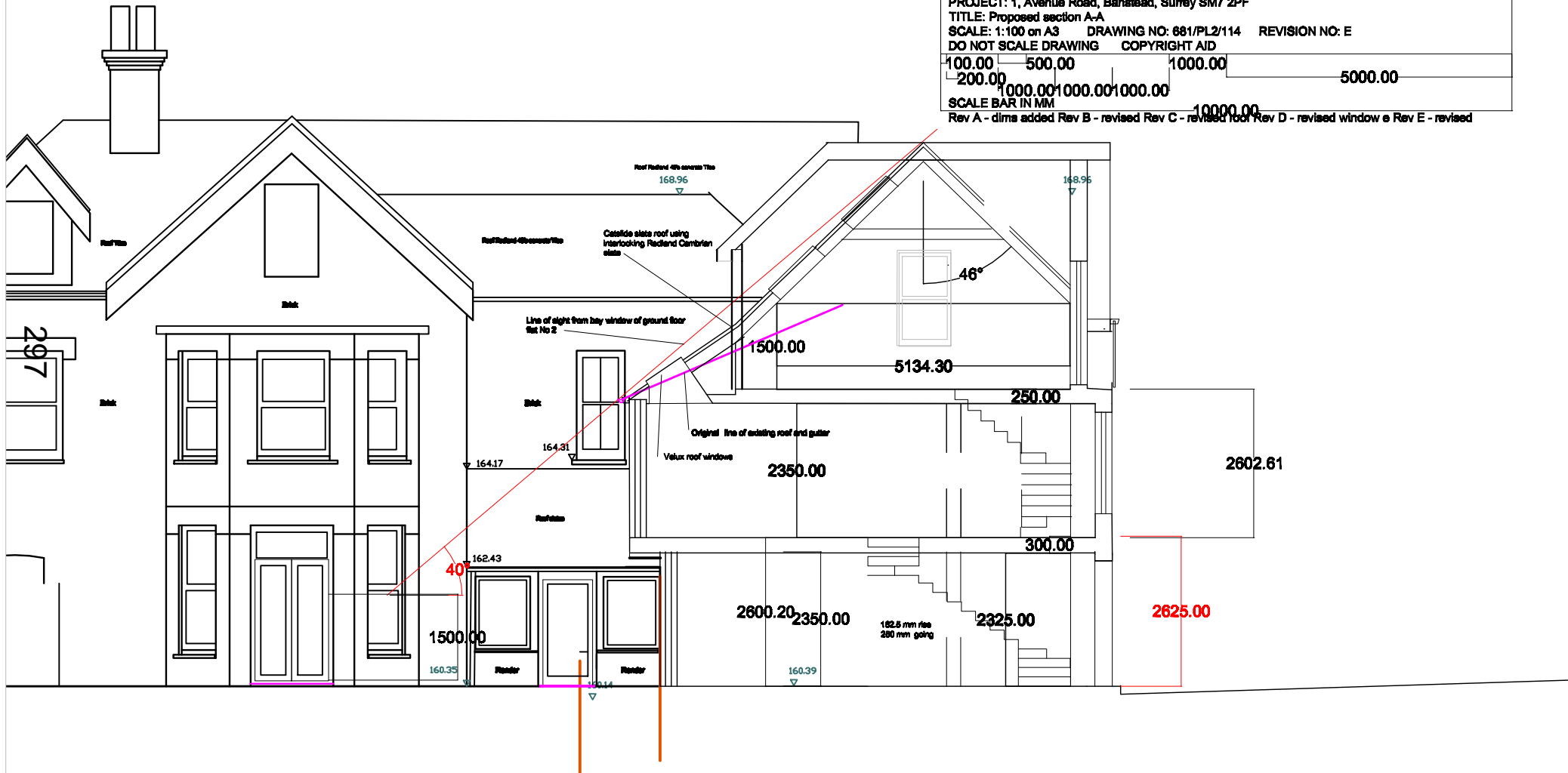
ALEX IMLACH DESIGN

02088779955

PROJECT: 1, Avenue Road, Banstead, Surrey SM7 2PF
 TITLE: Proposed section A-A
 SCALE: 1:100 on A3 DRAWING NO: 681/PL2/114 REVISION NO: E
 DO NOT SCALE DRAWING COPYRIGHT AID



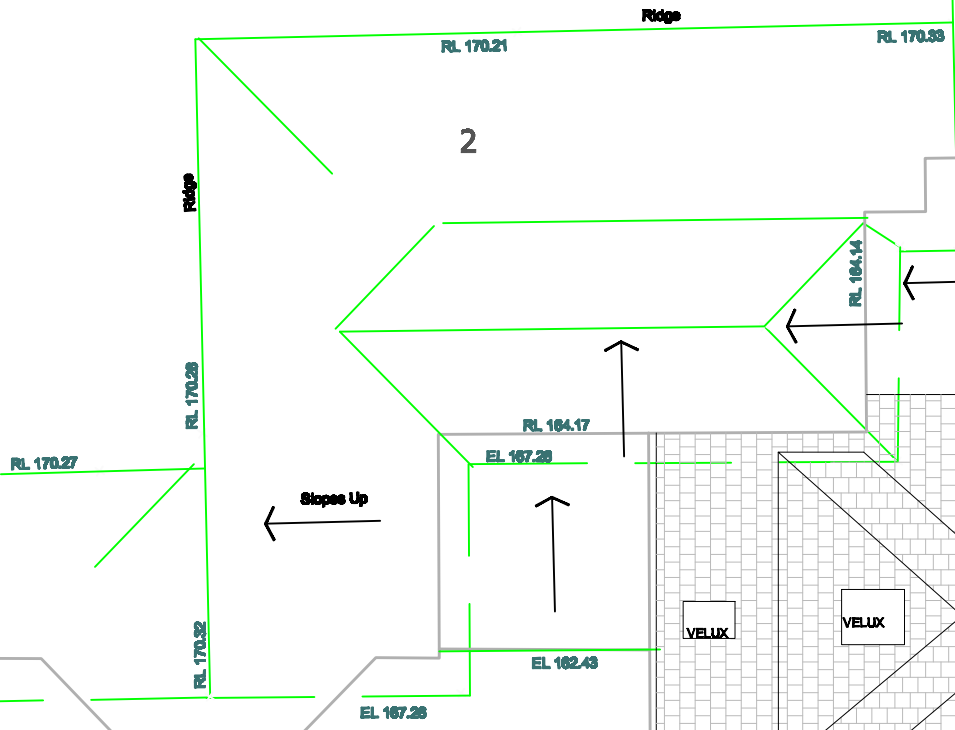
SCALE BAR IN MM
 Rev A - dims added Rev B - revised Rev C - revised roof Rev D - revised window e Rev E - revised



Agenda Item 12

eyed

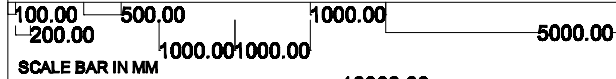
298



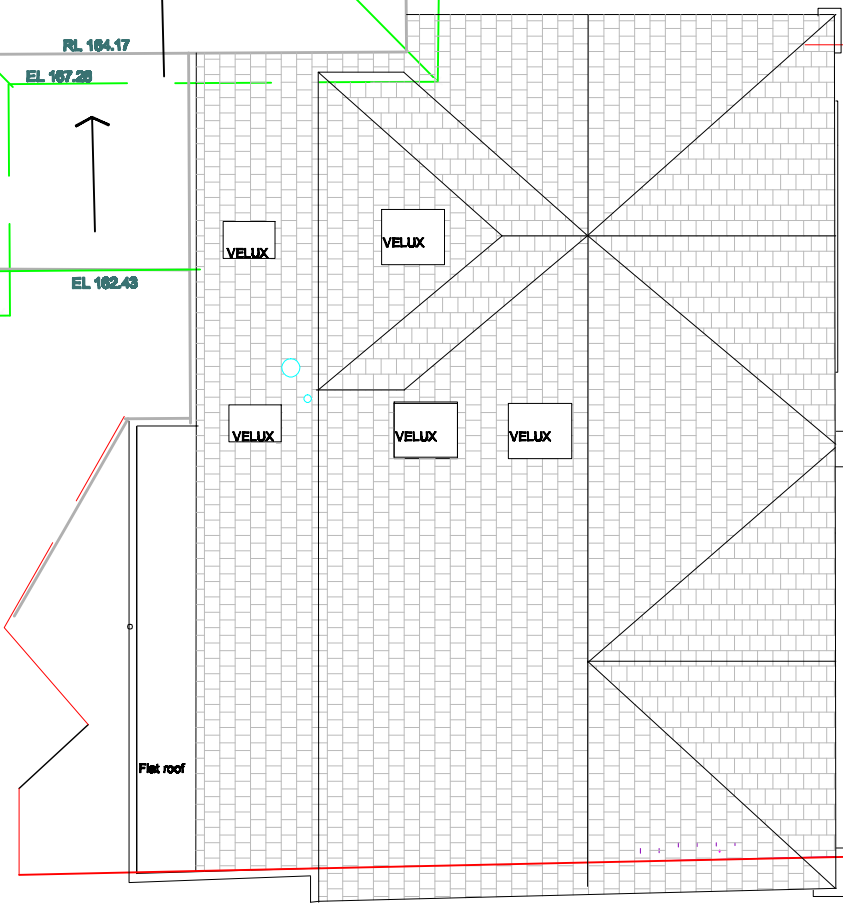
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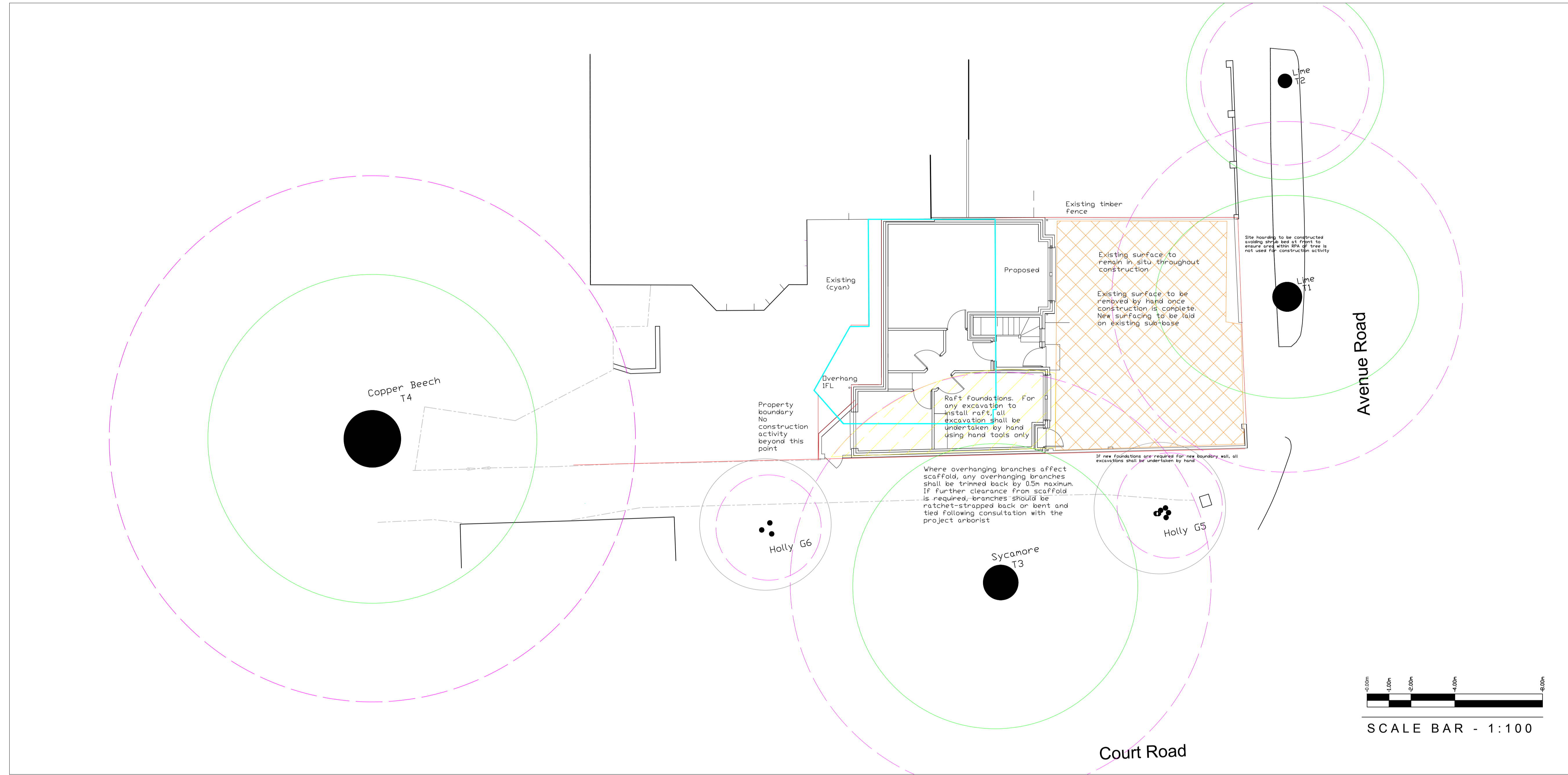
02088779955

PROJECT: 1, Avenue Road, Banstead, Surrey SM7 2PF
 TITLE: Proposed Roof plan
 SCALE: 1:100 on A3 DRAWING NO: 681/PL2/113 REVISION NO: D
 DO NOT SCALE DRAWING COPYRIGHT AID



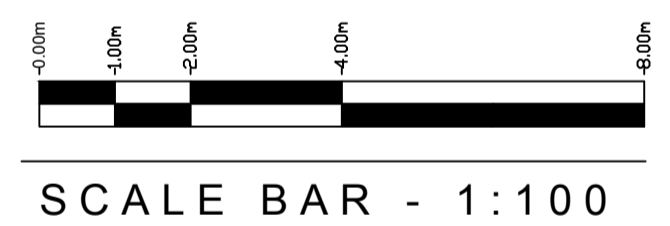
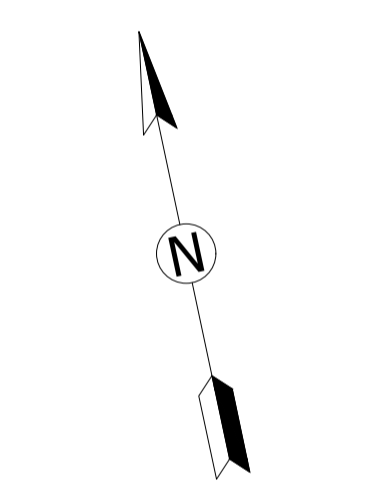
Rev A - REVISED Rev B - revised roof Rev C - rear roof amended Rev D - revised rooflights





- Key
- T1 Stem position (scaled) and tree number (refer to schedule)
 - Canopy spread of tree, colour coded according to BS 5837 category (below)
 - Notional Root Protection Area (RPA) as defined by BS 5837:2012
 - Site boundary
 - ▨ Tree protection notes: refer to AMS
 - ▨ Raft foundations in RPA: refer to AMS

- BS 5837 Tree Quality Categorisation (from BS 5837:2012 Table 1)
- Category U: Trees in such condition that they cannot realistically be retained in their current context for longer than 10 years
 - Category A: Trees of high quality with an estimated life expectancy exceeding 40 years
 - Category B: Trees of moderate quality with an estimated life expectancy of at least 20 years
 - Category C: Trees of low quality with an estimated life expectancy of at least 10 years, or young trees with a stem diameter below 150mm



Tree Schedule

Tree number	Species	Stem (single/multi)	Number of stems	Stem diameter at 1.5m (cm)	Height (nearest m > 10m)	Crown spread (nearest 1.0m)				Crown clearance (nearest 1.0m)	L/R stage	SULE	Vigour	Condition		Observations	Preliminary management recommendations	Category	Protected	RPA radius	RPA area
						N	S	E	W					Structural	Physiological						
T1	Lime/Tilia x europaea	SS	1	670	20+	4.5	4.5	6	6	2.5	M	80-100+	N	G	G	Basal growth typical of hybrid lime	None	A3	N	8	201
T2	Lime/Tilia x europaea	SS	1	320	14	4.5	4.5	4.5	4.5	2	EM	100+	N	G	G		None	A3	N	3.8	45
T3	Sycamore/Acer pseudoplatanus	SS	1	800	20+	6.5	6.5	6.5	6.8	3.5	M	80-100	N	G	G	Mature characteristics, but otherwise a healthy tree	None	A2	Y	9.6	290
T4	Copper Beech/ Fagus sylvatica purpurea	SS	1	1300e	20+	7.5	7.5	7.5	7.5	3	OM	100+	N	G	M	Some dieback upper canopy, typical of age	None	A3	N	12	452
T5G	Holly/Ilex aquifolium cv	MS	6+	200e	6	3	3	3	3	2	M	40-60	N	G	G	Multi-stemmed, off-site tree - dimensions estimated	None	C3	N	2.4	18
T6G	Holly/Ilex aquifolium cv	MS	3e	200e	6	3	3	3	3	2	M	40-60	N	G	G	Multi-stemmed, off-site tree - dimensions estimated	None	C3	N	2.4	18

Tree Protection Schedule - refer to Arboricultural Method Statement report WLA/1205/20/AMS

Development phase	Action (chronological order)	Method statement reference
Prior to commencement of all works and before any machinery, materials etc. are brought on site	Project arborist to attend site to discuss tree protection measures for the relevant phase of development. Details of meeting to be sent (by project arborist) to Local Planning Authority Site inspection intervals to be agreed between project arborist and project manager/client	Refer to section 2 of AMS Refer to section 2 of AMS
Demolition	Storage of materials on sheeting to guard against leaching into RPA Hoarding to exclude shrub bed at front Foundations of existing building to remain in situ wherever possible. If foundations need to be removed, material shall be removed by hand unless otherwise agreed with Local Planning Authority Hard landscaping to remain in place	Refer to section 3.1 of AMS Refer to section 3.2 of AMS Refer to section 4.1 of AMS Refer to section 4.1 of AMS
Construction	Hard landscaping to remain in place Services as existing. If new service connections are required, project arborist shall advise and works shall be undertaken by hand YELLOW HATCHED AREA Excavations for raft to be undertaken by hand Treatment of roots – no roots cut in excess of 25mm in diameter without consultation with project arborist. Root masses found during excavations to be kept moist wherever possible Tree pruning limited to 500mm – branches beyond this limit to be strapped back to give scaffold clearance following consultation with project arborist	Refer to section 4.2 of AMS Refer to section 6 of AMS Refer to section 5.1 of AMS Refer to section 5.2 of AMS Refer to section 4.3 of AMS
On completion of construction; Landscaping Phase	ORANGE HATCHED AREA Drive surface to be removed to allow construction of new hard landscaping. Existing sub-base to be used wherever possible Foundations of existing boundary wall to remain in situ wherever possible. If new foundations required, excavations shall be by hand	Refer to section 7.1-7.2 of AMS Refer to section 8 of AMS

Title: Tree Protection Plan
 Site: 1 Avenue Road, Banstead SM7
 Client: Ms. S. Quartermaine
 Client ref: 20/0163/F
 Date: 12/05/2020
 Scale: 1:100 @ A1
 Drawn by: MW
 DWG Ref: WLA/1205/20/TPP
 Rev: A




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20/00632/F

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	8 th July 2020
	REPORT OF:	HEAD OF PLACES & PLANNING
	AUTHOR:	James Amos
	TELEPHONE:	01737 276188
	EMAIL:	james.amos@reigate-banstead.gov.uk
AGENDA ITEM:	13	WARD: <i>Lower Kingswood, Tadworth and Walton</i>

APPLICATION NUMBER:	20/00632/F	VALID:	01/04/2020
APPLICANT:	Mr William Morris	AGENT:	Andrew Black Consulting
LOCATION:	LIMELIGHT, 35A, AVENUE ROAD, BANSTEAD		
DESCRIPTION:	Retrospective Application for 5 bedroom detached house (original consent 17/01149/F) for dwelling in location as shown on submitted plans (as built)		
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 site comprises a substantial newly-built two storey detached dwelling with rooms within the roof space and an integral double garage

In July 2017, planning permission was granted (ref: 17/01149/F) for the erection on Plot 2 of a 5 bed house on two floors with one en-suite bedroom within the roof space, and with an integrated double garage. However, the dwelling has been erected on the site approximately 1.3 and 1.55m further forward towards The Avenue than originally permitted and has been built with other unapproved changes to the fenestration, landscaping, site area at the rear, and an increase in the area of hardstanding at the front of the site. In addition, the building has been completed in materials which are not considered acceptable, in particular the use of slate tiles to the roof.

The house's location on the plot, between approximately 1.3m and 1.55m forward of the approved position, results in the building being visually obtrusive, and prominent in the street scene, which also gives unwelcome emphasis to the slate roof, which appears incongruous and an alien feature in the context of surrounding tile clad roofs.

The new driveway layout has significantly reduced the amount of landscape/planting area and gives the development an undesirable harsh looking and stark appearance.

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The current application has been submitted in an attempt to overcome the concerns noted above and include the provision of an alternative clay roof tile, the Redland Rosemary Clay Classic in Blue Brindle, to replace the slate tiles on the building and the relocation of the main vehicular access to the norther side of the frontage, thus increasing the area available for landscaping. The applicants also propose to convert the existing double garage to habitable accommodation.

The planting strategy seeks to add substantial screening to the front and side boundaries. The changes now proposed are considered to sufficiently mitigate the impact of the dwelling, when viewed from the south along The Avenue. The change in the roof tile to a brindle blue clay tile would be more in keeping with the character of the area, whilst the landscaping would be substantial and significant and would screen much of the front of the property.

Accordingly, it is recommended that planning permission be granted.

RECOMMENDATION

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

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Consultations:

Highway Authority: Commented on the previous application as follows: No objections subject to the imposition of conditions relating to the provision of the parking and turning areas, the provision of a Construction Transport Management Plan and the provision of electric vehicle charging points.

Tadworth and Walton Residents Association: No response received.

Representations:

Letters were sent to neighbouring properties on 6th April 2020. Neighbours were re-notified on the revised plans for a 14 day period commencing 18th June 2020.

Neighbours: A single objection has been received from the owner/occupier of 4 Bishops Grove who expresses concerns (including revised plans) about the following issues.

Issue	Response
Out of character with surrounding area	See paragraphs 6.3 - 6.11
Hazard to highway safety	See paragraph 6.17

A further 7 letters of support have been received.

1.0 Site and Character Appraisal

- 1.1 The application site comprises a substantial newly-built two storey detached dwelling with rooms within the roof space and an integral double garage. The site was formerly part of the rear garden of 35, The Avenue and following the grant of planning permission on appeal, the land was split into 4 plots, of which this is Plot 2. Plots 3 and 4 were developed some years ago, whilst this plot remained vacant for a number of years. The existing dwelling on plot 1 remains in-situ.
- 1.2 In July 2017, planning permission was granted (ref: 17/01149/F) for the erection on Plot 2 of a 5 bed house on two floors with one en-suite bedroom within the roof space, and with an integrated double garage. This is the dwelling that has been erected on the site, albeit further forward towards The Avenue than originally permitted and with the other changes described in this application.
- 1.3 The application is located on the eastern side of The Avenue within a residential neighbourhood composed of substantial detached properties of various styles and ages, to the south of where The Avenue turns eastwards towards Tadworth railway station (0.6km away). There are detached houses immediately to the east, north and south of the site (37, 35 and 33 The Avenue) respectively. The site is not within a Conservation Area or

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Residential Area of Special Character (RASC) (although there is The Avenue, Tadworth RASC on the opposite side of The Avenue from the site) nor is the site covered by any Tree Preservation Order (TPO). The rear part of the plot slopes upwards away from the house.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: The applicants did not approach the council for pre-application consultation.
- 2.2 Improvements secured during the course of the application: Revised plans have been submitted which revise the layout of the access at the front of the property to locate closer to the northern boundary. The revisions allow a greater proportion of the frontage of the property to be landscaped. The applicants have also specified a clay roof tile, and are proposing to remove the garage from the property and convert it to habitable accommodation
- 2.3 Further improvements could be secured through the use of conditions requiring the revised roof tile, the alterations to the access and the proposed landscaping to be completed within a specific timetable.

3.0 Relevant Planning and Enforcement History

05/00269/F	Demolition of existing house/garage and erection of 4 detached houses.	Refused 16.09.2005 Appeal allowed 10/04/2006
17/01149/F	Erection of one 5 bed house on two floors with one en-suite bedroom within the roof space and an integrated double garage	Granted 27.07.2017
17/01149/DET03	Materials details:	Under Consideration
17/01149/DET05	Glazing details	Approved 06.11.2017
17/01149/DET06	Ground level details	Approved 06.11.2017
17/01149/DET07	Tree protection details	Approved 06.11.2017
17/01149/DET09	CTMP details	Approved 06.11.2017
17/01149/DET10	Boundary treatment details	Approved 06.11.2017

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19/00439/S73	Erection of one 5 bed house on two floors with one en-suite bedroom within the roof space. The house is designed with an integrated double garage. Variation of conditions 1,4 & 10 of permission 17/01149/F - changes to windows, doors landscaping, increase in size of rear garden by acquisition of strip of land from 37 The Avenue and re-positioning of dwelling closer to The Avenue.	Refused 30.10.2019 Appeal submitted
18/00414/BPC2 (Enforcement):	clear glass windows to front elevation instead of obscured glazed shown on approved plans, window configuration changed: complaint received.	01.03.2019

4.0 Proposal and Design Approach

- 4.1 The development in question, now completed, is a three storey crown-roofed 5 bedroom detached dwellinghouse with integral double garage hipped at north and south ends with upper floor windows to all elevations, some of obscured glazing (two first floor and one second floor to the front elevation lighting bathrooms) and roof lights to the front (west), rear (east) and north flank elevations. The house presents asymmetric gables, containing ground, first and second floor windows, to the front and rear and the rear elevation features a mono-pitched roofed single storey extension with inset windows.
- 4.2 In July 2017, planning permission was granted (ref: 17/01149/F) for the erection of a 5 bed house on two floors with one en-suite bedroom within the roof space, and with an integrated double garage.
- 4.3 In October 2017, planning permission was refused for an application to regularise the following changes which had been made to the dwelling during construction.
- clear instead of obscured glazing on some of the windows on front elevation at first and second floor and configuration of some of the windows on rear elevation at ground and first floor;
 - on rear facade at first floor level, cill heights of two window openings in the gabled walls have been lowered and external balustrade added;
 - at ground floor level to rear facade, glazed bi-fold doors replace a window;
 - landscaping at single level throughout with close-boarded timber fencing on side boundaries (north and south);
 - eastwards extension of boundary through acquisition of strip of land from no. 37, adding to length of rear garden;

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- white rendered blockwork retaining wall erected at end of garden on eastern boundary;
- Increase in area of vehicular access/turning area in front of the house with a re-positioned vehicular crossover.
- Repositioning of the dwelling between approximately 1.3m and 1.55m closer to the front boundary.

4.4 That application did not seek approval for the house's slate roof, which the Council, in the context of the materials details submission 17/01149/DET03, has considered to be inappropriate in the context of the predominantly tile clad roofs of properties in the vicinity.

4.5 The current application has been amended since its original submission with the following proposed changes:

- Replacement of slate tile roof with a clay tile - Redland Rosemary Clay Classic- Blue Brindle
- entrance to the driveway has been moved to northern side of frontage
- additional landscaping added along the front and side boundary.
- existing garage is no longer be required and this would be converted habitable accommodation.
- Landscape Proposal Masterplan and detailed planting schedule submitted

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.

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

Assessment	The character of the surrounding area is assessed as a residential neighbourhood comprising substantial detached properties of varying styles and ages. The site is surrounded by residential properties on all sides. There is a staggered and inconsistent building line in this part of the street with a significant variety of plot depths, ratios, aspects and front garden depths.
	No site features worthy of retention were identified.
Involvement	No community consultation took place.
Evaluation	The statement does not include any evidence of other development options being considered.
Design	The applicant's reasons for the mistakes in setting out the dwelling on the site following the original grant of planning

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	permission on appeal are explained in the statement.
--	--

4.8 Further details of the development are as follows:

Site area	0.07 ha
Existing parking spaces	4+
Proposed parking spaces	3
Parking Standard	3

5.0 Policy Context

5.1 Designation

Urban area

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)
CS10 (Sustainable Development),
CS11 (Sustainable Construction),

5.3 Reigate and Banstead Development Management Plan 2019

DES1 (Design of New development)
DES5 (Delivering High Quality Homes)
TAP1 (Access, Parking and Servicing)
CCF1 (Climate Change Mitigation)
INF3 (Electronic communication networks)

5.4 Other Material Considerations

National Planning Policy Framework

National Planning Practice Guidance

Supplementary Planning Guidance

Surrey Design

Local Distinctiveness Design Guide

Vehicle and Cycle Parking

Guidance 2018

Householder Extensions and

Alterations

Other

Human Rights Act 1998

Community Infrastructure Levy

Regulations 2010

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6.0 Assessment

- 6.1 The application site is situated within the urban area where there is a presumption in favour of sustainable development and where the principle of such residential development is acceptable in land use terms.
- 6.2 The main issues to consider are:
- design and effect on the character of the area
 - effect on neighbour amenity
 - trees

Design appraisal

- 6.3 The dwelling on the site is now complete but has not been built in accordance with the approved plans or following the approval of all pre-commencement conditions. As noted above, a number of changes have been made during the construction process, which if they had been identified at the time the proposals were originally being considered may not have resulted in the grant of planning permission. This part of The Avenue is distinguished by the use predominantly of clay roof tiles, brickwork and hanging tiles but with some render. The new dwelling has been finished in white render with slate tiles to the roof.
- 6.4 The house's location on the plot, between approximately 1.3m and 1.55m forward of the approved position, results in the building being visually obtrusive, and prominent in the street scene, which also gives unwelcome emphasis to the slate roof, which appears incongruous and an alien feature in the context of surrounding tile clad roofs.
- 6.5 Moreover, the new driveway layout has significantly reduced the amount of landscape/planting area and gives the development an undesirable harsh looking and stark appearance. Areas for landscaping are currently limited to a strip at the front of the site which has been planted with a yew hedge.
- 6.6 The other external changes to the elevations are to the type of glazing (clear instead of obscure glass) to some of the windows on the front elevation at first and roof level and the re-configuration of some windows on the front, rear and side elevations at ground and first floor level. Further changes are proposed to lower the cill level of two window openings at the rear which has the effect of creating inverted dormers in the ground floor rear addition roof, and the replacement of a set of windows at the rear with full height bi-fold doors.
- 6.7 These changes to the fenestration do not, in isolation, result in overlooking of neighbouring properties, nor do they result in a form of development which is out of keeping with the surrounding area, and by themselves would not warrant a reason for refusal.

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- 6.8 The current application has been submitted in an attempt to overcome the concerns noted above and to seek to address the objections. The current proposals propose an alternative clay roof tile, the Redland Rosemary Clay Classic in Blue Brindle, to replace the slate tiles on the building. The revised proposals also propose to relocate the main vehicular access to the northern side of the frontage. This not only reduces the amount of hardstanding at the front of the property but also allows greater areas of landscaping. The applicants also propose to convert the existing double garage to habitable accommodation.
- 6.9 The planting strategy seeks to add substantial screening to the front and side boundaries and would comprise the following:
- All planting to be on two earth bunds – one at 0.5m and the other at 0.85m to allow the planting to reach variable heights.
 - Four new trees selected to add form, structure, height and colour; with the focus being to break up the view of the house from the highway.
 - A large laurel hedge will be planted at 2m tall and be maintained at 4.5m height, offering all year round screening and privacy.
 - Contemporary shrub planting on the inside of the planted border.
- 6.10 The changes now proposed are considered to mitigate the impact of the dwelling, when viewed from the south along The Avenue. The change in the roof tile to a brindle blue clay tile would be more in keeping with the character of the area, whilst the landscaping would be substantial and significant and would screen much of the front of the property.
- 6.11 The changes proposed to the roof tile and to the front of the property would improve the appearance of the dwelling and would provide a substantial screen which would mitigate much of the visual impact. These proposed changes are considered acceptable and, subject to conditions ensuring that they are completed within an agreed timetable would accord with the provisions of DMP Policy DES1.

Neighbour amenity

- 6.12 The neighbouring properties most likely to be affected by the proposal are those to the north and south, namely 35 The Avenue/plot 1 and 33 The Avenue/plot 3. It is unlikely that other dwellings in the vicinity, including an objector's property at 4 Bishops Grove (on the opposite side of the road in The Avenue, would be unduly affected.
- 6.13 The development has no undue impact on neighbours because of separation distances. The changes proposed to the front of the property, with the access position moved to the northern side would improve the relationship with the neighbouring property to the south, 35, The Avenue. The proposals do not result in impairment of neighbouring living conditions in terms of overlooking, overshadowing or overbearing impact.

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Trees and landscaping

- 6.14 The landscaping scheme at the rear of the site has been simplified with a single level throughout; previously the rear garden area was accessed by steps to take account of reduced ground levels to the rear of the dwelling. The applicants have also acquired a strip of land from the neighbouring property to the east which has been marked by a white rendered block work wall. Side boundaries are finished with close boarded timber fencing.
- 6.15 The Council's Tree Officer comments that the use of laurel for the front boundary will provide all year round screening and the trees at the front will contribute to the boundary screening, although the tree species is not identified at the moment. A detailed landscape scheme will provide this information. It important the trees to be planted along the front are allowed to mature and therefore consideration must be given to their individual characteristics i.e. ultimate height, fruit and density of crown.
- 6.16 In the event that planning permission was to be recommended, a condition would be imposed requiring the development to be completed in accordance with the approved landscaping scheme.

Highways Issues

- 6.17 The Highways Authority have not commented on the application. The proposals involve the relocation of the existing access point to a position further north but will not result in any increase in traffic generation. The provision of three parking spaces is considered appropriate and exceeds with the adopted parking standards for a dwelling of this size, but provides the equivalent level of parking as currently exists.

Conditions

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

Plan Type	Reference	Version	Date Received
Site plan	001.0101		23/03/2020
Block Plan – As built	332.082		23/03/2020
Front survey	332.118		23/03/2020
Ground floor plan	001.021		17/06/2020
Elevation with landscaping	332.071	A	17/06/2020
Elevations	332.072	A	17/06/2020
Landscape Plan	332.0103	A	17/06/2020
Landscape Plan	L1108-2.1	A1	17/06/2020

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.

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2. Within three months of the date of this permission, the roof of the dwelling shall be stripped of the existing slate tiles and re-covered in the approved Redland Rosemary Clay Classic- Blue Brindle and the dwelling shall be permanently maintained as such thereafter.

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

3. The scheme of landscaping of the site hereby approved shall be completed in full accordance with the approved scheme within the first planting season following the grant of planning permission or in accordance with a programme agreed in writing with the local planning authority.

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

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

Informative:

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

4. Within three months of the date of this permission, the revised approved vehicular access to the property shall be constructed in accordance with the approved plans and shall be permanently maintained as such thereafter.

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

5. Within three months of the date of this permission, the existing access from the site to The Avenue shall be permanently closed and any kerbs, verge, footway, fully reinstated.

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

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

Reason: To ensure that the development does not affect the amenity of the neighbouring property by overlooking and to protect the visual amenities of the area in accordance with Reigate and Banstead Development Management Plan 2019 policy DES1.

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

Reason: To ensure that the development does not affect the amenity of the neighbouring property by overlooking with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

INFORMATIVES

1. 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.
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions.
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 or footpath by the erection of scaffolding, hoarding or any

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other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.

6. 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
7. 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.

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, TAP1, NHE3, CCF1, INF3 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

Proactive and Positive Statements

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

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20/00632/F - Limelight, 35A The Avenue, Tadworth

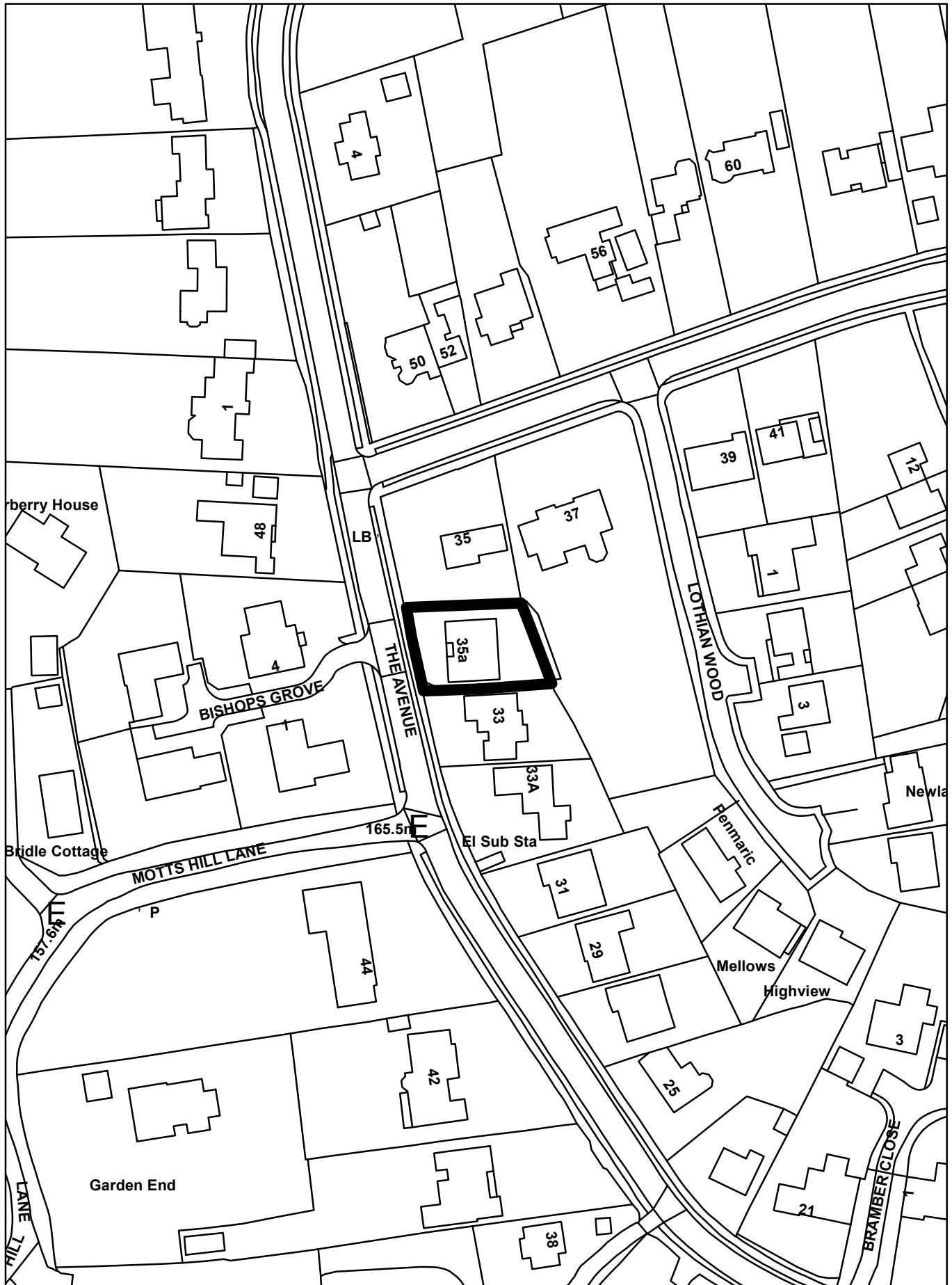
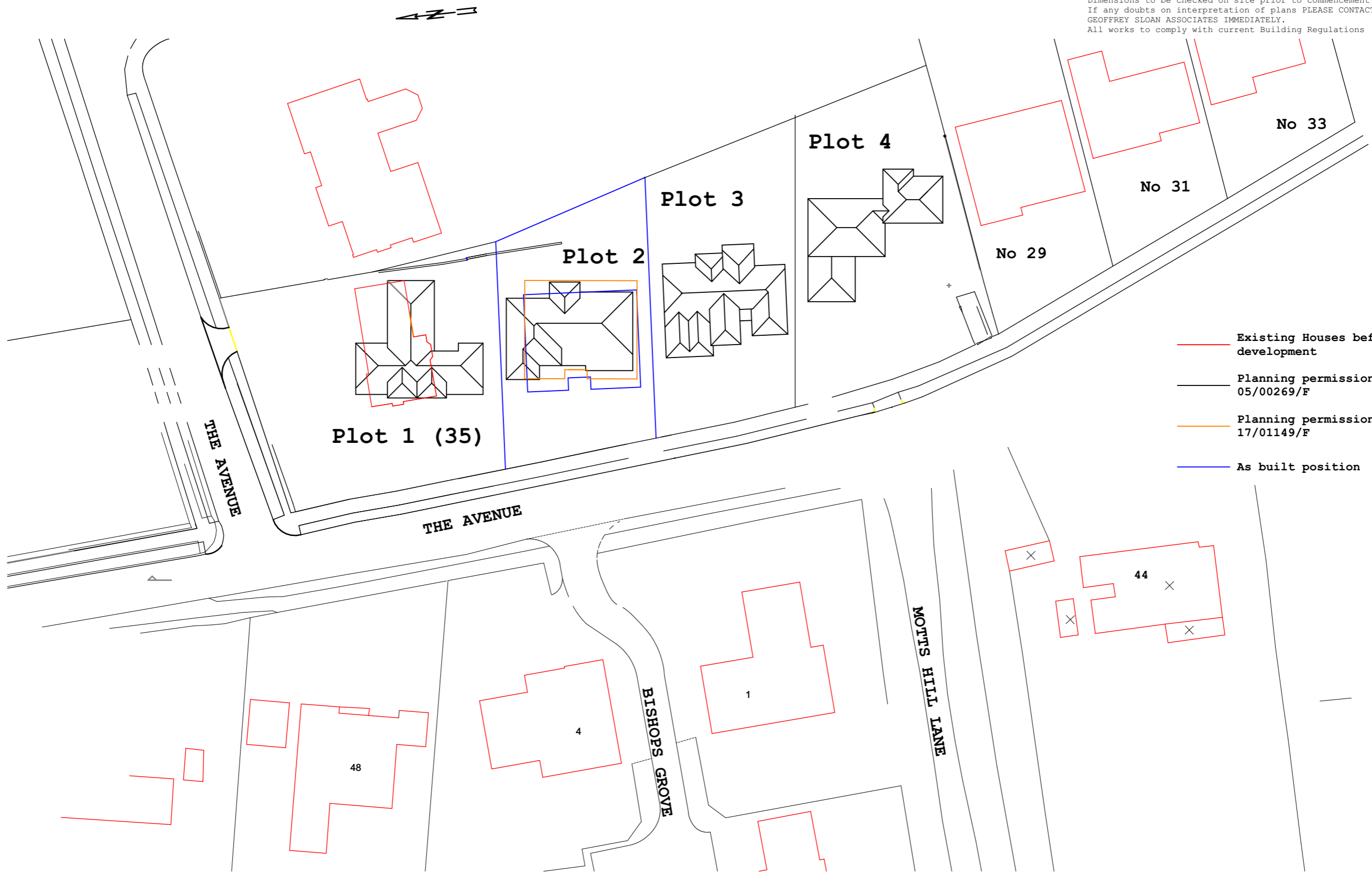


Figure dimension to be taken in preference to scale
 Dimensions to be checked on site prior to commencement of work.
 If any doubts on interpretation of plans PLEASE CONTACT
 GEOFFREY SLOAN ASSOCIATES IMMEDIATELY.
 All works to comply with current Building Regulations



- Existing Houses before development
- Planning permission 05/00269/F
- Planning permission 17/01149/F
- As built position

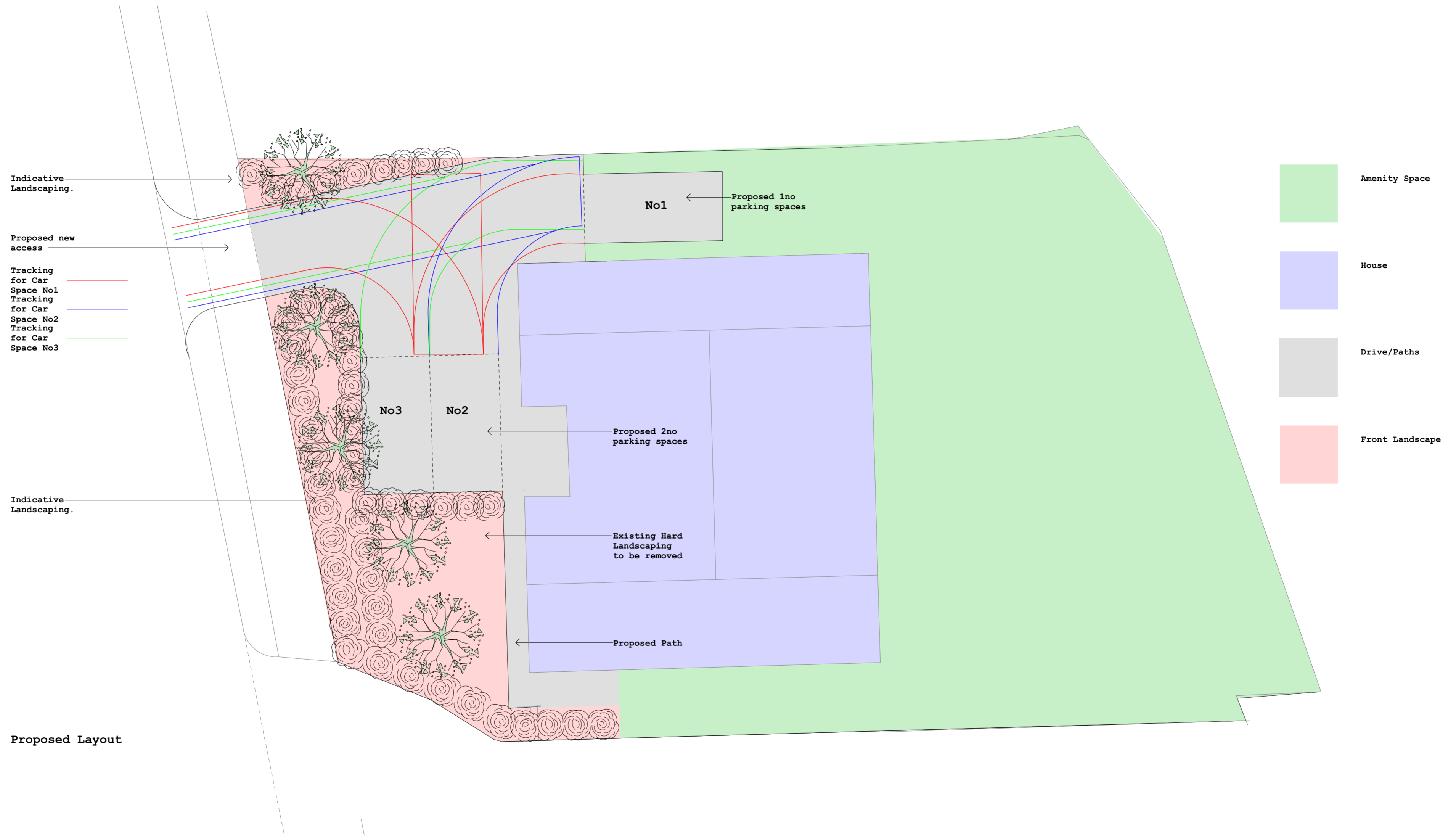
315

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Revisions A10/03/2020 B		Scale 1:500 @ A3 Drawn by Checked by		GEOFFREY SLOAN ASSOCIATES BUILDING SURVEYORS & BUILDING ENGINEERS UNIT 7, OCKLEY COURT, COLES LANE, OCKLEY, SURREY, RH5 5LS		TEL 01306 711058 FAX 01306 713417	
Job 332 Limelight, Plot 02, The Avenue, Tadworth, Surrey.		Client W. Morris Esq		Drawing Title Site Block plan		Drawing No 001/0101/A	
						DATE 16-12-19	

Scale 1:100						1cm = 1m
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Figure dimension to be taken in preference to scale
Dimensions to be checked on site prior to commencement of work.
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GEOFFREY SLOAN ASSOCIATES IMMEDIATELY.
All works to comply with current Building Regulations

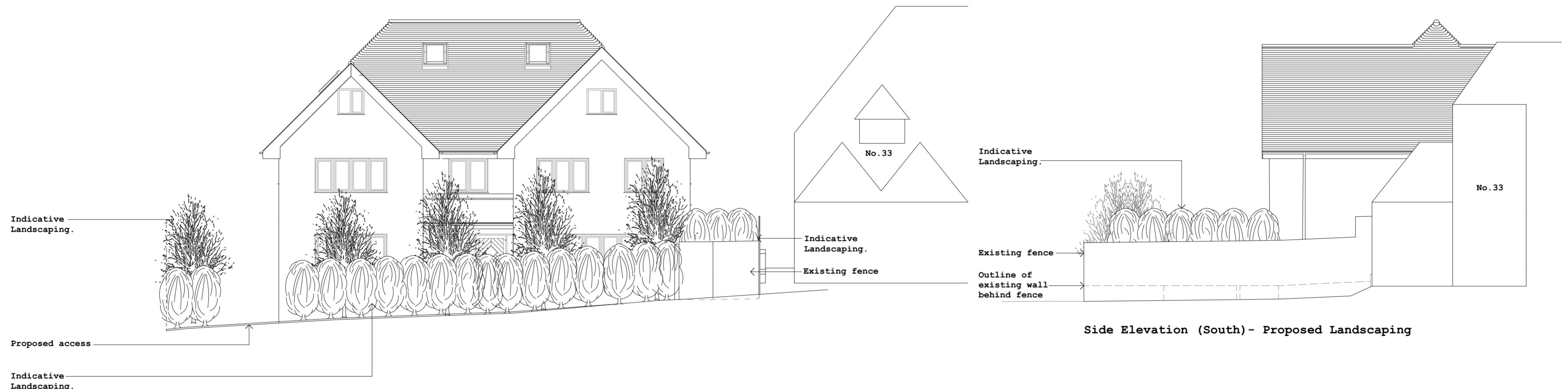


Proposed Layout

Revisions	A 16-06-2020 B	Scale	1:100 @ A2	GEOFFREY SLOAN ASSOCIATES BUILDING SURVEYORS & BUILDING ENGINEERS UNIT 7, OCKLEY COURT, COLES LANE, OCKLEY, SURREY, RH5 5LS		TEL 01306 711058 FAX 01306 713417					
Job	332 Limelight, Plot 02, The Avenue, Tadworth, Surrey.	Drawn by		Client	W. Morris Esq	Drawing Title	Landscape A	Drawing No	332/0103/A	DATE	26-05-2020

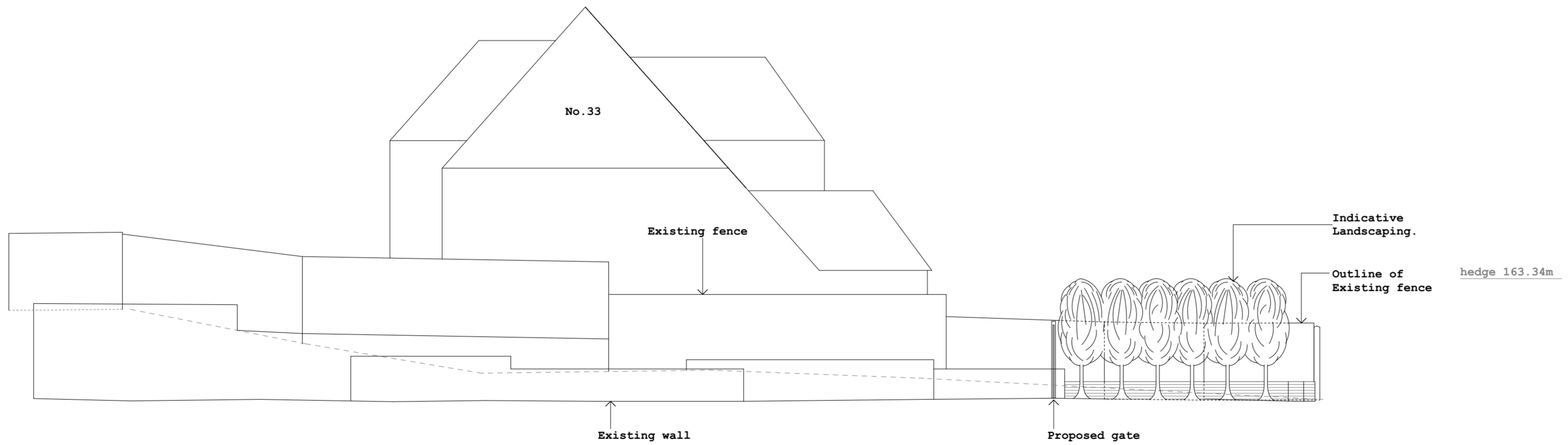
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Figure dimension to be taken in preference to scale
Dimensions to be checked on site prior to commencement of work.
If any doubts on interpretation of plans PLEASE CONTACT
GEOFFREY SLOAN ASSOCIATES IMMEDIATELY.
All works to comply with current Building Regulations



Front Elevation - Proposed Landscaping

Side Elevation (South) - Proposed Landscaping



Site Section towards Plot 03 - Proposed Landscaping

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Revisions	A16/06/2020 B	Scale	1:100 @ A2	GEOFFREY SLOAN ASSOCIATES BUILDING SURVEYORS & BUILDING ENGINEERS UNIT 7, OCKLEY COURT, COLES LANE, OCKLEY, SURREY, RH5 5LS		TEL 01306 711058 FAX 01306 713417					
Job	332 Limelight, Plot 02, The Avenue, Tadworth, Surrey.	Drawn by	CR	Client	W. Morris Esq	Drawing Title	Elevations - Proposed Landscaping	Drawing No	332/071/A	DATE	20/02/20
		Checked by	AS								

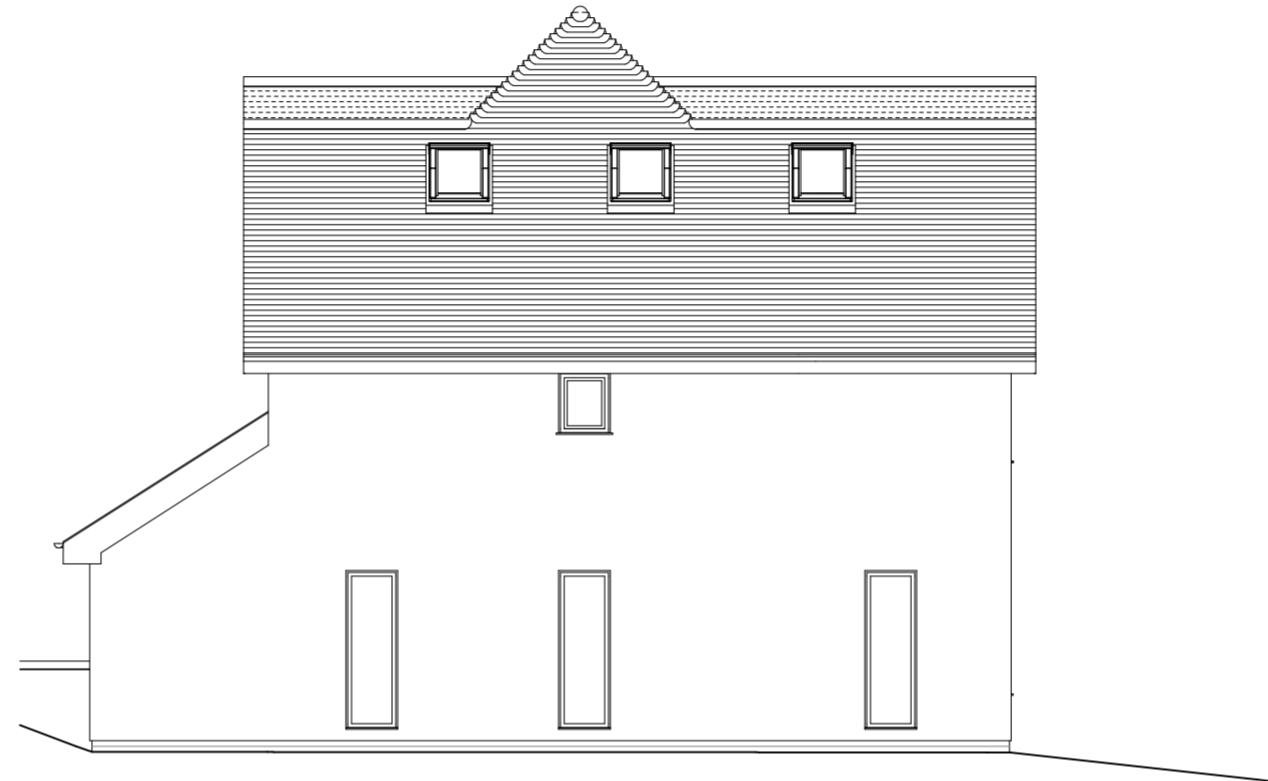
Scale 1:100		1cm = 1m				
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0	1	2	3	4	5	m

Figure dimension to be taken in preference to scale
Dimensions to be checked on site prior to commencement of work.
If any doubts on interpretation of plans PLEASE CONTACT
GEOFFREY SLOAN ASSOCIATES IMMEDIATELY.
All works to comply with current Building Regulations



Front Elevation

Existing Doors to be removed and replaced with a Fourlight window. Remainder of the original opening to be blocked up and Render to match existing



Side Elevation

Roof Materials

Existing Slates to be removed to all roofs including the Porch and Lower lean too Roof to the Rear Elevation. Adjust battens to 100mm gauge. Replace slates with Redland Rosemary Clay Classic- Blue Brindle



Rear Elevation




Side Elevation

Revisions	A16/06/2020 B	Scale	1:100 @ A2	GEOFFREY SLOAN ASSOCIATES BUILDING SURVEYORS & BUILDING ENGINEERS UNIT 7, OCKLEY COURT, COLES LANE, OCKLEY, SURREY, RH5 5LS		TEL 01306 711058 FAX 01306 713417			
Job	332 Limelight, Plot 02, The Avenue, Tadworth, Surrey.	Drawn by		Client	W. Morris Esq	Drawing No	332/0702/A	DATE	26-05-2020
		Checked by		Drawing Title	Elevations				

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 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	8 th July 2020
	REPORT OF:	HEAD OF PLANNING
	AUTHOR:	James Amos
	TELEPHONE:	01737 276188
	EMAIL:	james.amos@reigate-banstead.gov.uk
AGENDA ITEM:	14	WARD: <i>Horley East and Salfords</i>

APPLICATION NUMBER:	20/00816/RET	VALID:	22/04/2020
APPLICANT:	Mr P Matthews	AGENT:	Greenstone Planning and Design
LOCATION:	12, FAIRACRES, AXES LANE, SALFORDS		
DESCRIPTION:	Retention of the existing shed for the purposes of storage, maintenance and repair of showground vehicles and equipment.		
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 is for floorspace is greater than 250 sqm commercial floorspace.

SUMMARY

This is a full application for the retention of a large commercial building which has already been erected on the site. The building has the appearance of a large barn and is finished in green profiled metal cladding. It has a floor area of 24m x 16.5m and a height of 8.0m. The building is used for the storage of and for the maintenance, service and repair of the applicant's various fairground rides and fairground equipment.

The NPPF, at para 143 states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Para.145 sets out a number of exceptions to this. The building in this case constitutes new development and does not fall within any of the exceptions set out in paragraphs 145 or 146 of the National Planning Policy Framework. On this basis, it is concluded to be inappropriate development.

The site is bounded by hedges and trees and there are a number of trees along both the northern and southern boundaries of the site that are subject to Tree Preservation Orders. There are belts of trees around all boundaries of the site and as such the site cannot be viewed from Axes Lane, structures can only be glimpsed from the surrounding areas.

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Due to the application site's position and siting, the erected shed, despite its large size, has limited visibility from passing traffic on Axes Lane, Picketts Lane or New House Lane. Due to the location and the availability of screening from public vantage points, it is considered that the building has a limited impact on the rural character of the area, and that this is restricted to within and immediately adjacent to the site. The site is located within an established travellers and showpeople site where there are a variety of structures, buildings, mobile homes, fairground rides and associated kiosks and cabins etc.

It is considered that the building has a significant local impact on the site, but that this is mitigated by the character and appearance of the showpeople's site and can be further mitigated by landscaping. Given the position of the building away from public vantage points, and existing mature landscaping in the surrounding area, particularly on verges of local roads, it is not considered that there would be a significantly harmful impact on the surrounding area.

The applicants have put forward a case for 'very special circumstances' for the retention of the building which demonstrates that there is a need for the building and that this need for the purpose of aiding critical maintenance and safety inspections can only be met on the site itself. There is policy support for the proposal in terms of the provision of appropriate facilities of the storage and maintenance of equipment, and a commitment on the part of the applicant to share these facilities with other showpeople.

It is considered that very special circumstances have been demonstrated to outweigh the harm that is caused by reason of inappropriateness and the other harm identified.

RECOMMENDATION

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

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Consultations:

Highway Authority – No comments received.

Salfords and Sidlow Parish Council – Salfords and Sidlow Parish Council reviewed the application on behalf of residents at their Council meeting on Monday 11 May 2020 and agreed to object on the following grounds.

Some residents informed the Parish Council the building had been built and queried if it needed or had planning permission. The Parish Council could find no record that permission had been applied for or granted and raised this with the Borough. This may be why a planning application has now been submitted.

That residents raised this matter shows that, contrary to paragraph 1.19 of the Planning, Design and Access Statement, which says ‘the site is very secluded and cannot be viewed from Axes Lane, structures can only be glimpsed from the surrounding areas.’ The building is visible from the road, it is indeed visible from both Axes Lane to the north and New House Lane to the east.

The suggestion in 1.21 of the Planning, Design and Access Statement that ‘additional screening would help to mitigate any negative effects of the proposal and reduce any visual intrusion’ appears to acknowledge the building can be seen.

The NPPF says one of the purposes of the Green Belt is ‘to assist in safeguarding the countryside from encroachment’. Screening a building may hide it from view but it does not ‘assist in safeguarding the countryside from encroachment’. The building is a breach of the Green Belt.

As noted in paragraph 1.16 of the Planning, Design and Access Statement the Borough Development Management Plan has identified additional plots at Fairacres. The Parish Council objected to this as it represents intensification of a site which the Parish Council believes already had too many plots. This building adds to the intensification.

The Parish Council did not object to the original, unobtrusive Fairacres site about 35 years ago. Since then the number of plots has more than doubled and it has become more like an industrial site. The Parish Council has raised complaints from residents about intrusive lighting and structures and these complaints were acted upon. The Parish Council has offered to meet some of the show people to discuss the future of this site. To date this offer has not been taken up.

The Planning, Design and Access Statement recognises in 1.14 ‘that planning permission will not be granted for inappropriate development in the Green Belt, unless very special circumstances exist which clearly outweigh the potential harm to the Green Belt. The key issue is whether very special circumstances exist which would outweigh the harm caused by this inappropriate development in the Green Belt.’

The Parish Council do not believe very special circumstance which clearly outweigh the harm to the Green Belt exist.

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The described need for the building is to provide proper facilities and clean dry workspace to carry out inspection and maintenance works particularly when dealing with sophisticated non-destructive testing. This may justify a building, but the Parish Council do not believe this justifies such a large building. The photographs suggest the building is used to store a very large lorry and some enclosed trailers, not just for inspection and maintenance works.

We have been informed the building is not in the position shown on the plan, this is possibly to make the building look less obtrusive to the neighbours when considering the application. That said it is clearly visible from the Axes Lane and New House Lane as well as nearby residential properties.

The building is on land that was meant to be always grass. It was as a buffering zone between the site and the neighbours. This area is used as part of a showman's plot.

The applicant says he has been there for more than 19 years. He has managed without this building until very recently and could rent/lease space for any necessary inspections to be carried out. The building appears to be a great deal bigger, both in height and footprint, than necessary for maintaining and inspecting the fairground rides and equipment.

No provision is made for water or oil run-off.

If permission granted:-

- the Borough should have evidence from the inspection people that a building of this height and footprint is essential to carry out the testing of fairground rides and equipment,
- The building must be used for no other purpose than the maintenance and testing fairground rides and equipment to avoid any other such buildings being built on this site the building must be available for any other show person on Fairacres to use for testing their rides and equipment that must be carried out inside a building,
- the building must not be used for testing fairground rides and equipment from any other sites, provision must be made for water and oil run-off, the building should be liable for business rates

Representations:

Letters sent to neighbours on 24/04/2020 and site notice posted on 30/04/2020. There was one objection from a neighbouring property. The main issues raised are:

Issue

Response

Harm to Green Belt/countryside

See paragraphs 6.9 – 6.12

Overdevelopment

See paragraphs 6.22 – 6.36

Property devaluation (This is not a material planning consideration)

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1.0 Site and Character Appraisal

- 1.1 The application site forms part of the well-established Showpeople's site known as 'Fairacres'. The application site is located to the rear of residential properties on the south side of Axes Lane and has been used as a Showpeople's site over 35 years. Fairacres is a site comprising of 23 individual plots of land for the use of showmen & their business. The site is located to the south of Axes Lane, a secondary route connecting Salfords with Outwood to the east and accommodates only local traffic. The site has a safe, easy and convenient access via a 200 metre surfaced track off of Axes Lane which runs southwards between two residential properties, Cyprus Farm and Fleet House. The land on either side of the track is in agricultural use.

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.
- 2.2 Improvements secured during the course of the application: Improvements have not been sought as the application is considered acceptable as proposed.
- 2.3 Further improvements to be secured through conditions which restrict the use to which the building can be put and the availability of the building for sharing with other show people.

3.0 Relevant Planning and Enforcement History

- | | | | |
|-----|--------------|---|---|
| 3.1 | 89/12850/F | - Proposed showmen's yard | Approved with conditions. |
| 3.2 | 11/00178/CU | Change of use from agricultural land to travelling showpeople's site including the improvement of site access | Approved with conditions.
26/02/2014 |
| 3.3 | 12/01005/CLE | - Use of the land at Fair acres as plots 11 and 12 for Travelling Show people. | Granted
01/08/2020 |

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4.0 Proposal and Design Approach

- 4.1 This is a full application for the retention of a large commercial building which has already been erected on the site. The building has the appearance of a large barn and is finished in green profiled metal cladding. It has a floor area of 24m x 16.5m and a height of 8.0m. The building is used for the storage of and for the maintenance, service and repair of the applicant's various fairground rides and fairground equipment.
- 4.2 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:
Assessment;
Involvement;
Evaluation; and
Design.
- 4.3 Evidence of the applicant's design approach is set out below:

Assessment	The character of the surrounding area is assessed as a travelling showmen's site which is occupied by a variety of temporary and permanent buildings used as residential accommodation and for the showmen's own use. The site is identified as lying within countryside, and is well screened from surrounding roads and public vantage points.
	No site features worthy of retention were identified.
Involvement	No community consultation took place.
Evaluation	The statement does not include any evidence of other development options being considered.
Design	The applicant's reasons for choosing the proposal from the available options were to provide a secure and sheltered environment for the maintenance of his equipment.

- 4.5 Further details of the development are as follows:

Site area	0.8ha
Existing use	Showmen's site
Proposed use	Showmen's site

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5.0 Policy Context

5.1 Designation

Metropolitan Green Belt
Other Material Considerations – National Planning Policy Framework, National Planning Practice Guidance, Supplementary Planning Guidance: Vehicle and Cycle Parking Guidance 2018. Other considerations: Human Rights Act 1998, Community Infrastructure Levy Regulations 2010.

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)
CS3 (Green Belt)
CS5 (Valued People/Economic Development),
CS16 (Gypsies, Travellers and Travelling Showpeople)

5.3 Reigate and Banstead Development Management Plan 2019

EMP3 –
DES1 (Design of New development)
TAP1 (Access, Parking and Servicing)
NHE5 (Development within the Green Belt)
GTT1 (Gypsy, Traveller and Travelling Showpeople Accommodation)

5.4 Other Material Considerations

National Planning Policy Framework
National Planning Practice Guidance
Planning Policy for Traveller Sites
(PPTS)

Supplementary Planning Guidance

Supplementary Planning Guidance:
Vehicle and Cycle Parking
Guidance 2018. Other
considerations:

Other

Human Rights Act 1998
Community Infrastructure Levy
Regulations 2010

6.0 Assessment

6.1 Ministry of Housing and Communities Local Government (MHCLG) published the revised Planning Policy for Traveller Sites (PPTS) in August 2015 and the revised National Planning Policy Framework (NPPF) in February 2019. PPTS distinguishes between a gypsy and traveller site. It is noted that a travelling Showpeople site has specific requirements. Policy F (Mixed planning use

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traveller sites) of PPTS makes it clear that “local planning authorities should consider, wherever possible, including traveller sites suitable for mixed residential and business uses, having regard to the safety and amenity of the occupants and neighbouring residents. Local planning authorities should consider the scope for identifying separate sites for residential and for business purposes in close proximity to one another if mixed sites are not practical.”

- 6.2 Paragraph 19 of the PPTS also advises that “local planning authorities should have regard to the need that travelling showpeople have for mixed-use yards to allow residential accommodation and space for storage of equipment.”
- 6.3 The use of this part of the site for travelling show people was established since 2012 with the grant of a certificate of lawful development. There is therefore no ‘in-principle’ planning objection for the shed for the purposes of storage, maintenance and repair of showground vehicles and equipment in connection with the established Showpeople’s plot.
- 6.4 The site is located in the Green Belt and Core Strategy Policy CS3 and DMP Policy NHE5, in line with the NPPF (2019), state the construction of new buildings will be regarded as inappropriate in the Green Belt unless they fall within one of the listed exceptions.
- 6.5 The main issues to consider are:
- development within the Metropolitan Green Belt
 - design and impact on the character of the area
 - effects on the amenity of neighbouring properties
 - access, parking and highway implications
 - very special circumstances

Development within the Metropolitan Green Belt

- 6.6 Para.143 of the NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Para.145 sets out a number of exceptions to this. The building in this case constitutes new development and does not fall within any of the exceptions set out in paragraphs 145 or 146 of the National Planning Policy Framework. On this basis, it is concluded to be inappropriate development.
- 6.7 Core Strategy Policy CS3 states that planning permission will not be granted for inappropriate development in the Green Belt, unless very special circumstances exist which clearly outweigh the potential harm to the Green Belt.
- 6.8 The application will therefore be assessed against the other planning considerations before an assessment of whether ‘very special circumstances’ which outweigh the harm by reason of inappropriateness exist.

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Design and Character

- 6.9 DMP Policy DES1 relates to the design of new development and states that new development will be expected to be of a high quality design that makes a positive contribution to the character and appearance of its surroundings. The policy lists a number of criteria that would need to be met if a proposal is to be found acceptable. For example, development should promote and reinforce local distinctiveness and respect the character of the surrounding area, including positive physical characteristics of local neighbourhoods and the visual appearance of the immediate street scene and make use of high quality materials, landscaping and building detailing. Development should also incorporate appropriate landscaping to mitigate the impact, and complement the design, of new development, as well as protect and enhance natural features.
- 6.10 The site is bounded by hedges and trees and there are a number of trees along both the northern and southern boundaries of the site that are subject to Tree Preservation Orders. There are belts of trees around all boundaries of the site and as such the site cannot be viewed from Axes Lane, structures can only be glimpsed from the surrounding areas.
- 6.11 Due to the application site's position and siting, the erected shed, despite its large size, has limited visibility from passing traffic on Axes Lane, Picketts Lane or New House Lane. There are glimpses available of the building from the private access road from Axes Lane, especially in winter months. Due to the location and the availability of screening from public vantage points, it is considered that the building has a limited impact on the rural character of the area, and that this is restricted to within and immediately adjacent to the site. The site is located within an established travellers and showpeople site where there are a variety of structures and buildings. In the circumstances, it is considered that although large and of substantial construction, the proposed building does not have a significant adverse impact on the character and appearance of the area.
- 6.12 In accordance with Policy DES1 the applicants have also offered additional landscaping to supplement that which exists on the site boundaries. They state that should permission be given for the retention of the shed, a landscape buffer zone would be created along the site boundaries. In the event that permission is granted, a condition is recommended that would require the submission of landscaping details and the implementation of the agreed scheme in the first available planting season.

Neighbour Amenity

- 6.13 The nearest residential properties to the application site are the existing mobile home on the property which is occupied by the applicant and his family and other residential mobile homes on the adjoining show peoples and travellers site. The showpeople's site is characterised by a mix of residential and commercial uses which allows residential accommodation and space for

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storage of equipment within the same ownership. This form of development is encouraged by policy and is commonly found in these locations.

- 6.14 The nearest non-showpeople's residential use is located some 250m to the east of the site at Skylarks. Given this separation, it is not considered that the building itself adversely impacts on the amenities of this property. Given that the use itself is well established and lawful, the enclosure of the testing and maintenance activities is likely to lead to a reduction in noise from the site.
- 6.15 In this regard, it is considered that the amenities of neighbouring properties are not adversely affected by the development and accordingly, there is no conflict with DMP Policy DES1.

Highway Matters

- 6.16 The existing site access is being used to access the site and development. No changes are proposed to the access arrangements and the use of the building by itself, would not lead to an increase in traffic generated by the lawful use of the site. In this regard, no objections are raised from a highways point of view.

Very Special Circumstances

- 6.17 The National Planning Policy Framework advises that inappropriate development is, by definition, harmful to the Green Belt. Very special circumstances to justify inappropriate development will not exist unless the harm by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.
- 6.18 In support of the proposals, the applicants have advanced a number of arguments to seek to demonstrate that very special circumstances exist which would outweigh the harm, that is caused by reason of inappropriateness and any other harm.

Policy Considerations

- 6.19 It is recognised that there is a need for Travelling Showpeople's sites within the area. In accordance with Core Strategy Policy CS3, the Council has undertaken a review of the Green Belt. The Green Belt Review (2017) and the Sustainable Urban Extensions reports (2012-2017) have reviewed the boundaries of Green Belt within the borough and made recommendations. As a result, several changes have been made to the boundaries of the Green Belt including inseting of land from the Green Belt, inclusion in the Green Belt of small dispersed areas of housing, removal of sites suitable for traveller pitches and plots, and removal of sites for sustainable urban extensions. Two separate parcels of land to the east and south of the application site have also been allocated (see below) as Travelling Showpeople's plots within the Development Management Plan. The applicants state that this demonstrates

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that there are no other sites available outside the Green Belt, and these sites are identified as suitable, available and achievable in the Green Belt.

- 6.20 They go on to state that due to the nature of the Travelling Showpeople's requirements, the sites generally combine residential, storage and maintenance uses which are unlikely to be accommodated on land within a settlement. A site outside of a settlement boundary can, therefore, be suitable for Travelling Showpeople. The applicants state that as a result, the Council have extended the existing Fairacres site by allocating additional plots to the east and south of the application site. In accordance with the advice set out in the PPTS, they consider that there would be a clear advantage in providing the essential shed on the well-established plot (the application site) rather than seeking to provide elsewhere where showpeople accommodation is not established.
- 6.21 The applicants state that the general need for Travelling Showpeople's sites (mixed uses), their strong local connections, their personal need for the shed and a lack of other testing and storage sites in the vicinity, is considered to constitute 'very special circumstances' that justify and override the normal presumption against inappropriate development in the Green Belt. Furthermore, they state that the building is sited on an existing hardstanding area, and therefore has not encroached into the open countryside, and does not therefore conflict with the five purposes and integrity of the Green Belt as identified in Paragraph 134 of the NPPF.

Need

- 6.22 In support of the proposals, it is stated that the applicant and his family have owned and lived on the site for a period in excess of 19 years. They state that they regularly operate local fairs and carnivals in Hampton Court, Reigate Priory Park, Blindley Heath Country Fair, Epsom derby, Walton, Esher, Ardingly, Crawley, Dorking, Leatherhead, Redhill, and Horsham and they have close business and family ties with the Reigate and Banstead area. They state that they have a large number of rides and equipment so that they can be flexible in choosing which ride to take to a particular fair. Therefore, on some occasions some rides may be left back at the application site. The application site is occupied by the resident's mobile home and other small structures. Prior to erection of the shed (which is the subject of the application), they state that there were no storage facilities on the plot where they could safely store and maintain their rides and equipment.
- 6.23 The applicants go on to state that it is a legal requirement that a registered inspection body must carry out the mechanical and electrical safety inspections for all rides and equipment under the ADIPS scheme and guidance HSG175 and BS EN 13814. These inspections have become more intense and more documented over the past 10 years. The inspections require the almost complete dismantling of the rides as well as repairing, painting & cleaning operations.

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- 6.24 The applicants state that without the proper facilities and clean dry workspace it would become almost impossible to carry out inspection and maintenance works particularly when dealing with sophisticated NDT (Non-destructive testing). They state that rides are worth thousands of pounds and the building is essential for the storage and maintenance purposes, in particular, during the winter months.
- 6.25 In support of the application, the applicants have also provided letters of support from The Showmen's Guild of Great Britain; Tommy Matthews & Sons and DMG Technical Limited.
- 6.26 The Showmen's Guild of Great Britain(London & Home Counties Section) advise that the type of workshop is a necessity for our members to use for maintaining and repairing their fairground equipment in readiness for the annual H&SE inspections which take place at varying times during each year. These workshops are also required to house and protect the members' equipment from the elements during the winter months.
- 6.27 Mr Matthews reinforces these comments in his letter of support and states that the workshop building is an important factor for the maintenance & upkeep of the rides. He states that the rides that are operated by the applicant are very hi tech & can be seen at most of the UKs festivals throughout the year. The letter notes that the equipment needs to be inspected annually by an independent inspection body & NDT engineer, by means of dismantling the equipment so that critical parts can be inspected & NDT procedures can be carried out. They also state that it is now a requirement that was brought in last year that all paint must be removed in order to carry out NDT procedures using MPI procedures, following on from this the equipment must be erected for electrical & mechanical inspections as well as painting & cleaning operations.
- 6.28 They state that in the past maintenance, this work has been done outside, trying to work through rain & bad weather most of the time & under tarpaulins as well as the minimum amount of daylight hours during the winter months. They state that the workshop is of a good construction and does not affect the surrounding area visually.
- 6.29 The letter from DMG Technical confirms that they are a registered ADIPS inspection body and it is their purpose to carry out the mechanical and electrical safety inspections under the ADIPS scheme and guidance HSG175 and BS EN 13814. They state the inspections now require the almost complete dismantling of the rides. They state that without the proper facilities and a clean dry workspace, this is becoming almost impossible particularly when dealing with sophisticated NDT (Non-destructive testing) which they oversee, and which external contractors carry out.
- 6.30 They state that each winter approximately 3,200 rides are tested throughout the UK by various inspection bodies, and as a result it would be impossible for these all to be tested in centralised locations. Hence, inspectors travel to

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the locations of the ride owners. They state that the inspections are generally carried out in winter months when weather conditions can be at their worse.

- 6.31 In summary, the applicants state that the erected shed is essential for the maintenance, service and repair of the applicant's various rides and fairground equipment in order to comply with the annual H&SE inspections which take place at varying times during each year. The shed is also required to store and protect the applicants' rides and equipment during the winter months.
- 6.32 They state that the primary consideration in their 'very special circumstances' assessment is the need for the shed for the proper functioning as a Travelling Showpeople's plot. They consider that this would clearly outweigh the identified harms to the Green Belt and as result, the development complies with the adopted Policy and the NPPF.
- 6.33 Following submission of the application, the applicants have also confirmed that the shed would be made available to other travelling showpeople who live in the area to enable the building to be used for inspections of their equipment. It is considered that this would be an advantage and would obviate the need for other buildings to be erected to meet that need.
- 6.34 In considering whether the very special circumstances are of sufficient merit to outweigh the harm that is caused by reason of inappropriateness and any other harm, it is necessary to consider what other harm is caused. As noted above, it is considered that the building has a significant local impact on the site, but that this is mitigated by the character and appearance of the showpeople's site and can be further mitigated by landscaping. Given the position of the building away from public vantage points, and existing mature landscaping in the surrounding area, particularly on verges of local roads, it is not considered that there would be a significantly harmful impact on the surrounding area.
- 6.35 The very special circumstances put forward by the applicants demonstrates that there is a need for the building and that this need can only be met on the site itself. There is policy support for the proposal in terms of the provision of appropriate facilities of the storage and maintenance of equipment, and a commitment on the part of the applicant to share these facilities with other showpeople.
- 6.36 In light of these comments, it is considered that very special circumstances have been demonstrated to outweigh the harm that is caused by reason of inappropriateness and the other harm identified.

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Conditions

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

Plan Type	Reference	Version	Date
Location Plan	IM/0402		22/04/2020
Existing Plan	GA01		22/04/2020
Elevation Plan	GA02		22/04/2020
Elevation Plan	GA03		22/04/2020
Roof Plan	GA02		22/04/2020
Existing Plans	GA05		22/04/2020

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.

2. Within 3 months of the date of this permission, a scheme for the landscaping of the site including the retention of existing landscape features shall be submitted to and approved in writing by the LPA. The landscaping scheme shall include details of hard and soft landscaping, including any tree removal/retention, planting plans, written specifications (including cultivation and other operations associated with tree, shrub, and hedge or grass establishment), schedules of plants, noting species, plant sizes and proposed numbers/densities and an implementation and management programme. The details shall also include measures to prevent the further encroachment of parked vehicles beyond the identified areas of hardstanding beneath the canopy of the trees adjacent to the site.

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

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

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

3. The building hereby permitted will be made available to other showmen from Fairacres for the purposes of ride maintenance, inspections etc provided that prior notice is given and agreed with the owners/occupiers of the building.

Reason: To accord with the terms of the application and in the interests of the visual amenities of the site and surrounding area, in accordance with Reigate

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and Banstead Core Strategy Policies CS3 and CS16 and Reigate and Banstead Development Management Plan policies DES1, NHE5 and GTT1.

4. The building hereby permitted shall only be used for the storage of and for the maintenance, service and repair of fairground rides and fairground equipment and shall not be used for any other purpose.

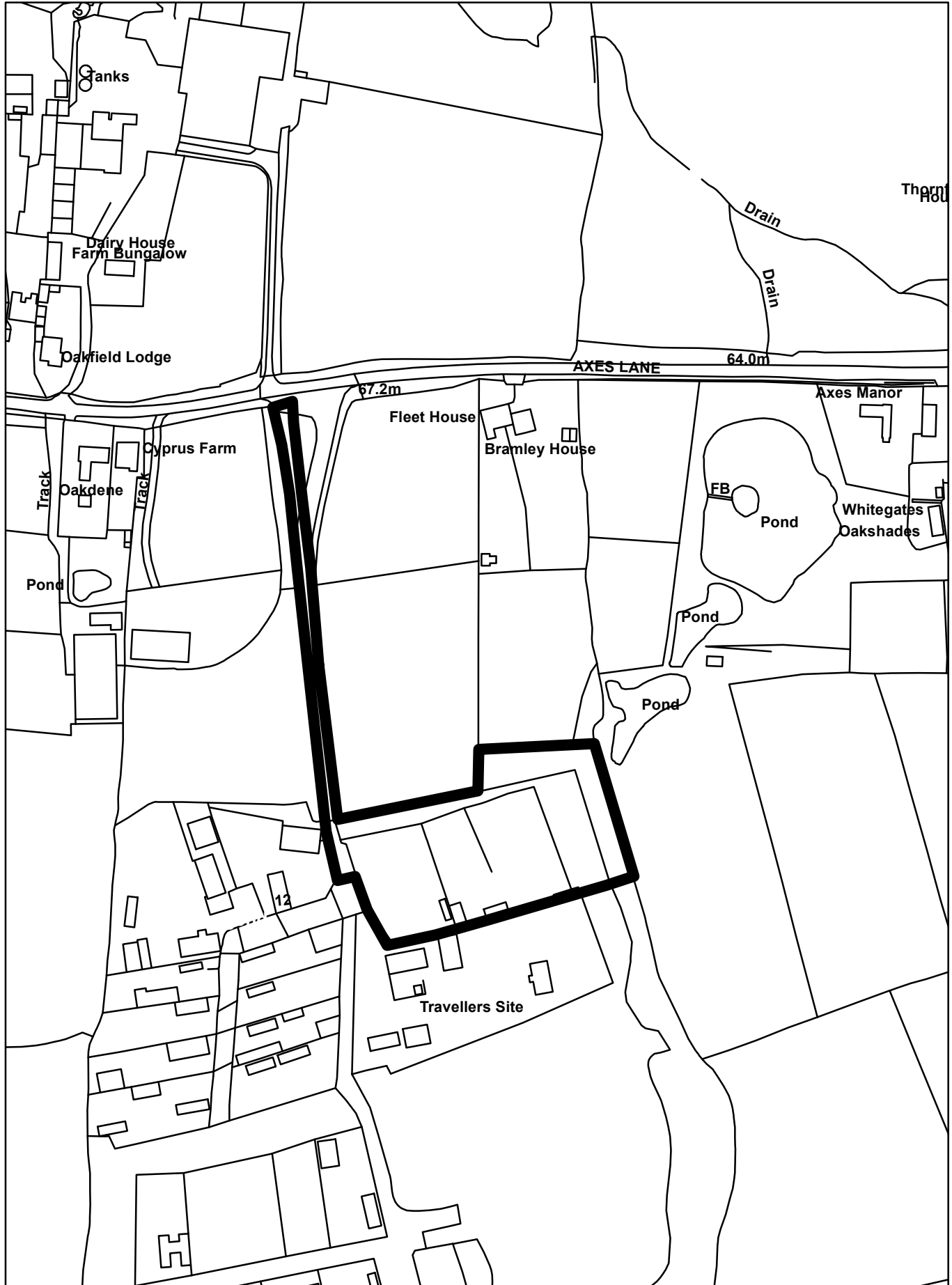
Reason: To accord with the terms of the application and in the interests of the visual amenities of the site and surrounding area, in accordance with Reigate and Banstead Core Strategy Policies CS3 and CS16 and Reigate and Banstead Development Management Plan policies DES1, NHE5 and GTT1.

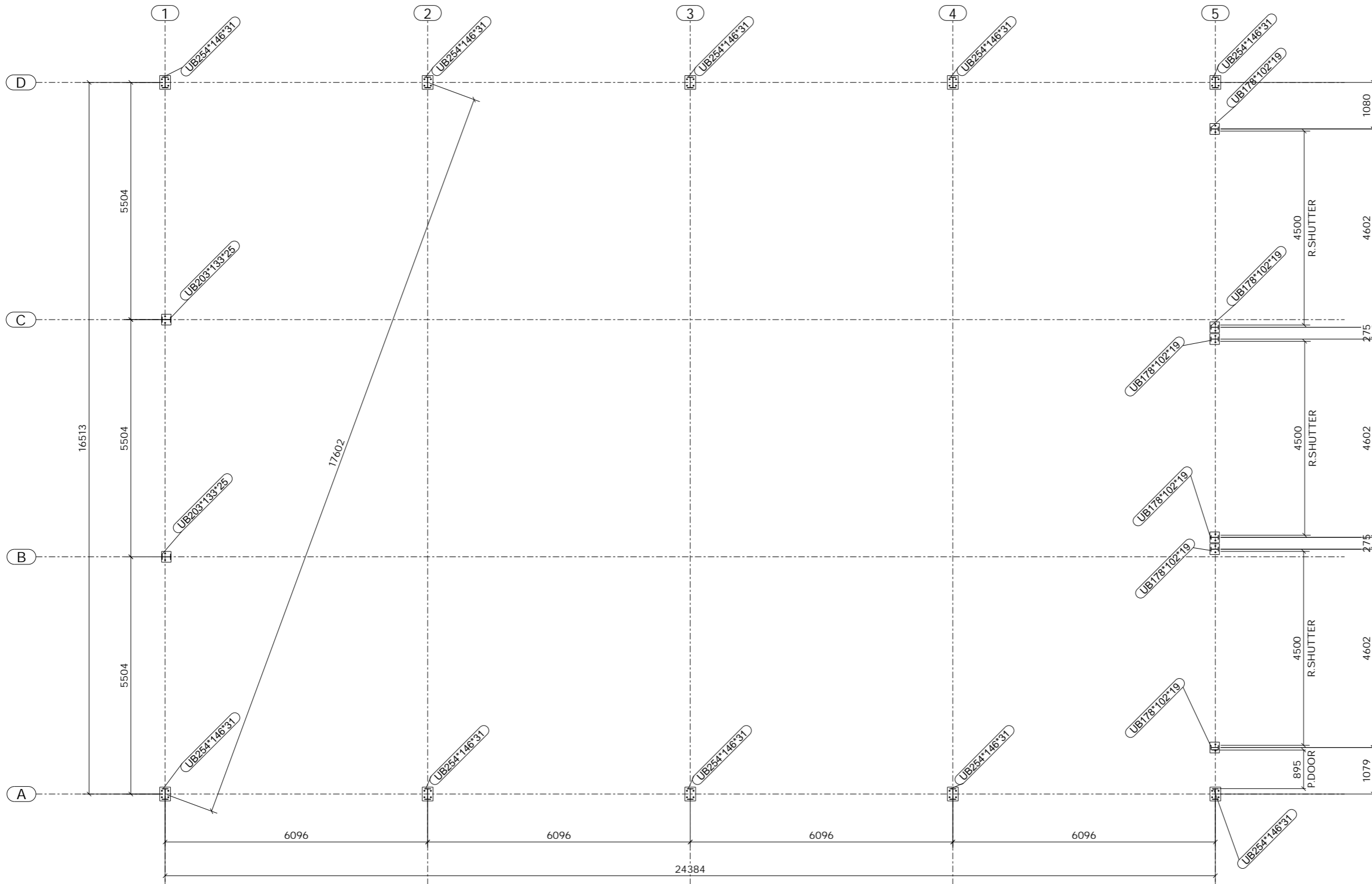
REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies CS1, CS3, CS5, CS16, EMP3, DES1, TAP1, NHE5, GTT1 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.

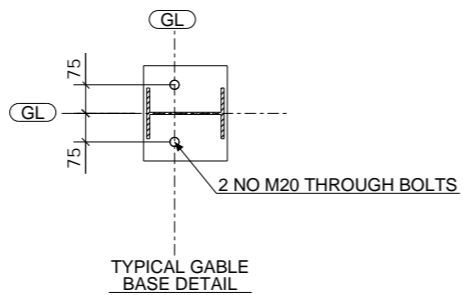
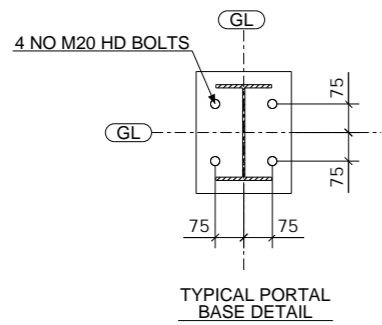
The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in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

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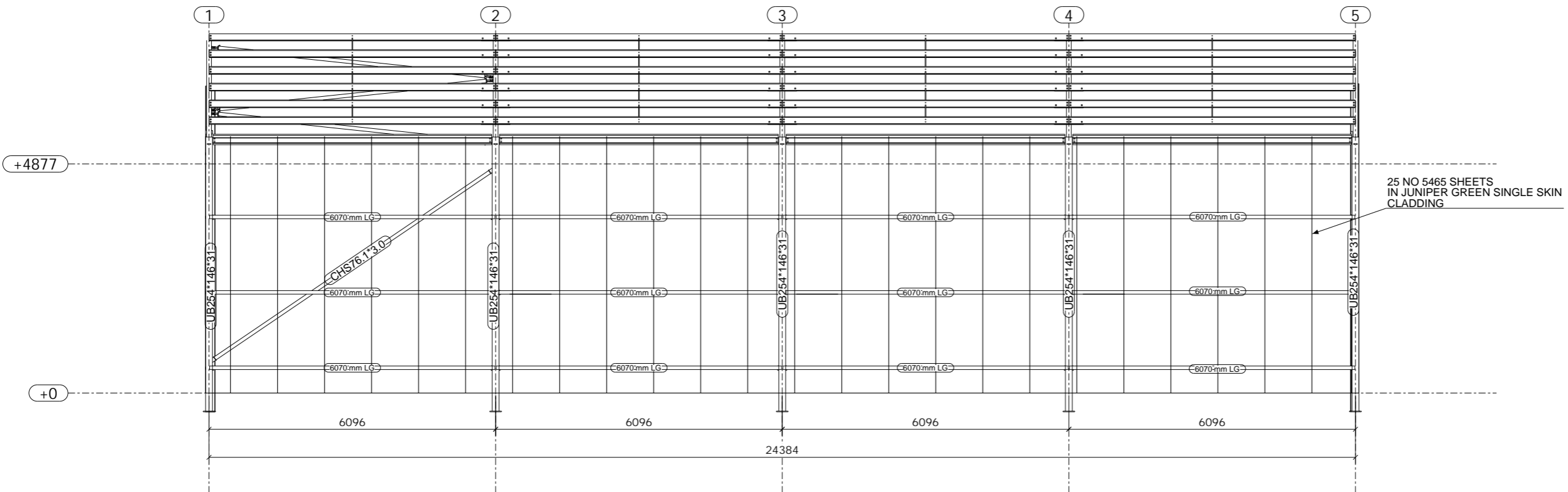


COLUMN LAYOUT

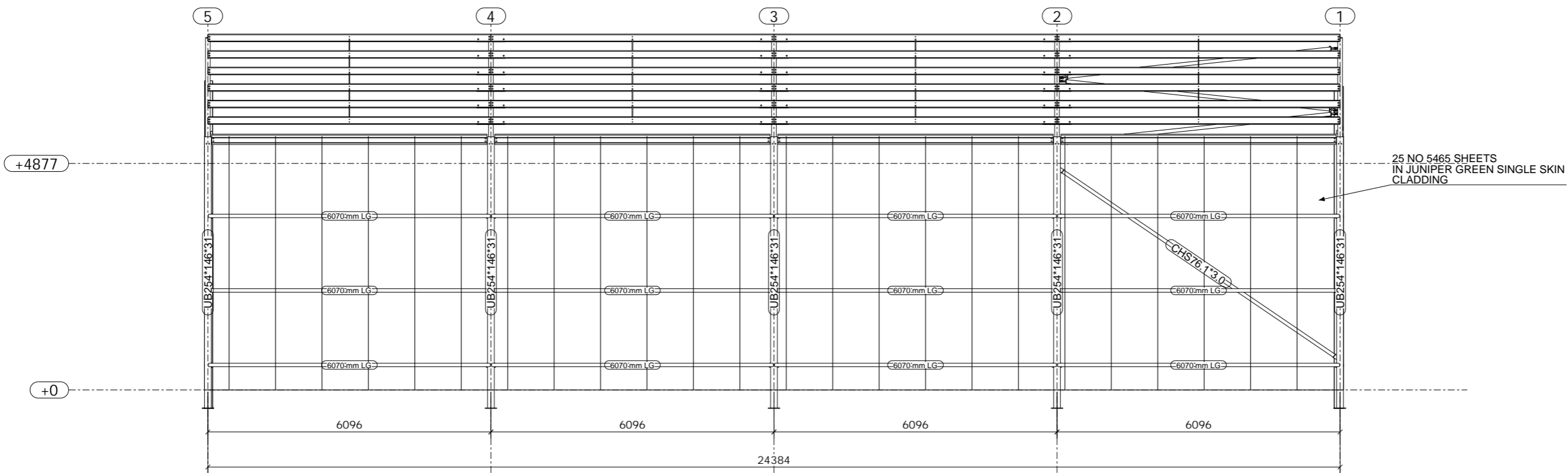


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DRAWING No	GA01	REVISION No.




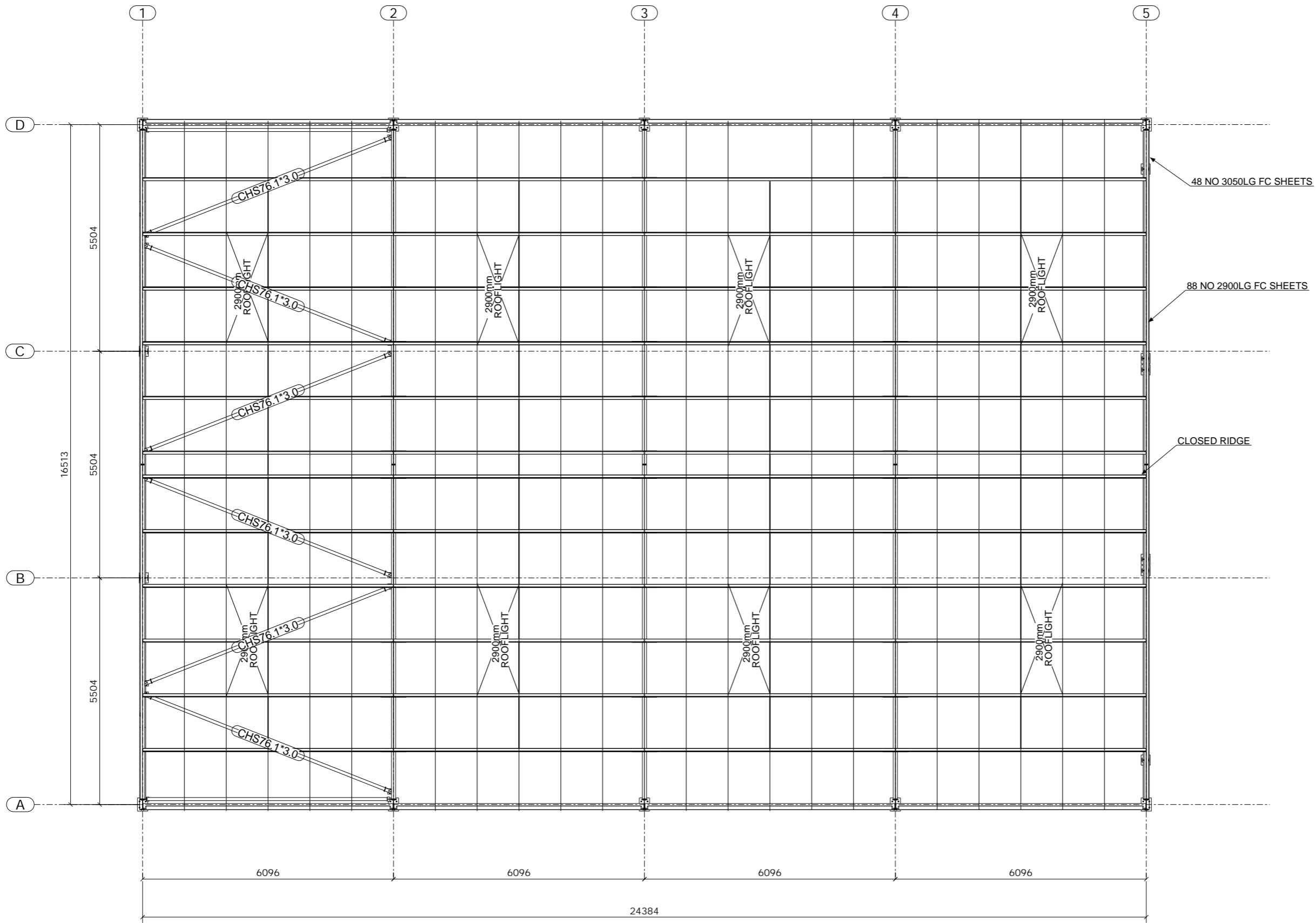
ELEVATION VIEW ON GLA




ELEVATION VIEW ON GLD

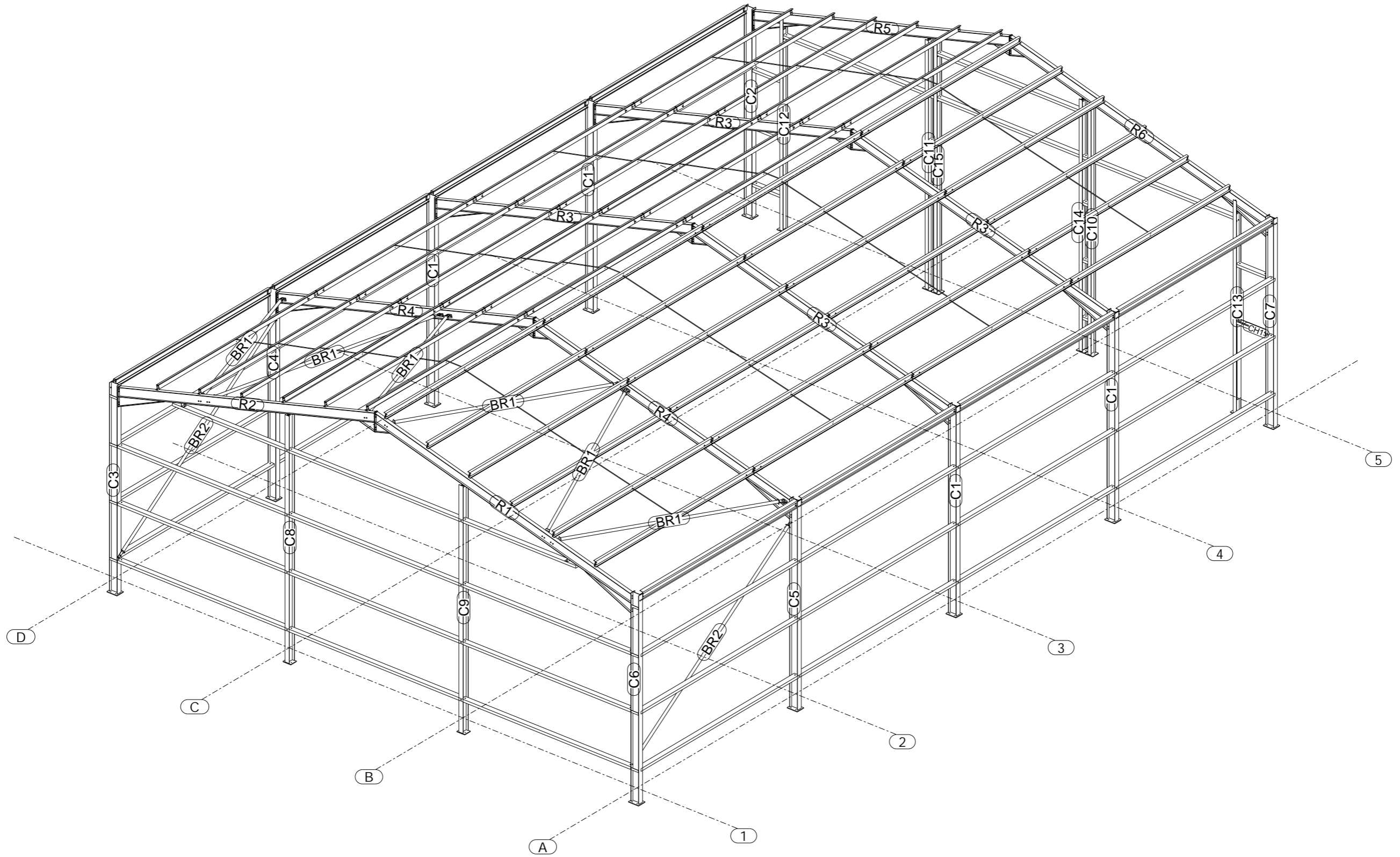
REV MARK	REVISION DESCRIPTION	REVISION DATE

		
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DRAWING TITLE	ELEVATION VIEW ON GLA AND GLD	
CONTRACT	PERRIN MATTHEWS	
MODELLED BY	GP	ISSUE DATE
CONTRACT NO	A7988	SCALE 1:50
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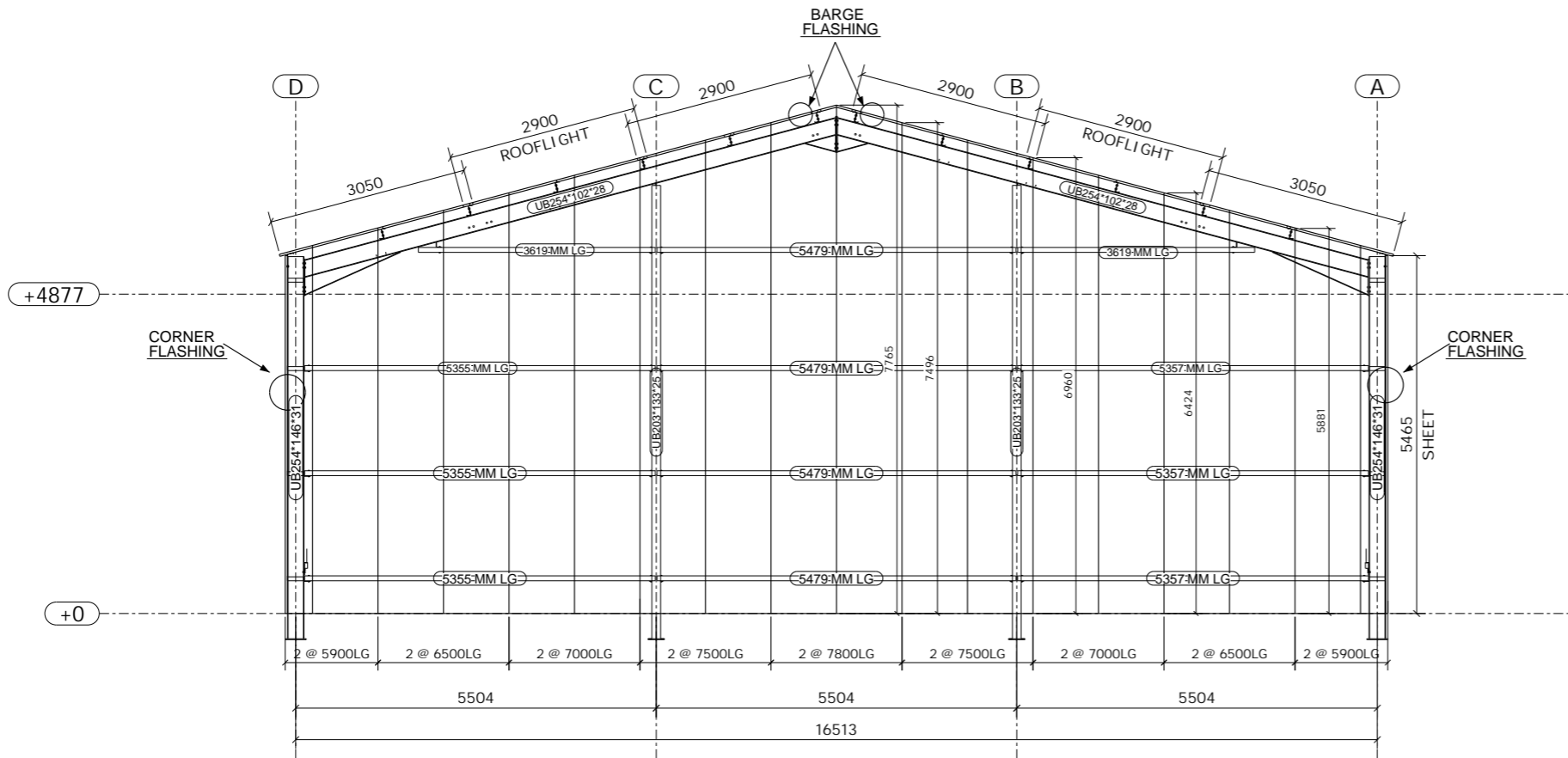
ROOF PLAN VIEW

REV MARK	REVISION DESCRIPTION	REVISION DATE
		
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MODELLED BY	GP	ISSUE DATE
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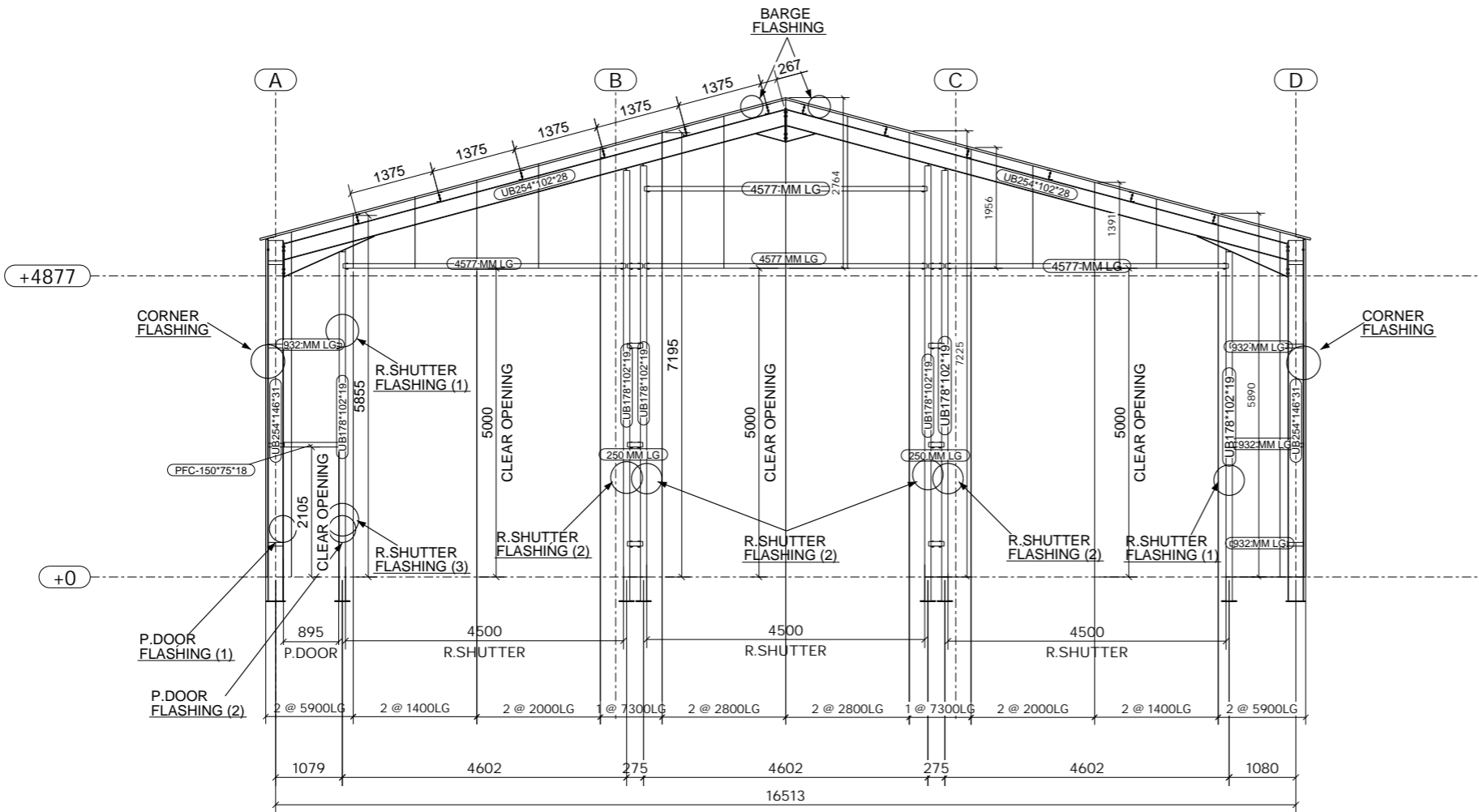


3D VIEW


REV MARK	REVISION DESCRIPTION	REVISION DATE
		
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CONTRACT PERRIN MATTHEWS		ISSUE DATE
MODELLED BY GP	SCALE 1:50	REVISION No.
CONTRACT NO A7988		
DRAWING No GA05		



Grid 1



Grid 5

REV MARK	REVISION DESCRIPTION	REVISION DATE
		
Davis Structures No.2 Oak Drive Woodford Halse, Northants NN11 3NG Tel: 01900 431 636 Email: davisstructures@googlemail.com		
DRAWING TITLE	ELEVATION VIEW ON GL1 AND GL5	
CONTRACT	PERRIN MATTHEWS	
MODELLED BY	GP	ISSUE DATE
CONTRACT NO	A7988	SCALE 1:50
DRAWING No	GA03	REVISION No.

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